

# Daily News 13 / 11 / 2018

## **COLLEGE MEETING: European Commission reports on progress in Bulgaria and Romania under the Co-operation and Verification Mechanism**

The European Commission issued today its latest reports on steps taken by Bulgaria and Romania to meet their commitments on judicial reform and the fight against corruption, and in the case of Bulgaria organised crime, in the context of the Cooperation and Verification Mechanism (CVM). The report on Bulgaria looks at the progress made over the past year to meet the final 17 recommendations issued by the Commission in the January 2017 report and positively notes Bulgaria's continued efforts and determination to implement those recommendations. The Commission is confident that **Bulgaria** – if it pursues the current positive trend – will be able to fulfil all the remaining recommendations and thereby the outstanding benchmarks. This will enable the CVM process for Bulgaria to then be concluded before the end of this Commission's mandate – in line with the orientation given by President Jean-Claude **Juncker** when he started his term of office. For **Romania**, the report notes that while the country has taken some steps to implement the final 12 recommendations issued by the Commission in January 2017, recent developments have reversed the course of progress and called into question the positive assessment made back in January 2017. The recommendations are no longer sufficient to meet the orientation given by President Jean-Claude **Juncker** to conclude the CVM process before the end of this Commission's mandate. Therefore, today's report sets out a number of additional recommendations for immediate follow up. The immediate implementation of the additional measures is essential to put the reform process back on track and resume the path towards the conclusion of the CVM as set out in the January 2017 report. Press releases are available online on the reports for [Bulgaria](#) and [Romania](#), and a [Memo](#) provides more information about the CVM process and the benchmarks and recommendations. The CVM Reports are available online [here](#). (For more information: Christian Wigand – Tel.: +32 229 62253; Kasia Kolanko –Tel.: +32 229 6344)

## **COLLEGE MEETING: Brexit: European Commission intensifies preparedness work and outlines contingency action plan in the event of a no deal scenario with the UK**

The European Commission has today published detailed information on its ongoing preparedness and contingency work in the event of a no deal scenario in the Article 50 negotiations with the United Kingdom. First, the Commission has published a [Communication](#), which outlines a limited number of contingency actions in priority areas that could be implemented if no agreement is reached with the United Kingdom. This follows a first preparedness [Communication published on 19 July 2018](#). Secondly, the College of Commissioners has adopted two legislative proposals to amend existing EU law in the area of [visas](#) and [energy efficiency](#) to take account of the UK's withdrawal. These targeted legislative adaptations are necessary,

irrespective of the outcome of the withdrawal negotiations. Thirdly, [a notice](#) has been published providing extensive information on the changes that will occur – in the event of no deal – for persons travelling between the EU and the UK, and vice versa, after 29 March 2019, or for businesses providing services in relation to such travel. It includes information on such things as border checks and customs controls, driving licences and pet passports, amongst others. While the European Commission is working hard for a deal, and continues to put citizens first in the negotiations, the UK's withdrawal will undoubtedly cause disruption – for example in business supply chains – whether or not there is a deal. Contingency measures cannot remedy the full effects of this disruption. In the event of a no deal scenario, these disruptions will be even more significant and the speed of preparations would have to increase significantly. Contingency measures in narrowly defined areas may, exceptionally, be needed in order to protect the interests and the integrity of the EU. For more information, see [here](#). (For more information: Margaritis Schinas – Tel.: +32 229 60524; Mina Andreeva – Tel.: +32 229 91382; Alexander Winterstein – Tel.: +32 229 93265; Daniel Ferrie – Tel.: +32 229 86500)

### **Protection des consommateurs: la Commission européenne et le Canada signent un accord pour échanger des informations sur les produits dangereux**

La Commission européenne et le Canada signent aujourd'hui un accord permettant la mise en place d'un système d'échange d'informations sur les produits dangereux. Ce nouveau système permettra de connecter le [système d'alerte rapide pour les produits dangereux de l'Union européenne](#) et le [système canadien](#), facilitant ainsi le travail des Etats membres lorsqu'il s'agit de retirer les produits dangereux du marché européen et de se tenir au courant de nouveaux risques pour les consommateurs. Věra Jourová, commissaire en charge de la justice, des consommateurs et de l'égalité des genres, a dit: "Le commerce en ligne ne connaît pas de frontières. Une meilleure coopération internationale facilitera le travail des autorités en permettant à l'information de circuler rapidement. Les consommateurs européens pourront ainsi acheter des produits en toute sécurité." Cet accord est l'une des nombreuses conséquences de l'Accord économique et commercial global (CETA) de l'Union européenne avec le Canada. La signature de cet accord se déroule dans le cadre de la [Semaine Internationale de la sécurité des produits](#) qui rassemble des experts de tous les pays dans le but d'améliorer la protection des consommateurs. En ouvrant la semaine, la commissaire Jourová a annoncé le lancement en 2019 d'un prix pour la sécurité des produits qui récompensera les initiatives des entreprises sur ce sujet. Les entreprises, dont les PME, pourront déposer leur candidature à partir de janvier 2019. La signature de l'accord UE – Canada pourra être suivie [en ligne](#) et sera retransmise sur [EBS](#). Vous trouverez plus d'informations sur le système d'alerte rapide de l'Union européenne [ici](#). (Pour plus d'informations: Christian Wigand – Tel.: +32 229 62253; Mélanie Voin – Tel.: +32 229 58659)

### **La Commission félicite le Parlement européen pour l'adoption des dossiers clés du paquet "Une Énergie propre pour tous les Européens"**

Le Parlement européen a approuvé aujourd'hui de nouvelles règles sur les énergies renouvelables, l'efficacité énergétique et la gouvernance de l'Union

de l'énergie – une étape importante qui permettra à l'Union européenne et à ses États membres de s'engager pleinement dans la transition vers une économie moderne et une énergie propre, dans le respect de ses engagements sous l'Accord de Paris. Le commissaire européen chargé de l'action pour le climat et de l'énergie, Miguel **Arias Cañete**, a déclaré: *"Quatre propositions sur huit du paquet 'Une l'énergie propre pour tous les Européens' ont maintenant reçu l'accord final du Parlement, ce qui montre que l'Union européenne est sur la bonne voie et que nous tiendrons nos engagements pris en début de mandat par la Commission Juncker. Notre engagement ambitieux pour une énergie propre en Europe et la mise en œuvre de l'Accord de Paris se concrétise par des lois telles que celles votées aujourd'hui. J'appelle maintenant les autorités de nos États membres à faire preuve de la même ambition et du même engagement lors de la présentation de leur projets de Plans nationaux intégrés en matière d'énergie et de climat qui doivent être soumis à la Commission d'ici la fin de l'année."* Une fois pleinement transposés, les trois textes législatifs adoptés aujourd'hui, en combinaison avec nos politiques relatives au climat déjà adoptés, conduiront à des réductions d'émissions plus importantes que prévu pour l'ensemble de l'Union européenne – environ 45% d'ici 2030 par rapport à 1990. Le communiqué de presse complet sera disponible en ligne en [EN](#), [FR](#), [DE](#). (For more information: Anna-Kaisa Itkonen – Tel.: +32 229 56186; Lynn Rietdorf – Tel.: +32 229 74959)

### **Latvia becomes the 19<sup>th</sup> EU country to join eHealth cooperation for personalised healthcare**

Yesterday Latvia signed the European Declaration [on linking genomic databases across borders](#) that aims to improve understanding and prevention of disease and allow for more personalised treatments, in particular for rare diseases, cancer and brain related diseases. The Declaration is an agreement of cooperation between the countries that want to provide secure and authorised cross-border access to national and regional banks of genetic and other health data, in accordance with all EU data protection rules. The goal is also to keep the EU at the global forefront of personalised medicine, at the same time as fostering scientific output and industrial competitiveness. Latvia is the 19<sup>th</sup> signatory of the Declaration, which was originally launched on 10 April 2018 during the [Digital Day](#). The other EU Member States that have signed it are Austria, Bulgaria, Croatia, the Czech Republic, Cyprus, Estonia, Finland, Greece, Italy, Lithuania, Luxembourg, Malta, Netherlands, Portugal, Slovenia, Spain, Sweden and the UK. In April 2018, the Commission put forward an [action plan](#) to secure healthcare data while fostering European cooperation. For more information about the European digital health initiative see [here](#). (For more information: Nathalie Vandystadt – Tel.: +32 229 67083; Marietta Grammenou- Tel.: +32 229 83583)

### **Mergers: Commission clears joint venture by E.ON and Clever**

The European Commission has approved, under the EU Merger Regulation, the

proposed creation of a joint venture between E.ON SE of Germany and Clever A/S of Denmark. The joint venture will develop and operate ultra-fast charging (UFC) stations for electric vehicles in Norway, Sweden and Denmark. E.ON is an energy company with activities in energy networks, renewable energies and customer solutions, including electricity and gas retail supply. Clever is an electric mobility service provider, active in charging solutions for companies, public institutions and end customers. The Commission concluded that the proposed merger would raise no competition concerns due to the negligible actual and foreseen activities of the joint venture in the European Economic Area. The transaction was examined under the simplified merger review procedure. More information is available on the Commission's [competition](#) website, in the public [case register](#) under the case number [M.9049](#). (For more information: Ricardo Cardoso – Tel.: +32 229 80100; Maria Tsoni – Tel.: +32 229 90526)

### **Agriculture: EU grants protection to two traditional wines from the Netherlands: Vijlen and Oolde**

Two Dutch traditional wine-types – Vijlen and Oolde – have been included this week into the [EU register of protected designations of origin](#) (PDO). This means their respective names can as of now only be used within the EU market by the local producers following traditional specific production methods. “Vijlen” comes from the wine growing area in the south of Netherlands, at the border with Germany and Belgium, while “Oolde” is produced more to the north, in the province of Gelderland. They can both be produced as red, white or rosé, plain or sparkling, using grape varieties well-adapted to the Dutch climate. “Oolde” is also produced as a liquor wine. The specific quality of both wines is strongly influenced by the interaction between the climate, soil, cultivation and vinification methods. More information on [Vijlen](#) and [Oolde](#) are available in the EU official journal. (For more information: Daniel Rosario – Tel.: + 32 229 56185; Clémence Robin – Tel.: +32 229 52509)

### **Commission's Chief Scientific Advisors present advice on the regulation of gene editing**

The European Commission's Scientific Advice Mechanism ([SAM](#)) Group of Chief Scientific Advisors has today published a [statement](#) providing ‘a scientific perspective on the regulatory status of products derived from gene editing, and the implications for the GMO Directive’. The advisors recommend that the GMO Directive should be revised to reflect current knowledge and scientific evidence, and as part of a broad dialogue with relevant stakeholders and the public at large. Carlos **Moedas**, Commissioner for Research, Science and Innovation, said: “Gene-editing is a critical technology with an enormous potential to improve human health and preserve the environment. I therefore welcome the statement from our Chief Scientific Advisors which will contribute to a well-informed debate on the regulatory framework needed to maintain high levels of protection while enabling innovations that contribute to the environment and wellbeing. Their statement also provides a valuable

input into our reflections on future proofing regulation so that our laws can keep up with our labs.” Vytenis **Andriukaitis**, Commissioner for Health and Food Safety, said: “The EU is a champion of the highest standards of food safety. As a scientist myself, I see great merit in keeping pace with innovations so that society can benefit from new science and technology. To make the best out of such developments, I encourage a broad reflection and discussion on how we, as a society, want to go forward with such issues as gene editing.” The Scientific Advice Mechanism was established in October 2015 to support the Commission with high quality, timely and independent scientific advice for its policy-making activities. More information is available [here](#). (For more information: Anca Paduraru – Tel.: +32 229 12 69; Lucía Caudet – Tel.: +32 229 56182).

## STATEMENTS

### European Pillar of Social Rights: Statement by President Juncker, Vice-President Dombrovskis and Commissioner Thyssen one year following its proclamation

About one year ago, on 17 November 2017, the leaders of the European Union solemnly proclaimed the European Pillar of [Social Rights at the Social Summit for fair jobs and growth in Gothenburg](#), Sweden. Celebrating this first anniversary of the Pillar, President of the European Commission, Jean-Claude **Juncker**, Vice-President for the Euro and Social Dialogue, Valdis **Dombrovskis**, and Commissioner for Employment, Social Affairs, Skills and Labour Mobility, Marianne **Thyssen**, said: “The European Pillar of Social Rights is designed to make a positive difference in the everyday life of all Europeans. In the Commission we are using all the tools at our disposal to make the principles of the Pillar a reality. [...] But several of our proposals are still under negotiation between the European Parliament and the Member States. This concerns in particular the [European Labour Authority](#), our initiative on [work-life balance for parents and carers](#), the new [Directive on transparent and predictable working conditions](#), and the [reform of the rules on social security coordination](#). It includes also our [proposal for the next European budget to help the Member States invest in people](#). The European Social Fund Plus alone is to be equipped with more than €100 billion over the period 2021 to 2027. To deliver on our joint promise, we must make swift progress on all these proposals before the European elections in May 2019. Together with the European Parliament, Member States, social partners and civil society, we are committed to safeguard and promote social rights that better support fair and well-functioning labour markets and welfare systems now and in the future.” The full statement can be found [here](#). A factsheet on the Pillar of Social Rights is available [here](#). A factsheet recapping the Commission’s initiatives in the social field is published [here](#). To mark the first anniversary of the Pillar of Social Rights, President **Juncker** and Commissioner **Thyssen** have taken part in a short celebratory event this morning, organised by the European Trade Union Confederation, in the European Parliament in Strasbourg. On Friday 16 November, Commissioner **Thyssen** will participate in a breakfast discussion on the European Pillar of Social Rights, organised by the Permanent Representation of Romania to the EU, which will be [streamed live on Facebook](#). (For more information: Christian Wigand– Tel.: +32 229 62253; Sara



Soumillion – Tel.: + 32 229 67094)

## ANNOUNCEMENTS

### **Commissioner Avramopoulos in Ethiopia to discuss cooperation on migration with African partners [updated 13 November 2018 at 16:44]**

Commissioner for Migration, Home Affairs and Citizenship Dimitris **Avramopoulos** is in Addis Ababa, Ethiopia today and tomorrow for bilateral meetings with Ethiopian President Sahle-Work Zewde, Prime Minister Abiy Ahmed, Foreign Affairs Minister Workneh Gebeyehu and Minister of Peace Muferiat Kamil. Moreover, Commissioner Avramopoulos will open the Valletta Senior Officials Meeting, also taking place in Addis Ababa. The meeting brings together representatives from African and European countries, as well as relevant regional and international organisations, to strengthen EU-Africa cooperation on migration. It is part of the regular follow-up to the 2015 [Valletta Summit on Migration](#), when European and African Leaders met and agreed on a set of operational deliverables outlined in the [Joint Valletta Action Plan](#). A press conference will take place tomorrow at 9:15 CET and will be available on [EBS](#). Commissioner Avramopoulos will also exchange views with African Union Commission Chairperson Moussa Faki, and meet bilaterally Ministers of Foreign Affairs of several African countries who come together in Addis Ababa on the occasion of the extraordinary African Union Summit. (For more information: Natasha Bertaud – Tel.: +32 229 67456; Markus Lammert – Tel.: +32 229 80423)

[Upcoming events](#) of the European Commission (ex-Top News)

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## **Vice-President Šefčovič at the Networking Conference on Electro Mobility 2018**

*Speech by Vice-President Šefčovič, in charge of Energy Union, at the Networking Conference on Electro Mobility 2018, in Berlin*

Minister Altmaier,

Distinguished guests,

Ladies and Gentlemen,

It is a pleasure to be among hundreds of like-minded leaders from around the world who are turning electro mobility from a vision into reality. I would like to thank Minister Altmaier and his ministry for holding this event, this 'Vernetzungskonferenz' regularly here in Berlin. The fact that such events

take place here at the heart of Europe send a strong message to the rest of the world; that Europe is gearing up on the race of electric mobility!

In fact, the first electric cars were manufactured here in Europe as early as the 19th century! But they were quickly pushed aside by other solutions whose environmental damage we only started to fully realise decades later. It is therefore no surprise that electro mobility is gaining momentum again as part of the broader shift towards low- and zero-emission mobility solutions.

This deep transformation that here you call Energiewende has only started. But if you will, it is the power and energy behind the 4<sup>th</sup> industrial revolution. But if clean energy is the going to power the change, clean transport is going to deliver it, and the Verkehrswende will also become reality. I am therefore very encouraged by your numbers and level of enthusiasm here today because we will need this joint approach in order to reach the finish line. Electro mobility is not even a relay race where we can sit and wait while the others are running. It is more like a group race where we must all accelerate at the same time.

That is why the 'Vernetzungs' part of this event is also so important, especially at a global level: in order to connect our engagement across decision-making levels (local, national, European, and global); across sectors, and across industries. Electro mobility cannot emerge in its vacuum nor in its own bubble. It will require significant changes in all adjacent industries and policy fields. For example, more electric vehicles require more renewable energy and a more flexible energy market. Smart charging and vehicle-to-grid create new challenges and opportunities that grid operators, energy producers and vehicle owners will need to address together. More broadly, we need to reflect on how mobility will need to develop in our cities, in a context of multi-modality, decarbonisation and digitalisation.

This holistic approach of connecting the different stakeholders together was also the logic behind the EU Battery Alliance. By offering a compelling vision and connecting the right actors, we can trigger a very powerful chain action. In this case, it was the raw materials / chemicals, battery manufacturers, electronics, utilities, automotive and recycling industries, key EU Member States and the European Investment Bank. Together, we recognised that the European battery market is not only strategic imperative if we want our electro mobility to hit the road in Europe and our energy system to be decarbonised. We also recognised the full potential of this endeavour: according to available forecast the battery market in Europe could be worth EUR 250 billion per year from 2025 onwards. That is why we have set up the European Battery Alliance and put together a Strategic Action Plan, which consisted of a range of financial and policy measures, to support the entire battery value chain.

Stemming from a simple observation: the scale and speed of investment needed means no industrial actor, or EU country, can do this alone. For all those reasons, we have launched the "Airbus of EU batteries".

I would like to emphasise the particular contribution of the German government and the German companies in this project. Our alliance is based on

the industrial strengths of its partners. Given their presence across the supply chain, German companies must play a decisive role in setting sustainable standards, the supply and demand of European batteries!

And they do. I welcome the recent announcements made by several key actors which are present here today to invest and team up with other European partners. Germany is at the core of this pan European Alliance.

When it comes to electro-mobility, 'networking' is not only about us meeting and discussing new ideas. It is also about the future of our infrastructure network for alternative fuels such as electric cars. This should be not only on motorways and on public streets but also in private houses and office buildings. We must allow a smooth experience where charging is not a concern!

This has been high on the Commission's agenda. And indeed, our 2017 Action Plan for alternative fuels infrastructure brings an additional EUR 800 million in innovative financing. This is a large amount but the purpose is not to finance 'anything'. Our infrastructure needs to be "future-proof", ready for large-scale uptake of low- and zero-emission vehicles.

We are therefore working with Member States on implementation of their national policy frameworks for alternative fuel infrastructure. Yet, I also note that there we must increase our ambition if we are to meet the challenge. For example, currently, there are 130,000 publicly accessible recharging stations across the EU. This is enough for the time being for the 700,000 vehicles on the road but it will not be enough in 1-2 years' time when we expect accelerated take-up. We will look at this in our 2019 evaluation of the Alternative Fuels Infrastructure Directive and we expect that as we create a signal for a homemarket for clean vehicles through our regulation for CO2 reductions for vehicles, further investments in infrastructure become bankable

Finally, the Commission as the initiator of EU legislation has been playing an important role in setting ambitious, yet attainable targets to reduce CO2 emissions from cars and vans, and trucks. These proposals are now entering the final negotiation phases between Council and European Parliament and it looks like the ambition will be high.

Once these rules are in place, the ball will very much be in the industry's court. The EU can ensure stable and conducive regulation, we can create incentives, unlock funding, and trigger cooperation but we are not about to start producing clean cars...

This is the big moment of Europe's automobile industry to take off the gloves and embrace the challenge. Let us all recognise that the potential is huge! According to the International Energy Agency (IEA), the global number of electric vehicles should triple over the next two years. The IEA expects sales to increase by 24% each year on average up to 2030. That is 125 million new electric cars!

That is why clean transport is not one option out of many. It is the only option. The only question is who will be the one to provide the best, most



effective, most sustainable and competitive solutions. The question is whether Europe would produce the solution or will we have to buy it from others. Last year, the absolute majority of new electric cars sold were in China. More than 90% of all electric buses run in China. Few other countries in the world have developed such market shares. Ensuring a leading competitive position in this fast evolving market will not be easy.

Yet, I am convinced that the European car industry can pave the way of the global transition to clean and connected mobility. I am convinced that Europe can become THE continent of smart, safe and clean car infrastructure. We are better equipped to make that giant leap than any other part of the world.

Let me add that the challenge is not only global competition. The challenge is also in terms of our joint efforts on climate action which are still not enough. I'm sure you've all seen the IPCC Report from last month which indicated that in order to reach the Paris Agreement objective we may need to reach a global CO<sub>2</sub> neutrality by 2050 and greenhouse gas neutrality soon after. The global industry might therefore need to drop its CO<sub>2</sub> emissions by up to 90% compared to 2010 levels.

This a huge challenge which requires us in Europe to think further ahead, well beyond 2030. Of course, the further ahead we look into the future, the more difficult the challenge becomes. It requires more analysis, more research, more consultation, and more vision.

I know that there is great expectations by governments and stakeholders to see the Commission's long-term Strategy for a mid-century greenhouse gas reduction, which we will present at the end of this month. Meanwhile, I can assure you that this will be a far-sighted vision into modernising Europe's entire economy, across all sectors. This will also serve our message to the world in COP24 in Katowice: we, Europeans, do not need to be the first emitters in order to become the first economic power. We have already decoupled economic growth from CO<sub>2</sub> emissions over the past few decades. We will now make the next step of building a resilient, modern, innovative, and competitive economy but this time it will be entirely carbon neutral!

Clearly, transport must play an important role for it accounts for almost a quarter of Europe's greenhouse gas emissions, and road transport alone is responsible for almost a fifth of total EU emissions. To decarbonise our mobility, we need to optimise our transport systems and our logistic processes, minimising "empty runs" and eliminating unnecessary moves. We need to promote more efficient modes such as rail and waterborne transport.

Ladies and Gentlemen,

I have mentioned some of the major milestones of the past and some of the ambitious objectives for the future. We have to see this also against the background of the emission scandal.

Consumer and public trust have been badly hurt. We must still act collectively to restore this trust. It is now up to concrete and decisive measures by authorities at all levels, and most importantly: by the

automobile industry itself.

The industry itself is still struggling to regain consumer trust. European citizens have the right to receive clear answers, not only from the relevant regulatory authorities but also from their car-manufacturers. Beyond answers: they should receive acceptable solutions. We cannot put this story behind us without a proper and fair closure. I am confident we can reach one.

Ladies and Gentlemen,

Let me conclude by saying that the race for clean mobility is going to be a difficult one, requiring many stakeholders to work together and reinforce each other towards our common goal. I assure you that the Commission will remain your ally, creating incentives, policy, regulation and support. I do not underestimate the challenge, which is still required from our entire industry in order to create this transition but I am convinced that given what is at stake, we simply can't afford to miss this race. If Europe was the first to produce electric cars and if Europe has been leading the combustion cars industry for a century, it's time we now do both: produce the best electric cars in the world!

Thank you very much!

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## **Commission welcomes European Parliament adoption of key files of the Clean Energy for All Europeans package**

**New rules on renewables, energy efficiency and the governance of the Energy Union have been signed off by the European Parliament today – an important step in enabling the European Union and its Member States to embrace the clean energy transition, follow up on the already adopted 2030 climate legislation and meet the Paris Agreement commitments.**

Today European Parliament completed the parliamentary approval of half of the eight legislative proposals in the 2016 [Clean Energy for All Europeans](#) package, following the [Energy Performance in Buildings Directive](#), which came into force on 9 July. The package is a key element of the Juncker Commission's political priority of "[a resilient Energy Union with a forward-looking climate change policy](#)", aimed at giving Europeans access to secure, affordable and climate-friendly energy and making the European Union world leader in renewable energy.

Vice-President responsible for the Energy Union Maroš Šefčovič said: "With

*today's vote, we unlock the true potential of Europe's clean energy transition, helping us meet our Paris Agreement goals and translating into more jobs, lower energy bills for consumers and less energy imports. The Energy Union is coming of age, going from strength to strength".*

Commissioner for Climate Action and Energy Miguel **Arias Cañete** added: *"Four out of eight proposals of the Clean Energy for All Europeans Package have now been fully agreed, a signal that we are on the right track and that we will deliver on our pledge made at the beginning of the mandate. Our ambitious commitment to clean energy in Europe and the Paris Agreement will be made a reality by laws like the ones voted today. I now call on Member States to show similar ambition and leadership when submitting their draft National Energy and Climate Plans that are due by the end of this year."*

The new regulatory framework, in particular via the introduction of the first national energy and climate plans, brings regulatory certainty and enabling conditions for essential investments to take place in this important sector. It empowers European consumers to become fully active players in the energy transition and fixes two new targets for the EU in 2030: **a binding renewable energy target of at least 32% and an energy efficiency target of at least 32.5%**, which will stimulate Europe's industrial competitiveness, boost growth and jobs, reduce energy bills, help tackle energy poverty and improve air quality. When these policies will be fully implemented, they will lead to steeper emission reductions for the whole EU than anticipated— **some 45% by 2030 compared to 1990, instead of 40%**. To strive towards a long-term greenhouse gas reduction objective, the framework sets up a robust governance system of the Energy Union.

## **Main achievements:**

### **Renewable Energy**

- Sets a new, binding, renewable energy target for the EU for 2030 of at least 32%, including a review clause by 2023 for an upward revision of the EU level target.
- Improves the design and stability of support schemes for renewables.
- Delivers real streamlining and reduction of administrative procedures.
- Establishes a clear and stable regulatory framework on self-consumption.
- Increases the level of ambition for the transport and heating/cooling sectors.
- Improves the sustainability of the use of bioenergy.

### **Energy Efficiency**

- Sets a new energy efficiency target for the EU for 2030 of at least 32.5%, with an upwards revision clause by 2023;
- Will extend the annual energy saving obligation beyond 2020, which will

attract private investments and support the emergence of new market actors;

- Will strengthen rules on individual metering and billing of thermal energy by giving consumers – especially those in multi-apartment building with collective heating systems – clearer rights to receive more frequent and more useful information on their energy consumption, enabling them to better understand and control their heating bills.
- Will require Member States to have in place transparent, publicly available national rules on the allocation of the cost of heating, cooling and hot water consumption in multi-apartment and multi-purpose buildings with collective systems for such services.

### **Governance of the Energy Union and Climate Action**

- Puts in place a simplified, robust and transparent governance for the Energy Union which promotes long-term certainty and predictability for investors and ensures that EU and Member States can work together towards achieving the 2030 targets and the EU's international commitments under the Paris Agreement.
- Calls for each Member State to prepare a national energy and climate plan for the period 2021 to 2030, covering all the five dimension of the Energy Union and taking into account the longer-term perspective.
- Aligns the frequency and timing of reporting obligations across the five dimensions of the Energy Union and with the Paris Climate Agreement, significantly enhancing transparency and reducing the administrative burden for the Member States, the Commission and other EU Institutions.

### **Next steps**

Following this approval by the European Parliament, the Council of Ministers will now finalise its formal approval of the three laws in the coming weeks. This endorsement will be followed by the publication of the texts in the Official Journal of the Union, and the new legislation will enter into force 3 days after publication.

### **Background**

[Clean Energy for All Europeans](#)

[Renewable energy](#)

[Energy Efficiency](#)

[Governance of the Energy Union](#)

[Energy Union](#)

[Energy Efficiency of Buildings](#)

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## Pressemitteilung: Die Fazilität für Flüchtlinge in der Türkei: zügige Reaktion unter schwierigen Bedingungen, für eine optimale Mittelverwendung sind jedoch Verbesserungen erforderlich, so das Fazit der EU-Prüfer

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Communiqué de presse: La facilité en faveur des réfugiés en Turquie a permis une réaction rapide dans un contexte difficile, mais des améliorations doivent être apportées pour optimiser l'utilisation des fonds, estime la Cour des comptes européenne.

Growth in the euro area is forecast to ease from a 10-year high of 2.4% in 2017 to 2.1% in 2018 before moderating further to 1.9% in 2019 and 1.7% in 2020. The same pattern is expected for the EU27, with growth forecast at 2.2% in 2018, 2.0% in 2019 and 1.9% in 2020.