

AT A GLANCE: NEGOTIATORS ARE FAR FROM REACHING AN AGREEMENT ON ENERGY EFFICIENCY – CO2 EMISSIONS FROM ENERGY USE INCREASES IN THE EU – ENERGY TRANSITION MUST NOT FUEL EXTREMISM – EU COMMISSION ISSUES PROPOSALS ON SUSTAINABLE FINANCE – CO2 EMISSIONS STANDARDS FROM ROAD TRANSPORT IN THE SPOTLIGHT

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BREXIT

European Commission publishes guidelines on impact Brexit on internal energy market



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Following the triggering of article 50 of the EU Treaty on 29 March 2017, the United Kingdom (UK) will leave the EU after a 2-year period and become a “third country” as of 29 March 2019. The European Commission issues its guidelines to remind stakeholders of the legal repercussions that need to be considered when the UK becomes a third country.

In a **notice**, the European Commission shares its assessment and implicit recommendations for stakeholders active in the energy market, and touches upon issues like the compensation between TSOs, interconnectivity and electricity trading.

Source: [Interel](#)

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CO2 EMISSIONS

CO2 emissions from energy use increases in the EU



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Carbon dioxide emissions from burning fossil fuels increased by 1.8% last year, according to early estimates by **Eurostat**, the EU's statistical agency.

The findings is negative news for the EU, which has been championing efforts to cut emissions by at least 40% by 2030, while maintaining sustained economic growth. Carbon dioxide emissions account for around 80% of the EU's GHGs emissions and are influence by a variety of factors, including economic and population growth, industrial production and transport.

According to preliminary data, CO2 emissions last year rose in a majority of EU member states, with the highest increases recorded in Malta, Estonia, Bulgaria, Spain and Portugal. Finland and Denmark registered the biggest decrease, with emissions dropping by 5.9% and 5.8%, respectively.

Source: **Político Pro**

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ENERGY EFFICIENCY

Negotiators are far from reaching an agreement on energy efficiency



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Negotiations on the Energy Efficiency Directive, which would update the EU rules on energy efficiency to reflect the 2030 climate goals, remain locked. According to the Member of the European Parliament and Rapporteur on the file, Miroslav Poche, the EU is still far from reaching a deal.

Policy-makers from the European Parliament, the Council and the Commission met on 16 May 2018 for the third round of interinstitutional negotiations. However, several items of disagreement remain, including the EU’s energy efficiency targets for the next decade and whether they should be binding or not.

The Bulgarian Presidency of the Council received a mandate from Member States to negotiate a target that goes beyond 30%, in an effort to meet the European Parliament’s 35% goal, but it would still want such a target to be non-binding.

Source: Politico Pro

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CLEAN ENERGY

Energy transition must not fuel extremism



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The transition to clean energy must work for all European citizens to avoid fueling the rise of populism and extremism, the EU's Vice President for Energy and Climate Action, Maroš Šefcovic, claimed.

Šefcovic warned that some sectors, regions and communities in the EU would continue to be adversely affected by the low-carbon transition, with unemployment threatening more inequality. In an effort to support such a transition without leaving European citizen behind, the EU has stepped up its efforts through a wide range of means.

Last year, the EU launched a Platform for Coal Regions to support mining regions to maintain growth while transitioning to cleaner energy. Furthermore, the European Global Adjustment Fund has been used to help people find jobs, while the European Social Fund and LIFE have been used to reskill workers.

Source: ENDS Europe

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RENEWABLES

EU legislators outline compromise agreement on the Renewables Energy Directive

On 31 May 2018, representatives of the European Parliament, Council and European Commission reached a compromise agreement that outlines the EU's commitment towards renewables as part of the Renewables Energy Directive.

While negotiations have previously stalled over the deployment of targets for renewable energy by 2030, the Bulgarian Presidency of the EU Council, which negotiates member states' position in interinstitutional negotiations, accepted to introduce a target for renewables between 32% and 33%. As part of the deal, the European Parliament agreed to soften its position on other key aspects of the Directive, including the establishment of a legally-binding, sub-target for renewables in the heating and cooling sector.

On 13 June 2018, the three institutions will meet for a last round of interinstitutional negotiations, where the Renewables Energy Directive's text is expected to be finalized.

Source : Interel

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SUSTAINABLE FINANCE

EU Commission issues proposals on sustainable finance



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On 24 May 2018, the European Commission published four legislative **proposals** as part of its sustainable finance agenda. The proposals follow an Action Plan the Commission put forward in March 2018 to set out a strategy for a financial system that supports the EU's climate and sustainable development agenda.

The proposals put forward by the Commission include the creation of an EU taxonomy to identify environmentally sustainable economic activities. Such a definition, which will be complemented by criteria to determine whether an economic activity is environmentally sustainable, will have to be used both by regulators at EU and national levels and financial market participants advertising products as environmentally sustainable.

The Commission's legislative package represents an initial step to reach the objectives set out in the initial Action Plan. In this regard, the package misses a proposal that would establish a green supporting factor; that is, capital relief for banks offering green investments, on which the Commission is already discussing with the other EU institutions.

Source: Politico Pro + Interel

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CO2 EMISSIONS FROM TRANSPORT

CO2 emissions standards from road transport in the spotlight



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While the Environment Committee of the European Parliament discusses the draft report published last month by the Rapporteur Miriam Dalli (S&D, MT), which was criticized by other Members of the European Parliament for establishing unrealistic targets and not being technologically neutral, the European Commission issued a proposal for a regulation to reduce CO2 emissions from heavy-duty vehicles.

The Commission's text introduces targets for CO2 emissions from new lorries at 15% below current levels by 2025 and an indicative target of 30% by 2030. In addition, the proposal establishes a credits and penalties scheme to incentivize manufacturers to meet the targets, as well as a system of super-credits for the production of zero and low emission, heavy-duty vehicles.

The European Parliament and the EU Council of Ministers will now commence discussions within their respective working bodies. However, EU policy-makers, including the Commissioner for Mobility and Transport, Violeta Bulc, do not expect the proposal to be adopted before the European elections in May 2019.

Source: [Interrel](#)