European Parliament
2024-2029

TEXTS ADOPTED

P10_TA(2026)0139

Market stability reserve for the buildings, road transport and additional sectors

Amendments adopted by the European Parliament on 29 April 2026 on the proposal for a decision of the European Parliament and of the Council amending Decision (EU) 2015/1814 as regards the market stability reserve for the buildings, road transport and additional sectors (COM(2025)0738 – C10-0320/2025 – 2025/0380(COD))[1]

(Ordinary legislative procedure: first reading)

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[1] The matter was referred back for interinstitutional negotiations to the committee responsible, pursuant to Rule 60(4), fourth subparagraph (A10-0098/2026).

Amendment 1
Proposal for a decision
Recital 1 a (new)

Text proposed by the Commission	*Amendment*
	(1a)The conclusions of the European Council of 12 December 2019 endorse the objective of achieving a climate-neutral Union by 2050, in line with the objectives of the Paris Agreement.

Amendment 2
Proposal for a decision
Recital 3

Text proposed by the Commission	*Amendment*
(3) The analysis carried out of the expected functioning of the reserve, taking into account recent information, indicates that targeted amendments to some parameters would contribute to improving market predictability and to the stability of price movements in the early years of the new system.	(3) The analysis carried out of the expected functioning of the reserve, taking into account recent information, indicates that targeted amendments to some parameters would contribute to improving market predictability and to the stability of price movements in the early years of the new system. ***In order for those amendments not to hinder the Union's decarbonisation efforts, further action by the Member States is necessary. According to the European Central Bank, green investment in the Union remains below the levels required to meet the 2030 decarbonisation target. Therefore, Member States need to remain vigilant against the risk of a green funding gap.***

Amendment 3

Proposal for a decision
Recital 3 a (new)

Text proposed by the Commission	*Amendment*
	(3a)The implementation of the emissions trading system for the buildings, road transport and additional sectors needs to be accompanied by complementary decarbonisation measures which are the most effective tool for helping households reduce fossil fuel dependency and therefore mitigating the impact of the ETS2 on consumers, given that fuel demand in buildings and transport remains largely inelastic in the short term. Member States are obliged to use the revenues from the auction of allowances for the purposes pursuant to Article 30d(6) of Directive 2003/87/EC, giving priority to activities that can contribute to addressing the social aspects of emissions trading under ETS2. Therefore, it would be appropriate for Member States to use the revenues from the auctioning of allowances released from the reserve to complement their Social Climate Plans. It is equally important that the Commission complements its analysis of the final updated National Energy and Climate Plans by identifying, for each Member State, sectoral decarbonisation measures and a better use of ETS revenues that could help reduce the demand for ETS2 allowances. It is also important to strengthen the EIB

	Frontloading Facility and to consider additional measures to increase the budget of the Social Climate Fund to ensure that financial support is provided to households in a timely manner and at a level that reflects the evolution of the ETS2 prices. It is necessary for the Commission to consider prolonging the duration of the Social Climate Fund.

Amendment 4
Proposal for a decision
Recital 4

Text proposed by the Commission	*Amendment*
(4) In order to increase long-term market predictability, the allowances placed in the reserve for the buildings, road transport and additional sectors that have not been released should remain valid ***beyond*** 31 December ***2030***.	(4) In order to increase long-term market predictability, the allowances placed in the reserve for the buildings, road transport and additional sectors that have not been released should remain valid ***until*** 31 December ***2033 and partially until 31 December 2035***. ***Within four years of the start of the operation of ETS2, the Commission should conduct an impact assessment, including a distributional impact assessment, and an evaluation of the environmental, social and economic impact of the remaining allowances in the reserve.***

Amendment 5
Proposal for a decision
Recital 6

Text proposed by the Commission	*Amendment*

(6) In order to further improve its reactivity to unwarranted price fluctuations and increase market predictability, the mechanism to enhance price stability in the first three years of the emissions trading system for buildings, road transport and additional sectors should be strengthened in a careful manner. This could involve releasing a higher volume of allowances in the market. If the measure is applied twice during the same 12 months period, the additional release should occur twice.	(6) In order to further improve its reactivity to unwarranted price fluctuations and increase market predictability, the mechanism to enhance price stability in the first three years of the emissions trading system for buildings, road transport and additional sectors should be strengthened in a careful manner. This could involve releasing a higher volume of allowances in the market ***without delay***. If the measure is applied twice during the same 12 months period, the additional release should occur twice.

Amendment 6
Proposal for a decision
Recital 6 a (new)

Text proposed by the Commission	*Amendment*
	(6a)Excessive allowance price levels within the emissions trading system for the buildings, road transport and additional sectors could still have disproportionate impacts on vulnerable households, while excessive price fluctuations might not be limited to an occurrence twice a year. In the context of the review of Directive 2003/87/EC of the European Parliament and of the Council, it is essential that further social safeguarding measures be considered, and it may be appropriate for stronger price curtailment instruments to be considered by the Commission to guarantee price stability in the long term. In this regard, the Commission could consider a list of options such as strengthening and

prolonging beyond 31 December 2029 the excessive price increase mechanism of EUR 45 set in 2026 prices, and adapting the market stability reserve accordingly, including the frequency and volume of releases of allowances and the volume in the reserve, if necessary, assessing the feasibility of allowing Member States to temporarily not apply the system to residential buildings by way of derogation, provided that they demonstrate that they can achieve the effort-sharing targets by putting in place other measures and provided that they have transposed Directive (EU) 2024/1275 of the European Parliament and of the Council in national law, ensuring the possibility to use revenues from emissions trading for direct support, such as climate dividends, without having to prove a positive environmental impact or introducing other measures to minimise the cost passed through on vulnerable households. By 1 March 2027, those options need to be duly assessed by the Commission with regard to their social and environmental impacts while ensuring they would not be to the detriment of meeting the Union's climate goals as set out in Regulation (EU) 2021/1119 of the European Parliament and of the Council.

Amendment 7
Proposal for a decision
Recital 6 b (new)

Text proposed by the Commission	Amendment
	(6b)Following the revision of the market stability reserve provided for in this amending Decision, it would be appropriate for the Commission to conduct an impact assessment of the emissions trading system for the buildings, road transport and additional sectors to assess its social impact and its impact on meeting the climate goals, as well as a distributional assessment of the number of vulnerable households for which support has been made available from the Social Climate Fund and the EIB Frontloading Facility by that date, including, as feasible, a breakdown by type of geographical area, by income distribution and by gender which needs to also consider additional measures to ensure both environmental integrity and social fairness within the ETS2.

Amendment 8
Proposal for a decision
Article 1 – paragraph 1 – point 1
Decision (EU) 2015/1814
Article 1a – paragraph 3

Text proposed by the Commission	Amendment
(1) In paragraph 3, the second sentence is ***deleted;***	(1) In paragraph 3, the second sentence is ***replaced by the following:*** ***‘From 1 January 2034, 50% of the allowances referred to in that subparagraph that have not been released from the reserve shall no longer be valid. From 1 January 2036,***

	the remaining allowances referred to in that subparagraph that have not been released from the reserve shall no longer be valid.';

Amendment 9
Proposal for a decision
Article 1 – paragraph 1 – point 4 a (new)
Decision (EU) 2015/1814
Article 1a – paragraph 7

Present text	*Amendment*
	(4a)In paragraph 7, the second sentence is replaced by the following:
The volumes to be released from the reserve shall be evenly distributed over a period of three months, starting no later than ***two months*** after the date on which the conditions were met according to the publication in that regard in the Official Journal of the European Union pursuant to Article 30h(8) of Directive 2003/87/EC.	'The volumes to be released from the reserve shall be evenly distributed over a period of three months, starting no later than ***30 days*** after the date on which the conditions were met according to the publication in that regard in the Official Journal of the European Union pursuant to Article 30h(8) of Directive 2003/87/EC.'.

(32015D1814)

Amendment 10
Proposal for a decision
Article 1 a (new)
Decision (EU) 2015/1814
Article 3 – paragraph 1 a (new)

Text proposed by the Commission	*Amendment*
	Article 1a
	In Article 3 of Decision (EU) 2015/1814, the following paragraph is added:
	'Within four years of the start of the operation of emissions

trading for buildings, road transport and additional sectors set out in Chapter IVa of Directive 2003/87/EC, the Commission shall carry out an impact assessment, including a distributional impact assessment, and an evaluation of the environmental, social and economic impact of the remaining allowances in the reserve under Article 1a of this Decision, and determine the appropriateness of partially or entirely invalidating those allowances. That evaluation shall, where appropriate, be accompanied by a legislative proposal.'.