

To: Environment Ministers of EU Member States
Cc: Commissioners for Environment, Climate, Agriculture and Health and Food Safety, and the Chair of the European Parliament Environment Committee

Concerning: Input to the EU Environment Council Meeting, Luxembourg, 9 October 2018

Brussels, 3 October 2018

Dear Minister,

On behalf of the European Environmental Bureau, I am writing to share with you our views on some of the issues on the agenda of the forthcoming EU Environment Council. I invite you to take our concerns into account during final official level preparations as well as at the meeting itself.

1. CO₂ emissions for cars and light freight transport vehicles

The General Approach for new rules for post-2020 CO₂ standards for passenger cars and light commercial vehicles can send a decisive signal about Europe's ability to act and give a responsible answer to the latest special report of the IPCC reminding us of the extreme urgency resulting from climate change. Effective CO₂ standards are crucial to reduce emissions from cars and vans and incentivise carmakers to produce and sell zero emission vehicles across the EU single market. Together with our partner Transport & Environment (T&E), the EEB would like to highlight that it is paramount for the post-2020 rules to leverage the positive signals from the European Parliament vote today and the strong majority among Member States to increase the ambition levels compared to the initial Commission proposal.

The EEB therefore joins T&E in calling upon the Environment Council to:

- *Set a goal of 20% reduction in fleet average new car CO₂ for each carmaker from 2021 to 2025, to apply to both cars and vans;*
- *Agree a CO₂ reduction target of at least 40% for new cars and vans in 2030, while introducing a target review in 2022 adjusting the goal to 50-60% reduction to stay in line with the Paris objectives;*
- *Strengthen the sales benchmark for zero and low emission vehicles with a malus, while ensuring that plug-in hybrids are rewarded no more than in the Commission proposal;*
- *Complement the regulation with real-world compliance checks using fuel consumption meters.*

The inclusion of a 2025 target remains essential since it doubles anticipated carbon savings by 2030. In the absence of such a target, much less improvement is envisaged in new car and van CO₂ emissions between 2021 and 2025 and, as a result, the fleet consumes substantially more fuel in 2030. See Annex 1 for additional details.

2. Conclusions on the preparations for the forthcoming meeting of the Conference of the Parties to the United Nations Framework Convention on Climate Change (CoP 24, Katowice, Poland, 3-14 December 2018)

The UN Climate Conference in Katowice, Poland, comes with the responsibility to show the global community that Europe is both able to deliver on the rules and guidelines needed for the successful implementation of the Paris Agreement while also fulfilling the spirit of the Paris Agreement of continuously increasing the Nationally Determined Contributions (NDCs) to tackle the alarming shortfall in ambition.

The EEB therefore calls upon the Environment Council to:

- *Enable and support the negotiators to complete the Paris Agreement Work Programme;*
- *Fully recognise the IPCC conclusions that further emission reductions in all sectors are needed to limit climate change.*
- *Acknowledge that the 2030 climate and energy policy framework results in domestic greenhouse gas reductions by at least 45%;*
- *Encourage the Commission to present pathways towards net zero GHG emissions in the EU by 2040 followed by negative emissions thereafter;*
- *Stress the importance of reaching an agreement at COP 24 on common time frames for all Parties' NDCs after 2030 compatible with the five-year ambition cycle in the Paris Agreement.*
- *Decide that the EU will commit during COP 24 to increase the climate ambition of its NDC before 2020, to continue to demonstrate leadership to create a positive momentum amongst all Parties to enhance global climate ambition.*

With the outcome of the Environment Council meeting, Europe will give a clear signal whether it is still able to proactively contribute to making real progress in the international climate negotiations.

3. Conclusions on the forthcoming meeting of the Conference of the Parties to the Convention on Biological Diversity (COP 14, Sharm El-Sheikh, Egypt, 17-29 November 2018)

The Council Conclusions for the upcoming meeting of the Conference of the Parties (COP 14) under the Convention on the Biological Diversity (CBD) is an important step towards agreeing an ambitious overarching framework across the UN and for all stakeholders post 2020 and in placing biodiversity and ecosystem services high on political agendas at COP 15 in Beijing in October 2020. In order to achieve this, the leadership role of the EU and EU Member States over next 2 years will be crucial, and the Council Conclusions should clearly adopt such a leadership approach and attach high importance and urgency to such preparatory actions in close cooperation with other countries and actors. Political commitment is needed to communicate that addressing biodiversity loss is one of the major challenges facing humanity and that action will be taken to safeguard our global natural heritage.

The EEB therefore calls upon the Environment Council to:

- *Play a leadership role both in COP 14 and in developing a New Global Deal for Nature to be agreed at the CBD COP 15 in 2020, including establishing a mechanism to ensure that the voluntary national commitments add up and are sufficient to reach the overall targets and address the pressures on biodiversity;*
- *Mainstream biodiversity into the current proposal for a reformed Common Agricultural Policy (CAP) and the EU budget proposal - the Multi-Annual Financial Framework (MFF) - phasing out incentives harmful to biodiversity and developing positive incentives for its conservation and sustainable use, in particular to tackle the dramatic decline in pollinators, restoration needs of degraded ecosystems, and management needs for protected areas;*
- *Lead by example in mobilising resources for biodiversity in the EU budget post 2020 by increasing the LIFE funding instrument to at least 1% of the overall EU Budget and securing 15 billion Euro annually for biodiversity and ecosystems in the Common Agricultural Policy. In addition, 10% of the Multi-Annual Financial Framework should be earmarked for biodiversity; this would be in addition to climate change earmarking already proposed by the European Commission.*

See Annex 2 for additional details.

4. European Commission proposal to reduce pollution from single-use plastics and fishing gear

The initiative of the European Commission on single-use plastics gives Europe an opportunity to pioneer progress, using meaningful legislative actions to halt the tide of single-use plastics and their impacts. The proposal targets the ten single-use plastic products most often found on Europe's beaches and seas, as well as aiming to prevent lost and abandoned fishing gear. The proposed targets and measures are necessary, but to achieve a strong, long term and systemic reduction of plastic pollution, more meaningful measures need to be implemented at the beginning of the plastic supply chain.

The EEB therefore joins Rethink Plastic Alliance in calling upon the Environment Council to:

- *Ensure that the reduction and reuse of products and packaging comes first, including by setting reduction targets for food containers, cups and bottles,, and that composite and plastic-lined products are not exempted;*
- *Include the extension of items subject to market restrictions - to include polystyrene food and beverage containers, very lightweight plastic carrier bags and oxo-degradable plastics;*
- *Support strong Extended Producer Responsibility (EPR) schemes for single-use plastics that include coverage of clean-up and waste management costs;*

- *Support measures that will ensure higher separate collection of plastic waste such as collection targets, reuse and recycling targets, deposit-refund schemes and minimum recycled content for beverage containers, and improved marking and product requirements.*

Thank you in advance for your consideration of these points.

Yours sincerely,



Jeremy Wates
Secretary General

ANNEX 1

T&E and EEB comments to the Environment Council of 9 October 2018 on: CO₂ emissions for cars and light freight transport vehicles

The new proposal for post-2020 CO₂ standards for passenger cars and light commercial vehicles is the main instrument to reduce emissions from cars and vans and incentivize carmakers to produce and sell zero emission vehicles across the EU single market. It is also a key tool to help EU Member States achieve their Effort Sharing goals set out in the Climate Action Regulation for reducing Greenhouse Gas Emissions by 2030 and for Europe to meet its Paris Agreement commitments. T&E and the EEB would like to highlight that it is paramount for the post-2020 proposals to increase the ambition levels compared to the 2021 CO₂ targets in place today. **With road transport being the EU's largest single source of CO₂ emissions, Ministers should without delay agree ambitious and binding targets of at least 40% reduction by 2030 to be on the trajectory to zero carbon mobility by 2050.**

T&E and EEB therefore call on the Environment Council to take into account the following points:

1. The Commission proposal is inadequate and weak – **more ambition is needed for 2025 and 2030**
 - Transport is the largest source of CO₂ emissions in Europe (and most of your countries) with emissions rising in the recent years despite the existing standards
 - To be in line with the Paris Agreement, the new cars and vans have to reduce their CO₂ emissions by around 60% in 2030, double what the Commission proposed
 - Without more ambition from cars and vans – by far the largest bulk of road transport emissions in Europe – no national or international climate objective can be met, e.g. the 2050 long-term decarbonisation strategy
2. **Binding 2025 standards** are key to reducing emissions and securing technological investments in the next decade
 - Without 2025 targets, carmakers will not introduce more efficient, low or zero emission cars until very late 2020s – too late for governments to meet their 2030 climate (Climate Action Regulation) goals
 - 2025 standards will drive technological improvement in Europe in the next decade. Without it no timely investments will take place in Europe in the next decade; instead they risk going to China, where most EU carmakers (VW, BMW, Daimler, Renault, etc) are already investing billions and creating jobs for Chinese manufacturing
 - Cars and vans have on average 5-7 years lead-time, so agreeing the standard in 2018 is in line with industrial timescales (while predicting what cars will be driven in 2030-2034 is too early)
3. A **Malus** needs to be added to the toothless bonus proposed for sales of zero emission vehicles in 2025 & 2030 (also called the “two-way adjustment”)
 - We need a sticks & carrots approach (malus = stick) to get carmakers to be serious about investing in electric vehicles in Europe, instead of pushing old diesels as long as they can
 - Malus will guarantee that carmakers market & sell EVs properly; it will create certainty in EV market in Europe and is key to the supply chain (e.g. batteries) developing
 - Levels of EV sales should be in touch with carmakers own promises – at least 25% sales in 2025 (instead of 15% proposed by the Commission) and 40-60% in 2030
4. **Real-world CO₂ tests** are needed so that CO₂ reductions are finally achieved on the road and drivers benefit from the promised fuel savings
 - The gap between real-world and the road today is a staggering 42% - weakening much of the improvement of the 95g/km 2021 standard

- Future rules must learn from past mistakes and control CO₂ emissions in the real-world by setting a not-to-exceed limits in 2021, not to be surpassed in 2025 or 2030
- A real-world test (similar to the one already done for air pollution) should be established for the purpose of CO₂ standards and complemented with fuel consumption meters.
- This could be combined with a type of “car passport” that could record the average fuel use per kilometre, and the average CO₂ emissions/km at the time of the vehicle’s annual service and be included in associated vehicle documentation. It would complement the information from the test cycle and inform its review and improve the efficiency of the new and second-hand vehicle markets, giving buyers and sellers greater access to information and helping to integrate fuel savings into pricing and purchasing decisions.

ANNEX 2

EEB comments to the Environment Council of 9 October 2018 on: Council Conclusions on the 14th meeting of the Conference of the Parties (COP14) to the Convention on Biological Diversity

The EEB welcomes the focus of the Council Conclusions on post 2020 global biodiversity framework and other important issues that are on the agenda of the 14th meeting of the Conference of the Parties (COP14) to the Convention on Biological Diversity (CBD) such as resource mobilization or the need to tackle the dramatic decline in pollinators. However, the Council Conclusions should better recognise the fundamental importance of biodiversity for our survival and the imperative need to halt and reverse biodiversity loss by placing biodiversity and ecosystem services high on political agendas and creating a 'Paris moment' for biodiversity at the CBD COP15 in 2020. In order to achieve this, the leadership role of the EU and EU Member States over the next 2 years will be crucial, and the Council Conclusions should clearly recognise that and attach high importance and urgency to such preparatory actions in close cooperation with other countries and actors. Political commitment is needed to communicate that addressing biodiversity loss is one of the major challenges facing humanity and that action will be taken to safeguard our global natural heritage.

The EEB therefore calls on the Environment Council to take into account the following points:

1. On post 2020 global biodiversity framework

The EU should play a leadership role towards developing and agreeing an ambitious overarching framework across the UN and for all stakeholders' post 2020, the so-called New Deal for Nature, and in placing biodiversity and ecosystem services high on political agendas at COP 15 in 2020. The proposals for developing SMART targets and having a process for launching voluntary commitments from Parties, accompanied by an open and transparent review process, may increase the country ownership of certain biodiversity targets and improve the implementation of such actions and foster accountability. The disadvantage of such an approach can be that it may result in less ambitious commitments. Therefore, it would be important to also establish a mechanism to measure and monitor how all the voluntary national commitments add up and whether they are sufficient to reach the overall targets and address the pressures on biodiversity identified in authoritative global and regional assessments such as IPBES¹. In addition, the role of CSOs should be explicitly recognised in the implementation of the post-2020 biodiversity framework among other non-state actors. The CSOs can also propose voluntary commitments – both on their own and in partnership and coalitions with other actors.

2. On mainstreaming biodiversity into and across sectors

The ongoing discussion on the reform of the Common Agricultural Policy (CAP) provides a timely opportunity to mainstream biodiversity into one of the most important EU sectoral policies that impact on biodiversity. It is imperative that the associated CAP budgets phase out incentives harmful to biodiversity and are used to develop positive incentives for its conservation and sustainable use, as well as

¹ Assessment Report on Biodiversity and Ecosystem Services for Europe and Central Asia available at <https://www.ipbes.net/assessment-reports/eca>

restoration of degraded ecosystems, and management needs for protected areas. The Environment Council should be properly involved in defining environmental aspects of the reformed CAP in the way that the Environment Committee in the European Parliament has on defining environmental requirements of the CAP – an important recent precedent. This would be also essential in order to tackle the decline of pollinators, since a reformed CAP could enable measures for tackling the drivers of such dramatic decline, in particular the loss of habitats and the use of harmful pesticides. Moreover, those measures, including proper monitoring, need to be developed urgently under the current Biodiversity Strategy until 2020 without waiting for a post-2020 framework.

3. On resource mobilisation

Resource mobilisation and a new funding strategy will be important discussion points in the run up to COP 15 in order to encourage global buy-in into a more ambitious biodiversity framework post 2020. The EU and Member States need to lead by example and ensure that sufficient funding for biodiversity and ecosystems is explicit in the EU budget post-2020 including increasing the LIFE funding instrument to at least 1% of the overall EU Budget and securing 15 billion Euro annually for biodiversity and ecosystems in the Common Agricultural Policy. In addition, the EEB supports the call from several Member States to introduce 10% earmarking for biodiversity in the overall EU budget in addition to climate change earmarking already put forward by the European Commission in the proposal for a new Multi-Annual Financial Framework.