

## 【欧州】【Common】

# Common - Environmental issues: The European Parliament votes in favour of 60% GHG emission reduction target for 2030

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### 【概要 : Summary】

In March 2020, the European Commission proposed a European Climate Law with a legally binding target of net-zero GHG emissions by 2050 (COM (2020) 80 final). The EU Institutions and the Member States are preparing the necessary measures at EU and national level to meet the target. However, in order to achieve climate neutrality by 2050, a more ambitious mid-term target has to be considered. Therefore, on 17 September 2020, based on a comprehensive impact assessment, the Commission presented its proposal on increasing the 2030 GHG emission reduction target to at least 55% compared with 1990 levels, up from the currently planned 40% reduction. The Commission proposed to include the new EU 2030 target into the European Climate Law, which will be amended accordingly. The European Commission's impact assessment showed that a 55% reduction target is achievable and beneficial for Europe. The implementation of this objective will require more decisive efforts regarding the renewable energies, and an increase in energy efficiency and reinforcement of the EU Emissions Trading System (EU-ETS). The European Commission is scheduled to present legislative proposals by June 2021.

However, meanwhile, regarding the increase of the 2030 GHG emission reduction target to at least 55% compared with 1990 levels, the European

Parliament has voted on its amendments to the proposal and found and found the 55% reduction insufficient. With their final vote in the European Parliament plenary, the MEPs voted in favour of a 60% reduction in CO2 emissions by 2030, in order to achieve the net-zero GHG emission target of 2050. Furthermore, the MEPs called on the European Commission to propose by 31 May 2023, through the ordinary decision-making procedure, a trajectory at EU level on how to reach carbon neutrality by 2050. The MEPs also want an interim target for 2040 to be proposed by the European Commission following an impact assessment, to ensure the EU is on track to reach its 2050 target. Finally, the MEPs want the EU and its Member States to phase out all direct and indirect fossil fuel subsidies by 31 December 2025 at the latest. The Commission will have to deal with this new request by the European Parliament and it remains open in how far the MEPs more ambitious target will find the approval also of the EU Member States. It can be expected that a compromise will have to be found between the diverging positions and proposals.

### 【記事 : Article】

#### 1. The European Green Deal and European Climate Law

The continuous rise of global temperatures and related climate change signs pose an increasingly

serious problem on the governments.

The Intergovernmental Panel on Climate Change (IPCC) estimates that in order to limit the global temperature increase to 1.5 ° C, net-zero CO<sub>2</sub> emissions at global level need to be achieved around 2050. Accordingly, the EU intends to take action to show global leadership by becoming climate-neutral by 2050 by achieving net-zero GHG emissions.

The GHG emission reduction measures need to cover all sectors of the economy and should compensate by 2050, not only any remaining CO<sub>2</sub> but also any other remaining greenhouse gas emissions. Based on the European Commission's Communication "A Clean Planet for all - A European strategic long-term vision for a prosperous, modern, competitive and climate-neutral economy" and the "European Green Deal" Communication of 11 December 2019 (COM (2019) 640 final), the Commission intends to introduce significant GHG emission reduction measures to achieve the net-zero GHG emission target in 2050, compared to 1990 levels. The European Green Deal Communication (COM (2019) 640) aims at transforming the EU's economy into a modern, resource-efficient and competitive economy with net-zero GHG emissions in 2050 and where economic growth is decoupled from resource use. In order to achieve this target, the European Green Deal provides an action plan to use resources more efficiently and to transform the economy into a clean, circular economy that also cuts pollution in order to achieve the target to make the EU climate neutral in 2050.

The European Commission also proposed a European Climate Law (COM (2020) 80 final) on 4 March 2020 to turn the European Green Deal's political commitment into a legal obligation. (Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL establishing the framework for achieving climate neutrality and amending Regulation (EU) 2018/1999 (European Climate Law), (COM (2020) 80 final) of 4 March 2020). The European Commission's proposal for a European

Climate Law aims to achieving net-zero GHG emissions by 2050 for the EU as a whole, mainly by cutting emissions, investing in green technologies and protecting the natural environment. The Commission's original proposal COM(2020) 80 final stated that the Commission would present by September 2020 an impact assessed plan to increase the EU's GHG emission reduction target for 2030. Based on the impact analysis, the Commission found that the initial proposal (COM(2020) 80 final) needed to be modified in order to achieve the target of climate neutrality by 2050. The EU would need a GHG emission reduction target of 55% in 2030, compared with 1990 levels.

However, meanwhile, the European Parliament urged the Commission to fully assess the climate impact of all relevant legislative and budgetary proposals, and to ensure full alignment with the objective of limiting global warming to under 1.5 ° C. In its resolution of 15 January 2020 on the European Green Deal, the European Parliament called for the necessary transition to a climate-neutral society by 2050 at the latest. Considering the long-term target of net-zero GHG emissions in 2050, and the existing 40% GHG emission reduction target of 2030, the European Parliament called for improving the EU GHG emission reduction target for 2030 to 60%, in order to be able to achieve the 2050 target.

## 2. The Commission's impact assessment and the new 2030 Climate target plan

The current EU's GHG emission reduction targets for 2030 comprise of three key targets. They include a reduction of GHG emissions of at least 40% compared to 1990 levels, to achieve a share of renewable energy of at least 32% and to improve energy efficiency of at least 32.5%. These main targets of current climate legislation will have to be updated in order to reach the net-zero GHG emission target in 2050.

On 17 September 2020, the Commission presented

its 2030 Climate Target Plan, consisting of the Communication on Stepping up Europe's 2030 Climate Ambition (COM (2020) 562 final); an accompanying Impact Assessment; an EU-wide Assessment of National Energy and Climate Plans; and an amended proposal on the draft European Climate Law to incorporate the new 2030 emissions reduction target (Communication COM(2020) 563 final amending the proposal for a regulation on establishing the framework for achieving climate neutrality and amending Regulation (EU) 2018/1999 (European Climate Law, COM (2020) 80)).

The impact assessment's conclusion is that a balanced, realistic, and prudent pathway to climate neutrality by 2050 requires an emission reduction target of at least 55% by 2030. The assessment of the EU Member States' National Energy and Climate Plans has also shown that the share of renewable energy in the EU could reach 33.7% by 2030, going beyond the current target of at least 32%.

In the Impact Assessment, the Commission examined the effects on the EU's economy, society and environment if the GHG emission target was reduced by 50% to 55% by 2030, compared to 1990 levels. The Impact Assessment considered the mix of policy instruments available and how each sector of the economy can contribute to the target. The Commission's assessment shows that the EU is on track to surpass its current 2030 emissions reduction target of at least 40%.

However, in order to reach the reduction of GHG emissions by 50% to 55% by 2030, compared to 1990 levels, the EU will have to further increase energy efficiency and the share of renewable energy. Based on the comprehensive impact assessment, the Commission proposed to include the new EU 2030 target in the Law, and to reducing GHG emissions by at least 55% compared to levels in 1990. Achieving 55% GHG emissions reductions would require action in all sectors of the economy. Buildings and transport are, alongside industry, the main energy users and source of GHG emissions.

Decarbonising both energy supply and demand is key to achieving climate neutrality. Regarding the transport sector the impact assessment stated that it is a particular challenge to abate GHG emissions in the aviation sector, which will require the development of advanced biofuels and sustainable alternative low to zero carbon fuels and gases. For other subsectors, like road transport solutions exist, but it will require infrastructure development at local and EU scale, including charging stations and hydrogen fuel stations. Modal shift, increased use of inland waterway transport and rail and new forms of urban mobility are all part of the solution.

### 3. The European Commission's target of reducing GHG emissions by 55% by 2030

Based on a comprehensive impact assessment, the Commission proposes its 2030 Climate target plan, which increases the EU's ambition on reducing GHG emissions by 2030, based on 1990 levels. The new 2030 climate target is also expected to help the EU to focus on economic recovery from the coronavirus pandemic by stimulating investments in a resource-efficient economy, promoting innovation in clean technology, fostering competitiveness and creating green jobs. Accordingly, the European Commission released a plan to reducing the EU's GHG emissions by at least 55% by 2030 compared to 1990 levels in its Communication (COM (2020) 562 final).

The Energy Efficiency Directive, the Renewable Energy Directive and the Regulation on the Governance of the Energy Union and Climate Action are core pieces of legislation to implement an increased 55% GHG reduction target, together with the Energy Performance of Buildings Directive (EPBD) and products legislation (Ecodesign Directive and the Energy and Tyre labelling Regulations). The Commission will come forward with the revision and expansion of the EU's Emissions Trading System (EU-ETS), the Regulation on the CO<sub>2</sub> emissions performance standards for

cars and vans, and the Alternative Fuels Infrastructure Directive in order to implement the new target. The corresponding legislative proposals will be presented by June 2021.

However, the modifications to the European Climate Law in Communication COM(2020) 563 final might not be enough, in the light of the European Parliament's Committee on Environment, Public Health and Food Safety (ENVI Committee) and the European Parliament MEPs' support of a 60% GHG emission reduction target by 2030.

#### 4. The amendments adopted by the European Parliament

In January 2020, the European Parliament's MEPs welcomed the European Green Deal and the plan to become climate neutral by 2050. However, in the view of the European Parliament, this will require a stricter 2030 emission reductions goal. The Parliament considers it necessary to increase the GHG emission reduction target from 55% a more ambitious emission reduction target of 60% by 2030. After the ENVI Committee voted for a 60% cut target for 2030, on 8 October 2020, the European Parliament MEPs voted in favour of a 60% reduction in GHG emissions by 2030, up from 40% currently and adopted several amendments to the proposal for a European Climate Law.

According to the EP vote, all Member States must become climate neutral by 2050, and the MEPs also called for ambitious 2030 and 2040 GHG emissions reduction targets. The MEPs insist that both, the EU and all Member States, individually must become climate-neutral by 2050 and that thereafter the EU shall achieve "negative emissions". Furthermore, the European Commission must propose by 31 May 2023, through the ordinary decision-making procedure, a trajectory at EU level on how to reach carbon neutrality by 2050. It must take into account the total remaining EU GHG emissions until 2050 to limit the increase in temperature in accordance with the Paris Agreement. MEPs also want to set up an EU Climate

Change Council (ECCC) as an independent scientific body to assess whether policy is consistent and to monitor progress.

Besides a reduction of the GHG emissions in the EU by 60% by 2030, compared to 1990 levels, the MEPs also called for an interim target for 2040 to be proposed by the Commission, to ensure the EU is on track to reach its 2050 target.

Finally, the MEPs want the EU and its Member States to also phase out all direct and indirect fossil fuel subsidies by 31 December 2025 at the latest.

The European Parliament's MEPs voted in favour of several amendments to the proposal achieving climate neutrality and amending Regulation (EU) 2018/1999 (European Climate Law) (COM (2020) 0563), with a strong focus on the transport and energy sector. According to the European Parliament's amendment 14, Recital 6, the achieving of climate neutrality requires all economic sectors, including aviation and maritime transport, to swiftly reduce their emissions to close to zero. The polluter pays principle should be a key factor in that regard, among others (European Parliament, 8 October 2020).

According to amendment 40, Recital 16 points out that the transition to climate neutrality requires a transformative change across the entire policy spectrum, ambitious and sustained financing and a collective effort of all sectors of the economy and society, including aviation and maritime transport. (European Parliament, 8 October 2020).

According to amendment 41, Recital 16 a is introduced as a new recital and states that all key sectors of the economy will have to work together to deliver on climate neutrality, namely energy, industry, transport, among others. All sectors, whether or not covered by the system for GHG emission allowance trading in the EU-ETS should undertake comparable efforts to deliver on the EU's climate-neutrality objective. (European Parliament, 8 October 2020).

The Commission should establish guidance for the sectors of the economy that could contribute most to achieve the climate-neutrality objective.

Amendment 67, Recital 23 e is newly introduced (European Parliament, 8 October 2020). In its Communication ‘The European Green Deal’, the Commission highlighted the need to accelerate the shift to sustainable and smart mobility as a priority policy towards climate neutrality. In order to ensure the transition towards sustainable and smart mobility, the Commission has indicated that it will adopt a comprehensive strategy on sustainable and smart mobility in 2020 with ambitious measures aimed at significantly reducing CO<sub>2</sub> and pollutant emissions across all modes of transport, including by boosting the uptake of clean vehicles and alternative fuels for road, maritime and aviation, increasing the share of more sustainable transport modes such as rail and inland waterways, and improving efficiency across the whole transport system, incentivising more sustainable consumer choices and low-emission practices, and investing in low- and zero-emissions solutions, including infrastructure (European Parliament, 8 October 2020).

Amendment 68, Recital 23 f is newly introduced. (23f) Transport infrastructure could play a key role in accelerating the transformation to sustainable and smart mobility by catering for a modal shift to more sustainable transport modes, in particular for freight transport. (European Parliament, 8 October 2020).

The completion of the Trans European Transport Networks (TEN-T) core network by 2030 and the completion of the complementary TEN-T network by 2040 is of the utmost importance. The Commission should consider proposing a legislative framework to increase the risk-management, resilience and climate adaptation of transport infrastructure (European Parliament, 8 October 2020).

According to amendment 69, Recital 23 g is newly introduced. The connectivity of the European

railway network, in particular international connections, to make passenger transport by rail more attractive for medium- and long-distance travels and improvements to the capacity of railways and inland waterways for freight, should be at the core of the Union’s legislative action, (European Parliament, 8 October 2020).

Amendment 70, Recital 23 h is also newly introduced. It is important to ensure that there are sufficient investments in infrastructure for zero-emission mobility, including intermodal platforms and reinforcing the role of the Connecting Europe Facility (CEF) in supporting the transition towards smart, sustainable and safe mobility in the EU (European Parliament, 8 October 2020).

In amendment 71, Recital 23 i (new), “in line with the Union’s effort to shift road transport to rail in order to put the most CO<sub>2</sub>-efficient mode of transport in the lead while considering the upcoming European Year of rail in 2021, a particular legislative emphasis should be put on creating a true Single European Railway Area by removing all administrative burdens and protectionist national laws by 2024.” (European Parliament, 8 October 2020).

Amendment 72, Recital 23 j (new), stresses that (23j) In order to the achieve the objective of climate neutrality by 2050, the Commission should also strengthen the specific legislation on CO<sub>2</sub> emissions performance standards for cars, vans and trucks, provide specific measures to pave the way for the electrification of road transport, and take initiatives to ramp up the production and deployment of sustainable alternative fuels (European Parliament, 8 October 2020).

Moreover, amendment 73, Recital 23k (new) points out that “In its resolution of 28 November 2019 on the 2019 UN Climate Change Conference in Madrid, Spain (COP 25), the European Parliament noted that the current global targets and measures envisaged by the International Maritime Organisation and the International Civil Aviation

Organisation, even if implemented in full, would fall short of the necessary emission reductions (European Parliament, 8 October 2020). According to the European Parliament, further action at European and global level consistent with the economy-wide objective of net-zero GHG emissions is needed. Therefore, the EP's amendments 100, 148 and 150, Article 2 a points out that the EU's 2030 target for climate shall be an emissions reduction of 60% compared to 1990. (European Parliament, 8 October 2020). After the European Parliament MEPs' vote, the approved text will now be forwarded to the Council of the European Union of the Member States for their approval. It can be expected that tough negotiations will be necessary to agree on the target, but also to implement the complete overhaul of EU energy and climate legislation in the years to come.

## 5. Conclusion

The European Parliament supports a more ambitious GHG emission reduction target of 60% by 2030, compared to 1990. However, it can be doubted that this ambitious target will be also the result of the trilogue negotiations with the Commission and the EU Member States. It rather can be expected that in the end, a compromise will be achieved, which again reflects the 55% reduction target, proposed by the Commission. The EP's favoured 60% reduction target can be expected to be much too ambitious for a group of EU Member States, highly relying on CO2 emission intensive energy production. They will probably opt for a weaker target as they in general are less in favour of stricter GHG emission reduction targets. Instead, another group of EU Member States might support stricter GHG emission reduction targets. The trilogue negotiations with the Commission, the Parliament and the EU Member States will start as soon as the Council has agreed on the Member States' position.

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