



Committee on the Environment, Climate and Food Safety (ENVI): CO2 Standards for Cars and Vans

Compromise Amendments

COMPROMISE AMENDMENT 1

Recital 3

Text proposed by the Commission

With the Clean Industrial Deal and the Industrial Action Plan for the European automotive sector, the Union has put in place the conditions for a successful transition, focussing on both decarbonisation and industrial renewal, including support mechanisms for European industry, European content requirements on battery cells and components in EVs sold in the Union, better access to public and private finance, a global level playing field, and clear enabling conditions for the uptake and scaling of clean technologies, in order to strengthen industrial competitiveness and innovation in the Union.

Amendment

With the Clean Industrial Deal and the Industrial Action Plan for the European automotive sector, the Union has put in place the conditions for a successful transition, focusing on both decarbonisation and industrial renewal, including support mechanisms for European industry, European content requirements on battery cells and components in EVs sold in the Union, better access to public and private finance, a global level playing field, and clear enabling conditions for the uptake and scaling of clean technologies, in order to strengthen industrial competitiveness and innovation in the Union. **That transition should also preserve the resilience and security of vehicle supply across the Union, including for Member States that are highly dependent on imports and more exposed to disruptions in global value chains and reduced market diversity.**

COMPROMISE AMENDMENT 2

Recital (13a) (new) (between 13 and 14)

(13a) The decarbonisation of steel production is essential for achieving the Union's climate objectives, as steel remains one of the most carbon-intensive industrial sectors. In this context, encouraging the increased use of green low-carbon steel produced in the Union in the manufacture of new light-duty vehicles can contribute to reducing life-cycle emissions, strengthening the competitiveness of the European steel industry and supporting the transition to sustainable and climate-neutral mobility in line with the objectives of this Regulation. Green low-carbon steel refers to steel manufactured with significantly reduced life-cycle greenhouse gas emissions, produced notably through renewable energy, hydrogen-based direct reduced iron and electric arc furnace technologies using recycled materials.

COMPROMISE AMENDMENT 3

Recital (14a) (new) (between recital 14 and 15)

(14a) Building on the recognition of the role of SMEs, it is important to note that they play a central role in the automotive value chain in the Union, as suppliers and subcontractors. While not directly regulated by this Regulation, these actors are likely to be significantly affected by the transition towards zero-emission mobility driven by CO₂ emission performance standards. It is therefore appropriate to ensure that the impacts of this Regulation on the automotive value chain are properly assessed, in order to preserve industrial competitiveness and ensure a fair and balanced transition across all Member States.

COMPROMISE AMENDMENT 4

Recital (14b) (new) (between recital 14 and 15)

(14b) With an annual production of around 146 million tonnes, accounting for approximately 8% of global steel output, the Union's steel industry constitutes a key pillar of its raw materials base and plays a strategic role in supporting infrastructure development and defence-related innovation. As highlighted in a 2025 Commission publication (EU Steel Supply Chain RMIS Brief, JRC142660), the sector is characterised by a highly differentiated structure, with production concentrated in a limited number of large-scale operators, while the broader value chain remains fragmented and composed of actors of varying sizes.

COMPROMISE AMENDMENT 5

Recital (14c) (new) (between recitals 14 and 15)

(14c) The transition towards zero-emission mobility will have significant social implications, in particular for automotive workers and for low- and middle-income households. Ensuring that this transition proceeds in an environmentally effective and socially responsible manner is important for securing the skilled workforce needed to meet the objectives of this Regulation. To ensure that the flexibilities and adjusted targets provided for in this Regulation contribute to a just transition, manufacturers benefitting from those flexibilities should therefore engage in timely social dialogue and anticipate workforce needs linked to the shift towards zero-emission technologies. Member States may, where appropriate, complement these efforts through targeted initiatives facilitating affordable access to zero-emission mobility solutions, including social leasing schemes or similar approaches, helping to ensure that the benefits of the transition are shared fairly across society.

COMPROMISE AMENDMENT 6

Recital 16

Text proposed by the Commission

A vehicle label providing information that is relevant for zero-emission vehicles should be available to empower potential vehicle buyers to make informed purchase decisions. In addition, a vehicle label should be available not only for new passenger cars, but also for potential buyers of vans and second-hand vehicles, to ensure that potential buyers of those vehicles are also appropriately informed.

Amendment

A vehicle label providing information that is relevant for zero-emission vehicles should be available to empower potential vehicle buyers to make informed purchase decisions. In addition, a vehicle label should be available not only for new passenger cars, but also for potential buyers of vans and second-hand vehicles, to ensure that potential buyers of those vehicles are also appropriately informed. **The second-hand vehicle market plays a key role in ensuring affordability and access to mobility across the Union, and should be supported in order to guarantee a socially inclusive and economically sustainable transition to zero-emission mobility.**

COMPROMISE AMENDMENT 7

Recital (20a) (new) (between recitals 20 and 21)

(20a) Whereas, concerning super-credits for small electric vehicles under Article 5 and low-carbon steel credits under Article 5b, small electric vehicles and low-carbon steel should be considered “made in the EU” where final assembly takes place in a Member State, a substantial share of their value, including critical components, originates in the Union, and production demonstrably respects Union environmental, social and labour standards; whereas these include respect for collective bargaining agreements, fair wage requirements under Union social legislation, and compliance with environmental and state aid rules; whereas such criteria strengthen the competitiveness of European industry, especially of SMEs, protect workers and the environment, while fully respecting the Union’s international trade commitments and open markets.

COMPROMISE AMENDMENT 8

Recital (22a) (new) (between recitals 22 and 23)

(22a) The socio-economic impacts of automotive transformation require systematic monitoring at Union level. Therefore, Commission reporting under Article 15c should track employment effects, regional disparities and mitigation needs, informing targeted Union support for workers and territories most affected by the transition to climate-neutral mobility.

COMPROMISE AMENDMENT 9

Recital (23a) (new) - (after recital 23)

(23a) Whereas the transition to zero-emission mobility must be socially fair and geographically balanced across the Union, insular, peripheral and less-connected Member States face specific structural challenges related to infrastructure deployment and access to vehicles, which should be duly taken into account in the implementation and evaluation of this Regulation.

COMPROMISE AMENDMENT 10

Article 1 – paragraph 3 – point b – point (s) (new)

Amendment

s) ‘SME’ means a manufacturer that qualifies as a small or medium-sized enterprise within the meaning of Commission Recommendation 2003/361/EC.

COMPROMISE AMENDMENT 11

Article 1 – paragraph 5 (amending Article 5) – point 1

Text proposed by the Commission Amendment

1. Until 2034, for the purpose of calculating a manufacturer's average specific emissions of CO₂, each new zero-emission vehicle of category M1 identified as small electric vehicle in line with point 2.4 of Part A of Annex I to Regulation (EU) 2018/858 and made in the EU shall be counted as 1.3 vehicles.

Amendment

1. Until 2034, the purpose of calculating a manufacturer's average specific emissions of CO₂, each new zero-emission vehicle of category M1 identified, **as defined by Article 4(1)(a)(i) of Regulation (EU) 2018/858, with an unladen mass not exceeding 1,500 kg, and made in the EU shall be counted as 1.6 vehicles. Vehicles which fulfill these characteristics will be identified as « small electric vehicles »**

Article 1 – paragraph 5 (amending Article 5) – point 3

Text proposed by the Commission

3. The Commission is empowered to adopt delegated acts in accordance with Article 17 in order to supplement this Regulation by setting up a methodology for determining the criteria for a car to be considered 'made in the EU'.

Amendment

3. The Commission is empowered to adopt delegated acts in accordance with Article 17 in order to supplement this Regulation by setting up a methodology for determining the criteria for a car to be considered 'made in the EU'. **The Commission shall ensure that, in accordance with the principles set out in the Interinstitutional Agreement on Better Law-Making, the European Parliament and the Council are duly informed and involved at an early stage in the preparation of the delegated acts regarding:**

- (a) the minimum share of value added or production stages taking place within the Union;**
- (b) the origin and sourcing requirements of key components, including batteries and critical raw materials;**
- (c) the verification, reporting and certification procedures to be applied by manufacturers**

COMPROMISE AMENDMENT 12

Article 1 - Paragraph 6 (Amending Article 5a) – point 3

Text proposed by the Commission

3. The credits from all fuels referred to in paragraph 2 shall not reduce the average specific emissions of CO₂ of a manufacturer by more than **3%** of the EU fleet-wide target 2021 as set out in point 6.0 of Annex I Parts A and B.

The credits from the quantities of biofuels and biogas produced from feedstock listed in part B of Annex IX to Directive (EU) 2018/2001 shall not reduce the average specific emissions of CO₂ of a manufacturer by more than **1%** of the EU fleet-wide target 2021 as set out in point implementing 6.0 of Annex 1 Parts A and B.

Amendment

3. The credits from all fuels referred to in paragraph 2 shall not reduce the average specific emissions of CO₂ of a manufacturer by more than **5%** of the EU fleet-wide target 2021 as set out in point 6.0 of Annex I Parts A and B.

The credits from the quantities of biofuels and biogas produced from feedstock listed in part B of Annex IX to Directive (EU) 2018/2001 shall not reduce the average specific emissions of CO₂ of a manufacturer by more than **1.7%** of the EU fleet-wide target 2021 as set out in point 6.0 of Annex 1 Parts A and B.

Article 1 - Paragraph 6 (Amending Article 5a) – point 5 (new)

Amendment

5. Credits under this Article shall be granted only for fuels covered by this Article where life-cycle emissions are inferior to 50 g CO₂-eq/MJ.

The calculation of the fuels' life-cycle greenhouse gas emissions shall be based on, or where appropriate take into account, the methodology established in Commission Delegated Regulation (EU) 2025/2359 supplementing Directive (EU) 2024/1788.

That threshold shall apply without discrimination to fuels produced within the Union and to imported fuels.

Article 1 – paragraph 6 (amending Article 5b) - point 3a (new) between point 3 and 4

3a. For small-volume manufacturers responsible for between 1 000 and 10 000 new passenger cars or 22 000 new light commercial vehicles, a 1.3 multiplier on the steel credits shall be automatically applied to the manufacturer's specific emissions credits. The Commission shall calculate this adjustment as part of the provisional calculations in the central register referred to in Article 7(4).

Article 1 - Paragraph 6 (Amending Article 5b) – point 4

Text proposed by the Commission

4. Low-carbon steel credits shall not decrease the average specific emissions of CO₂ of a manufacturer by more than **7%** of the EU fleet-wide target²⁰²¹ as set out in point 6.0 of Annex I Parts A and B.

Amendment

4. Low-carbon steel credits shall not decrease the average specific emissions of CO₂ of a manufacturer by more than **5%** of the EU fleet-wide target²⁰²¹ as set out in point 6.0 of Annex I Parts A and B.

Article 1 – paragraph 6 (amending Article 5b) - point 4a (new) between point 4 and 5

Amendment

4a. To support the resilience, diversification and competitiveness of the Union’s steel value chain, manufacturers making use of the low-carbon steel credits referred to in paragraph 1 shall be encouraged to source low-carbon steel components from a broad range of suppliers, including Union-based SMEs.

To that end, the calculation of the credits referred to in paragraph 1 shall take into account the contribution of diversified and locally embedded supply chains, including sourcing from SMEs, in accordance with the criteria set out in paragraph 5.

The Commission shall adopt implementing acts to specify the modalities for reflecting such contributions, including monitoring and reporting requirements, while ensuring proportionality and avoiding undue administrative burden.

Article 1 - paragraph 6 (amending article 5b) - point 6

Text proposed by the Commission

6. The Commission is empowered to adopt delegated acts in accordance with Article 17 in order to supplement this Regulation by setting up a methodology for determining the characteristics of the low carbon steel and the CO₂ emissions intensity of the steel and of the baseline steel as a reference point for the calculation for the low-carbon steel credits.

Amendment

6. The Commission is empowered to adopt delegated acts in accordance with Article 17 in order to supplement this Regulation by setting up a methodology for determining the characteristics of the low carbon steel and the CO₂ emissions intensity of the steel and of the baseline steel as a reference point for the calculation for the low-carbon steel credits.

Justification

Clarification: Return to original Commission Proposal

Article 1 - Paragraph 6 - Insert Article 5c “Super-credit for zero-emission vehicles with low life-cycle greenhouse gas emissions”

- 1. From 1 January 2030 until 31 December 2034, for the purpose of calculating a manufacturer’s average specific emissions of CO₂, each new zero-emission vehicle of category M1 or N1 whose life-cycle greenhouse gas emissions are below 50 g CO₂-eq/km shall be counted as 1.3 vehicles.**
- 2. The effect of this super credit shall be capped at 8% of each manufacturer’s 2021 reference CO₂ target.**
- 3. The life-cycle CO₂ emissions of a vehicle, as referred to in point 1, shall cover, at a minimum, emissions arising from the production of the vehicle and its energy storage system, the generation of fuel or electricity used over the vehicle's lifetime, and end-of-life processing, within the 10% flexibility as referred to in (1) of this Regulation. The Commission is empowered to adopt delegated acts in accordance with Article 17 in order to establish the common lifecycle CO₂ value referred to in this paragraph, drawing on existing international standards, including ISO 14040 and ISO 14044. The Commission shall adopt that delegated act by 31 December 2027.**
- 4. Paragraph 1 shall not apply to manufacturers that formed a pool, unless all the manufacturers included in the pool are part of the same group of connected manufacturers.**

COMPROMISE AMENDMENT 13

Article 1 - Paragraph 9 - point c (new)

Amendment

(c) the following paragraph (6) is added:

“55% of the amount of the excess emissions premium determined in paragraph 5 shall be considered as revenue for the Social Climate Fund by Regulation (EU) 2023/955. That revenue shall support measures contributing to the social and economic transition towards climate-neutral mobility, including, where appropriate:

(a) measures supporting employment, reskilling and job creation in sectors affected by the transition to zero- and low-emission vehicles;

(b) measures aimed at strengthening demand and uptake of zero- and low-emission vehicles and related mobility solutions, including targeted subsidies and financial incentives for individuals, in particular low- and middle-income households, to improve affordability and access;

(c) measures to support the deployment and expansion of charging infrastructure for ZEVs across the Union in accordance with Regulation (EU) 2023/1804, with particular focus on less developed NUTS 3 regions identified by the Commission;

(d) other measures consistent with the objectives of the Social Climate Fund.

Article 1 - Paragraph 9 - point d (new)

Amendment

“By way of derogation from paragraphs 1, 2 and 5, for each calendar year starting from 2035, the Commission shall allow a manufacturer or pool of manufacturers to reduce their excess emissions premium by up to 15%, where they demonstrate that, in the preceding calendar year, they have made significant investments, equal to or greater than the value of that reduction, in the transformation of their manufacturing capacities for the production of zero- or low-emission vehicles, in the manufacturing of batteries, in the deployment of recharging or refuelling infrastructure in the Union, or in the production of sustainable fuels, including sustainable aviation or marine fuels. Such investments shall be verified through means such as audited financial reports and social impact assessments demonstrating job retention or creation in the automotive sector.”

“The Commission shall determine, by means of implementing acts, the means for assessing whether the investments mentioned under paragraph 6 of this Article are valid. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 16(2).”

Article 1 - paragraph 9 - point e (new)

Amendment

Starting from 1 January 2030, a temporary mechanism shall apply to address disparities in the deployment of alternative fuels infrastructure across Member States.

(a) Where the Commission, in its assessment under Article 15 of Regulation (EU) 2023/1804, determines that a Member State has failed to meet its mandatory national targets for recharging or refuelling infrastructure, and that such failure results in insufficient infrastructure coverage in a given geographical region, manufacturers registered in that Member State who exceeded their specific emissions of CO₂ target shall benefit from a reduction in excess emissions premiums.

(b) In such cases, the excess emissions premium applicable to manufacturers shall be reduced by 40% for vehicles registered in regions identified as having insufficiently developed infrastructure, in accordance with the methodology established pursuant to Article 17 of Regulation (EU) 2023/1804.

(c) The Commission is empowered to adopt delegated acts in accordance with Article 17 to establish the methodology for the calculation of the Infrastructure Correction Factor (ICF) and the verification of regional infrastructure density.

(d) The mechanism set out in this paragraph shall apply on a temporary basis and shall cease to apply after 31 December 2039.

COMPROMISE AMENDMENT 14

Article 1 - Paragraph 10 - point 1

Text proposed by the Commission

(10) In Article 15, paragraph 1 is replaced by the following:

“1. In **2035** and every five years thereafter, the Commission shall assess the effectiveness of the Regulation to achieve zero-emission mobility. The Commission shall also assess the impact, feasibility and appropriateness of including local content requirements, notably based on the implementation of relevant EU legislation. Taking into account market and technology developments, the Commission shall review and amend, as appropriate, this Regulation, in particular with regards to adjustments to the fleet-wide targets with a view to maintaining alignment with the 2050 climate neutrality binding objective laid down in Regulation (EU) 2021/1119 of the European Parliament and of the Council.”

Amendment

(10) In Article 15, paragraph 1 is replaced by the following:

“1. In **2032** and every five years thereafter, the Commission shall assess the effectiveness of the Regulation to achieve zero-emission mobility **and submit a report to the European Parliament and to the Council with the result of the review, accompanied, where appropriate, by a legislative proposal to adjust non-essential elements such as timelines or compliance mechanism.** The Commission shall also assess the impact, feasibility and appropriateness of including local content requirements, notably based on the implementation of relevant EU legislation. Taking into account market and technology developments, the Commission shall review and amend, as appropriate, this Regulation, in particular with regards to adjustments to the fleet-wide targets with a view to maintaining alignment with the 2050 climate neutrality binding objective laid down in Regulation (EU) 2021/1119 of the European Parliament and of the Council.”

Article 1 - Paragraph 10 - point 2 (new)

Amendment

2. By 31 December 2029, the Commission shall assess whether the harmonised Union methodology for the calculation of life-cycle greenhouse gas emissions established pursuant to Article 5c(4) and Article 15a(7) is sufficiently robust, verifiable and harmonised across Member States to serve as the basis for a mandatory life-cycle compliance mechanism applicable to zero-tailpipe-emission vehicles from 1 January 2035.

Where the Commission concludes, on the basis of that assessment, that the conditions referred to in the first subparagraph are met, it should, when appropriate and taking into account the maturity of the methodology and the availability and quality of data, consider submitting a legislative proposal to the European Parliament and to the Council introducing such a mechanism.

Following this review, any such proposal shall set a life-cycle greenhouse gas emission threshold of no more than 40 g CO₂equ per kilometre, calculated using the Union average electricity and fuel mix determined in accordance with Article 5c(4), applicable to zero-tailpipe-emission vehicles counted towards the EU fleet-wide targets referred to in Annex I, Parts A and B.

Where the Commission concludes that those conditions are not met, it shall report to the European Parliament and to the Council, setting out the specific remaining obstacles to the deployment of a life-cycle compliance mechanism and identifying the actions and timeline required to address them.

Article 1 - Paragraph 10 - point 3 (new)

3. The review shall assess the effectiveness of this Regulation in achieving its CO₂ emission reduction targets, while ensuring a fair and economically viable transition across all Member States.

It shall also take into account the specific circumstances of insular, peripheral and less-connected Member States, including constraints related to geographical situation and infrastructure deployment.

The Commission shall specifically assess the impact of this Regulation on consumers and SMEs in the automotive value chain, including vehicle affordability, access to zero- and low-emission vehicles, and the transition challenges for suppliers and subcontractors. Where appropriate, the Commission should consider proposing measures to support their transition, including access to financing, innovation support and skills development, with a view to preserving the competitiveness of the Union's automotive ecosystem and ensuring the Regulation's environmental objectives are met.

COMPROMISE AMENDMENT 15

Article 1 – paragraph 11 (Inserting Article 15b) – Point 1

Text proposed by the Commission

1. Member States shall designate a market surveillance authority in accordance with Regulation (EU) 2019/1020, responsible for ensuring compliance with the measures laid down in Article 15a. Market surveillance authorities may recover the costs of document inspection in cases of non-compliance with the relevant articles in this Regulation.

Amendment

1. Member States shall designate a market surveillance authority in accordance with Regulation (EU) 2019/1020, responsible for ensuring compliance with the measures laid down in Article 15a. Market surveillance authorities may recover the costs of document inspection in cases of non-compliance with the relevant articles in this Regulation. **This market surveillance authority shall also, every two years, draw up a report on the application of this Regulation and on compliance by manufacturers and distributors with their obligations concerning vehicle labelling. That report shall be submitted to the European Commission, the European Parliament and the Council. For the purposes of this report, the market surveillance authorities of the Member States shall cooperate in good faith and shall provide the market authority, upon request, with all documents and information necessary for the performance of its tasks, in accordance with applicable Union and national law.**

Article 1 - Paragraph 11 (Inserting Article 15b) - new point X between point 2 and 3

Amendment

X. The vehicle label shall include, in addition to the information elements set out in Annex IIIa, Part 2, a standardised life-cycle greenhouse gas emission indicator expressed in g CO₂e per kilometre, calculated in accordance with the delegated act referred to in Article 15a(7) and based on the EU average electricity and fuel mix as determined and updated periodically by the Commission. The indicator shall cover emissions arising from vehicle and energy storage system production, energy use over the operational lifetime, and end-of-life treatment, and shall be consistent with ISO 14040 and ISO 14044.

Article 1 – paragraph 11 (Inserting Article 15b) – Point 7

Text proposed by the Commission

7. The Commission is empowered to adopt delegated acts in accordance with Article 17 in order to amend the data requirements and data parameters set out in Parts 2 and 3 of Annex IIIa to include additional information relevant for consumers into the product database, and to specify the methodology to determine the parameter ‘made in the EU’.

Amendment

7. The Commission is empowered to adopt delegated acts in accordance with Article 17 in order to amend the data requirements and data parameters set out in Parts 2 and 3 of Annex

IIIa, to include additional information relevant for consumers into the product database, to specify the methodology to determine the parameter ‘made in the EU’, **and to establish a harmonised Union methodology for the calculation of the life-cycle greenhouse gas emission indicator referred to in paragraph 1, third subparagraph. That methodology shall be consistent with ISO 14040 and ISO 14044, and the Commission shall adopt it by 31 December 2027.**

Article 1 – paragraph 11 – Insert Article 15c (new)

Amendment

Article 15c

Just Transition Safeguards

1. This Article shall apply where a manufacturer benefitting from the flexibilities or adjusted targets provided for in this Regulation intends to carry out a restructuring measure resulting in collective redundancies or the closure or substantial downsizing of a production site in the Union in the automotive value chain, insofar as such restructuring is linked to the transition towards zero- and low-emission vehicles and may affect the effective achievement of this Regulation’s environmental objectives.

2. In such cases, the manufacturer shall, in good time and before a final decision is taken, notify the competent authorities of the Member State concerned and the Commission of:

- (a) the reasons for the envisaged restructuring, including the link, where relevant, with the environmental transition required under this Regulation;**
- (b) the number and categories of workers concerned and the expected timing;**
- (c) the measures envisaged to mitigate the social impact in order to ensure a stable and skilled workforce capable of supporting the shift to zero- and low-emission mobility.**

3. The manufacturer shall, by all reasonable means, adopt and implement a restructuring and workforce transition plan for the affected sites. That plan shall:

- (a) prioritize the redeployment of workers to other activities within the company or its group in the Union contributing to the environmental transition;**
- (b) provide access to vocational training, upskilling and reskilling measures tailored to zero- and low-emission mobility, batteries, digital and related technologies necessary for this Regulation’s implementation;**
- (c) include measures to support workers who cannot be redeployed, such as job-placement services, career counselling and, where appropriate, enhanced severance and social-protection arrangements with a view to support the environmental transition;**
- (d) indicate the financial resources allocated to the measures referred to in points (a) to (c).**

4. Manufacturers shall report to the competent authorities of the Member States involved and to the Commission on the implementation of the plan referred to in paragraph 3, including:

- (a) the number of workers redeployed, retrained or made redundant;**
- (b) the nature and duration of training programmes offered;**
- (c) the actual expenditure incurred for the implementation of the plan.**

This information is in support of the Commission's monitoring of the environmental transition in the automotive sector.

5. When assessing eligibility and conditions for national industrial subsidies, State aid and other public support in favour of a manufacturer or its group in the automotive sector, Member States shall take into account:

- (a) whether the manufacturer complies with its obligations under this Article;**
- (b) the extent to which the manufacturer cooperates with public employment services and uses Union and national funds supporting just transition and skills instrumental for achieving the environmental objectives set out in this Regulation.**

6. The Commission shall, in the context of its periodic assessment under Article 15, provide an overview of the application of this Article, including information on major restructuring events, the measures taken by manufacturers, and the use of Union instruments to support affected workers and regions in the context of the environmental transition.

7. The Commission is empowered to adopt delegated acts in accordance with Article 17 in order to supplement this Regulation by setting up a methodology for determining the criteria for a restructuring measure to be considered a 'substantial downsizing' of a production site as referred to in paragraph 1. This methodology shall establish clear quantitative thresholds based on the percentage of the workforce affected and the impact on local employment levels. When preparing these delegated acts, the Commission shall formally consult European and national trade union officials and workers' representatives to ensure the methodology accurately reflects the socio-economic reality of the affected regions, in particular influencing the effective implementation of the environmental transition.

COMPROMISE AMENDMENT 16

Article 1 - paragraph 12

Text proposed by the Commission

A delegated act adopted pursuant to Article 5a(5), Article 7(8), Article 7a(2), Article 10(8), Article 11(1), fourth subparagraph, Article 13(4), Article 14(2), Article 15(8) and (9), and Article 15a(7) 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 to the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.

Amendment

A delegated act adopted pursuant to Article 5a(5), **Article 5c(4)**, Article 7(8), Article 7a(2), **Article 8(e)** Article 10(8), Article 11(1), fourth subparagraph, Article 13(4), Article 14(2), Article 15(8) and (9), and Article 15a(7) 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 to the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.