

**AT A GLANCE:** EU LEADERS AGREE TO DELAY BREXIT UNTIL 31 OCTOBER 2019 – EUROPEAN COMMISSION EVALUATES THE ACHIEVEMENTS OF THE ENERGY UNION PROGRAMME – COUNCIL CONCLUSIONS ON ENERGY UNION POST-2020 POINT AT PROMOTING RENEWABLE GASES – EUROPEAN PARLIAMENT ENDORSES INTER-INSTITUTIONAL AGREEMENTS TO CLEAN THE EU TRANSPORT SECTOR – EU AND CHINA AGREE ON COOPERATING IN THE CLEAN ENERGY TRANSITION – EVALUATION REPORT ON THE EU BATTERIES DIRECTIVE REVEALS IMPORTANT SHORTCOMINGS

## Edition Content

### BREXIT

EU leaders agree to delay Brexit until 31 October 2019 **P.2**

### ENERGY UNION

European Commission evaluates the achievements of the Energy Union programme **P.4**

### FUTURE EU ENERGY SYSTEM

Council conclusions on Energy Union post-2020 point at promoting renewable gases **P.5**

### CLEAN MOBILITY

European Parliament endorses inter-institutional agreements to clean the EU transport sector **P.6**

### INTERNATIONAL COOPERATION

EU and China agree on cooperating in the clean energy transition **P.7**

### BATTERIES

Evaluation report on the EU Batteries Directive reveals important shortcomings **P.8**

## GLOSSARY

**MEP:** Member of the European Parliament, a co-legislator within the EU that is made up of representatives from political parties throughout Member States.

**COUNCIL OF THE EU:** Co-legislator, made up of representatives from Member State Governments. Has a six-month rotating presidency, currently held by Romania until the end of June 2019.

**REGULATION:** EU legislative act that is binding in its entirety and is to be applied in its entirety across the EU by all EU Member States.

**DIRECTIVE:** EU legislative act that sets out a goal that all EU Member States must achieve. However, it is up to the EU Member States to adopt their own laws on how to achieve the EU goals enshrined in the Directive.

**EUROPEAN COUNCIL:** The European Council is made up of the leaders of the EU member states, commonly known as EU27. It defines the EU's overall political direction and priorities but does not pass laws.

**WITHDRAWAL AGREEMENT:** The Brexit withdrawal agreement was a proposed agreement between the United Kingdom and the European Union on how Brexit would be implemented.

**RAPPORTEUR:** A rapporteur is a member of the European Parliament made responsible for handling a legislative proposal drawn up by the European Commission, both procedurally as well as with regard to the substance of the proposal. The rapporteur leads negotiations with the other institutions on the dossier and handles the discussions in the responsible committee of the European Parliament as well as in plenary.

---

## Edition Content

---

### BREXIT

EU leaders agree to delay Brexit until 31 October 2019 **P.2**

---

### ENERGY UNION

European Commission evaluates the achievements of the Energy Union programme **P.4**

---

### FUTURE EU ENERGY SYSTEM

Council conclusions on Energy Union post-2020 point at promoting renewable gases **P.5**

---

### CLEAN MOBILITY

European Parliament endorses inter-institutional agreements to clean the EU transport sector **P.6**

---

### INTERNATIONAL COOPERATION

EU and China agree on cooperating in the clean energy transition **P.7**

---

### BATTERIES

Evaluation report on the EU Batteries Directive reveals important shortcomings **P.8**

---

---

If you have any suggestions for content, or would like to know more about IEEE's European Public Policy activities, please contact [eppc@ieee.org](mailto:eppc@ieee.org). Thank you

---

## BREXIT

# EU leaders agree to delay Brexit until 31 October 2019



©Interrel

On 11 April 2019, heads of state from the EU27 and the UK Prime Minister Theresa May held a extraordinary European Council summit on Brexit, in an effort to avoid the UK exiting the EU without a deal on 12 April 2019

After long negotiations, EU27 and UK diplomats **agreed** on extending the Brexit deadline to 31 October 2019 to allow sufficient time to ratify the Withdrawal Agreement. However, a clause was included in the agreement through which the extension can be shortened if the Withdrawal Agreement is ratified by the UK Parliament before 31 October 2019. Then, the UK would leave on the first day of the month following the ratification.

Regarding the conditions set out to the extension, the re-opening of Withdrawal Agreement will not be permitted nor starting to negotiate the future UK-EU relationship. Moreover, the UK will be obliged to take part in the European elections on 23 May 2019 if it is still a EU Member State, otherwise extension would cease on 31 May 2019. As part of the agreement, the UK agreed to act in a constructive and responsible manner in accordance with the duty of sincere cooperation and to act in a manner "that reflects its situation as a withdrawing Member State". In this way, the UK committed to refrain from any measure which could jeopardise the attainment of the European Union's objectives. Therefore, the UK will continue to be a full member with full rights, including the right to nominate a Commissioner. However, the new Commission will not take office until 1 November 2019 at the earliest.

The impact on the European Parliament elections has been one of the main concerns and there remains a risk that the inclusion of British MEPs will fundamentally alter the balance of political groups. The S&D would be likely to gain an additional 20 seats while the EPP would gain none, challenging the assumption that the EPP will remain the biggest group. Support for the pro-Brexit forces would also be incremented. The EP will take key decisions in July 2019 on EU top posts (President of the European Parliament and Commission, Committee Chairmen etc) which are all influenced by the size of political groups in July 2019 and the ability to find

---

## Edition Content

---

### **BREXIT**

EU leaders agree to delay Brexit until 31 October 2019 **P.2**

---

### **ENERGY UNION**

European Commission evaluates the achievements of the Energy Union programme **P.4**

---

### **FUTURE EU ENERGY SYSTEM**

Council conclusions on Energy Union post-2020 point at promoting renewable gases **P.5**

---

### **CLEAN MOBILITY**

European Parliament endorses inter-institutional agreements to clean the EU transport sector **P.6**

---

### **INTERNATIONAL COOPERATION**

EU and China agree on cooperating in the clean energy transition **P.7**

---

### **BATTERIES**

Evaluation report on the EU Batteries Directive reveals important shortcomings **P.8**

---

cross-party majorities.

The extension will also create additional disruption to the size of the European Parliament and the additional seats given to certain EU Member States post-Brexit. While the UK remains a member, the size of the European Parliament will continue to be 751 MEPs and only revert to the reduced size of 705 when the UK leaves.

In terms of next steps, EU leaders are expected to review progress on Brexit at its regular summit 20-21 June 2019.

(Source: Interel)

---

If you have any suggestions for content, or would like to know more about IEEE's European Public Policy activities, please contact [eppc@ieee.org](mailto:eppc@ieee.org). Thank you

---

## Edition Content

---

### BREXIT

EU leaders agree to delay Brexit until 31 October 2019 **P.2**

---

### ENERGY UNION

European Commission evaluates the achievements of the Energy Union programme **P.4**

---

### FUTURE EU ENERGY SYSTEM

Council conclusions on Energy Union post-2020 point at promoting renewable gases **P.5**

---

### CLEAN MOBILITY

European Parliament endorses inter-institutional agreements to clean the EU transport sector **P.6**

---

### INTERNATIONAL COOPERATION

EU and China agree on cooperating in the clean energy transition **P.7**

---

### BATTERIES

Evaluation report on the EU Batteries Directive reveals important shortcomings **P.8**

---

If you have any suggestions for content, or would like to know more about IEEE's European Public Policy activities, please contact [eppc@ieee.org](mailto:eppc@ieee.org). Thank you

---

## ENERGY UNION

# European Commission evaluates the achievements of the Energy Union programme



©Shutterstock

The European Commission published on 9 April 2019 a **review** of its Energy Union programme, which took stock of the achievements of the current Commission in the energy field. Maroš Šef ovi , Vice-President of the European Commission in charge of the Energy Union announced that the EU has successfully completed all the elements of its energy union package to further integrate Europe's energy markets, while boosting clean energy, cutting emissions and better connect electricity and gas markets.

EU policymakers adopted legislation to cut emissions in sectors ranging from energy to transport, buildings, waste and agriculture, pushed through reforms of the EU's electricity markets, and adopted higher renewable and energy efficiency targets. Regarding the outcomes, the EU has already decreased emissions by more than the 20 percent goal by 2020, and it plans to cut greenhouse gases by at least 40 percent by 2030.

The Commission also took the opportunity to **propose** making EU energy and climate decisions more efficient by switching to more qualified majority voting (QMV) in the Council of the EU, especially on energy taxation.

Miguel Arias Cañete, EU Commissioner for Climate, said that "It is absolutely essential that our taxation framework gives the right incentives to consumers and facilitates the deployment of key emerging technologies for a climate-neutral, energy-efficient and circular economy". While welcoming the initiative, MEP Bas Eickhout (Greens/EFA, NL) expressed some concerns over the process since to introduce majority voting for taxation policy in the Council still requires unanimity, which in his view, is "very unlikely to happen".

The so-called 'passerelle clause' was introduced by the Lisbon Treaty in 2009 to allow changes to the legislative process without requiring a change to the treaty itself. Taxation files currently require unanimity among EU Member States – thereby stalling legislation where a single government opposes a proposal – and limit the European Parliament to giving non-binding opinions. Already in 2011, the Commission proposed changing the Energy Taxation Directive, but negotiations stalled. Nevertheless, the Commissioner's statements indicate that changing the voting rules in relation to energy taxation will be a priority for the next Commission.

**(Source: Politico Pro + ENDS Europe)**

## Edition Content

**BREXIT**

EU leaders agree to delay Brexit until 31 October 2019 **P.2**

**ENERGY UNION**

European Commission evaluates the achievements of the Energy Union programme **P.4**

**FUTURE EU ENERGY SYSTEM**

Council conclusions on Energy Union post-2020 point at promoting renewable gases **P.5**

**CLEAN MOBILITY**

European Parliament endorses inter-institutional agreements to clean the EU transport sector **P.6**

**INTERNATIONAL COOPERATION**

EU and China agree on cooperating in the clean energy transition **P.7**

**BATTERIES**

Evaluation report on the EU Batteries Directive reveals important shortcomings **P.8**

If you have any suggestions for content, or would like to know more about IEEE's European Public Policy activities, please contact [eppc@ieee.org](mailto:eppc@ieee.org). Thank you

## FUTURE EU ENERGY SYSTEM

## Council conclusions on Energy Union post-2020 point at promoting renewable gases



©Shutterstock

Following the informal meeting of Energy Ministers on 1-2 April 2019 in Bucharest, the Romanian Presidency prepared **draft Council conclusions** on the 'Future of Energy Systems in the Energy Union post-2020'.

In a nutshell, the document welcomed the finalisation of the Clean Energy Package and stressed the need to ensure the clean energy transition and the achievement of energy and climate objectives post-2020, by developing cost-effective energy networks and by modernizing the energy system through the promotion of innovative technologies, digitalization and sector integration. Regarding the latter, the text emphasized the potential of renewable and low-carbon gases technology development and its deployment, such as hydrogen, biogas and biomethane, the potential of which needs to be further assessed and explored.

On hydrogen, the Romanian Presidency put forward a **declaration** on 'Sustainable and Smart Gas Infrastructure for Europe' supporting the promotion of the use of hydrogen and renewable gases, which was signed by the energy ministers of 17 EU countries, along with Norway, Switzerland and Liechtenstein. The declaration also was backed by some energy companies such as Engie, Shell or Siemens as well as by organisations such as Eurogas or Hydrogen Europe. The European Commission, present at the meeting, decided not to sign the declaration although the EU Commissioner for Climate, Arias Cañete threw positive messages towards hydrogen as a "mean to facilitate a transition to a net-zero emissions economy".

In terms of next steps, the draft Council Conclusions will be examined by the Working Party on Energy (EWP) on 16 April 2019 and 7, 21 and 28 May 2019. After that, it is expected to be formally presented in the Energy Council on 25 June as a roadmap setting out the EU Energy's infrastructure and innovation priorities for the coming years.

(Source: Council of the EU + ENDS Europe)

---

## Edition Content

---

### BREXIT

EU leaders agree to delay Brexit until 31 October 2019 **P.2**

---

### ENERGY UNION

European Commission evaluates the achievements of the Energy Union programme **P.4**

---

### FUTURE EU ENERGY SYSTEM

Council conclusions on Energy Union post-2020 point at promoting renewable gases **P.5**

---

### CLEAN MOBILITY

European Parliament endorses inter-institutional agreements to clean the EU transport sector **P.6**

---

### INTERNATIONAL COOPERATION

EU and China agree on cooperating in the clean energy transition **P.7**

---

### BATTERIES

Evaluation report on the EU Batteries Directive reveals important shortcomings **P.8**

---

## CLEAN MOBILITY

# European Parliament endorses inter-institutional agreements to clean the EU transport sector

This month, the European Parliament endorsed two trilogue agreements in the area of clean mobility: **the Regulation for CO2 emissions standards for heavy-duty vehicles (HDVs)** and **the Directive for clean and energy-efficient road transport vehicles**, the so-called Clean Vehicles Directive (CVD). These agreements are aimed at giving manufacturers of HDVs and public transport companies a clear emission reduction trajectory.

On the HDVs file, the European Parliament held a final plenary debate on 17 April 2019 and MEP Bas Eickhout (Greens/EFA, NL), who was the rapporteur of the file, voiced his regret regarding the fact that the targets could have been more ambitious. Most other MEPs taking the floor, together with Commissioner Arias Cañete, welcomed the agreement and stressed the need to monitor the implementation of this legislation in EU Member States, as it is the first time that CO2 emissions targets are set for HDVs in the EU.

Also on 17 April 2019, the European Parliament held a debate on the agreement reached on the Clean Vehicles Directive (CVD). During the debate, rapporteur MEP Andrzej Grzyb (EPP, PL) called for the acceleration of better and more sustainable production of batteries in Europe, which can contribute to the successful deployment of clean vehicles. Violeta Bulc, EU Commissioner for Transport, mentioned the inclusion of the clean vehicle definition in the text and emphasized how the Directive will help manufactures and authorities to reach the Commission's ambition of zero-emission mobility by 2050.

On 18 April 2019, the European Parliament endorsed both agreements without amendments. Following this approval by the European Parliament, the Council of the EU will formally adopt both files.

**(Source: Politico Pro + Interel)**

---

If you have any suggestions for content, or would like to know more about IEEE's European Public Policy activities, please contact [eppc@ieee.org](mailto:eppc@ieee.org). Thank you

---

## Edition Content

---

### BREXIT

EU leaders agree to delay Brexit until 31 October 2019 **P.2**

---

### ENERGY UNION

European Commission evaluates the achievements of the Energy Union programme **P.4**

---

### FUTURE EU ENERGY SYSTEM

Council conclusions on Energy Union post-2020 point at promoting renewable gases **P.5**

---

### CLEAN MOBILITY

European Parliament endorses inter-institutional agreements to clean the EU transport sector **P.6**

---

### INTERNATIONAL COOPERATION

EU and China agree on cooperating in the clean energy transition **P.7**

---

### BATTERIES

Evaluation report on the EU Batteries Directive reveals important shortcomings **P.8**

---

If you have any suggestions for content, or would like to know more about IEEE's European Public Policy activities, please contact [eppc@ieee.org](mailto:eppc@ieee.org). Thank you

---

## INTERNATIONAL COOPERATION

# EU and China agree on cooperating in the clean energy transition



©Shutterstock

On 9 April 2019 EU and Chinese leaders agreed on fostering mutual cooperation in achieving the Paris Agreement goals through the clean energy transition. In their 21<sup>st</sup> annual summit taking place in Brussels, they issued a **joint statement** on energy but made no specific reference to climate change. Efforts to decrease greenhouse gas emissions should be met “through maximising the benefit of energy efficiency, increasing the share of renewable energy sources in the energy mix, and supporting fuel-switching to low-carbon energy sources traded on open and transparent global markets”, the joint statement reads.

China, the EU's second-largest trade partner after the US, has previously pledged it would work closely with Europe on climate change. In July 2018, the EU and China signed a **joint declaration** stating that “collaboration on climate change and clean energy will become a main pillar of their bilateral partnership”. Regarding Europe's gas infrastructure, the joint statement pledged to “develop and support a global, efficient and flexible liquefied natural gas (LNG) market for the benefit of the EU and China”.

After difficult negotiations leading up to the summit, the statement confirms China's commitment to complying with WTO rules on industrial subsidies, to further discuss rules of origin, to conclude a bilateral investment deal by the end of 2020 and to implement the 2030 Agenda on Sustainable Development and the Addis Ababa Action Agenda.

(Source: **ENDS Europe**)

## Edition Content

**BREXIT**

EU leaders agree to delay Brexit until 31 October 2019 **P.2**

**ENERGY UNION**

European Commission evaluates the achievements of the Energy Union programme **P.4**

**FUTURE EU ENERGY SYSTEM**

Council conclusions on Energy Union post-2020 point at promoting renewable gases **P.5**

**CLEAN MOBILITY**

European Parliament endorses inter-institutional agreements to clean the EU transport sector **P.6**

**INTERNATIONAL COOPERATION**

EU and China agree on cooperating in the clean energy transition **P.7**

**BATTERIES**

Evaluation report on the EU Batteries Directive reveals important shortcomings **P.8**

## BATTERIES

## Evaluation report on the EU Batteries Directive reveals important shortcomings



©Shutterstock

On 9 April 2019, the European Commission published the **evaluation report** of the Batteries Directive, which indicated that this piece of legislation is falling short on its objectives to improve waste collection and recovery of materials. The report shows that an estimated 56.7% of waste portable batteries are not collected, an amount “significant enough to jeopardise the achievement of the Directive’s environmental protection objectives”.

While acknowledging that the Directive has contributed to reducing the use of hazardous substances and prevented portable batteries from being landfilled or incinerated, the report says that only 14 EU countries have met the 2016 collection target of 45%. Shortcomings and internal inconsistencies create obstacles for recyclers and do not allow adjustments to the pace of technological developments.

The evaluation was published as part of the **report** on the State of the Energy Union, together with an **assessment** of the 2018 Strategic Action Plan on Batteries. The latter defines the EU approach to build a “sustainable value chain” that boosts clean mobility and renewable energy storage.

After publishing this evaluation report, the European Commission is expected to work on the revision of the Directive in order to fulfil its plans to make Europe “a leader in sustainable battery production”, with a global demand that is expected to grow rapidly. While European battery demand is forecast to reach €250 billion a year by 2025, today the European share of global cell manufacturing is just 3%.

(Source: ENDS Europe)

If you have any suggestions for content, or would like to know more about IEEE’s European Public Policy activities, please contact [eppc@ieee.org](mailto:eppc@ieee.org). Thank you