

Progress towards the 2020 targets



Andreas Barkman

European Environment Agency

EU Climate Policy Beyond 2020 – taking stock and looking forward, CECILIA 2050

European Environment Agency



This presentation

1. Some few words on status of progress towards 2020 targets
2. Some few words on policies and measures (PAMs) for GHG reduction at MS level

Headline messages in light of 2020 objectives

1. Total domestic GHG emissions of the EU-28 decreased by 19% between 1990 and 2012. The EU almost reached its 2020 targets as of 2012 through domestic measures alone. Member States projects a total o-29% cut of emissions up until 2030.
2. In 2011 renewable energy contributed with 13% of gross final energy consumption. The EU meets its indicative target of 10.7% for 2011/12 and is on track for reaching its 20 % target for renewable energy consumption by 2020.
3. The EU is making progress towards its energy efficiency objective. Most Member States have some way to go to meet their national targets.

Take away – progress is overall good - but mixed

1. GHG target: only 6 Member States indicate that they will need further additional measures to be below their non-ETS target in 2020 through domestic measures alone. Flexibilities not included.
2. RE target: 14 Member States has met or exceeded their indicative 2011/2012 trajectories. Member States generally need to step up their efforts significantly to reach 2020 targets
3. EE objectives: only 4 Member States are making good progress

How can EU Member States respond?

Ambitious GHG targets are needed in line with the existing global challenges – as stated in IPCC's analysis.

Good progress towards meeting energy efficiency objectives requires that mechanisms for **proper policy implementation and enforcement** are in place.

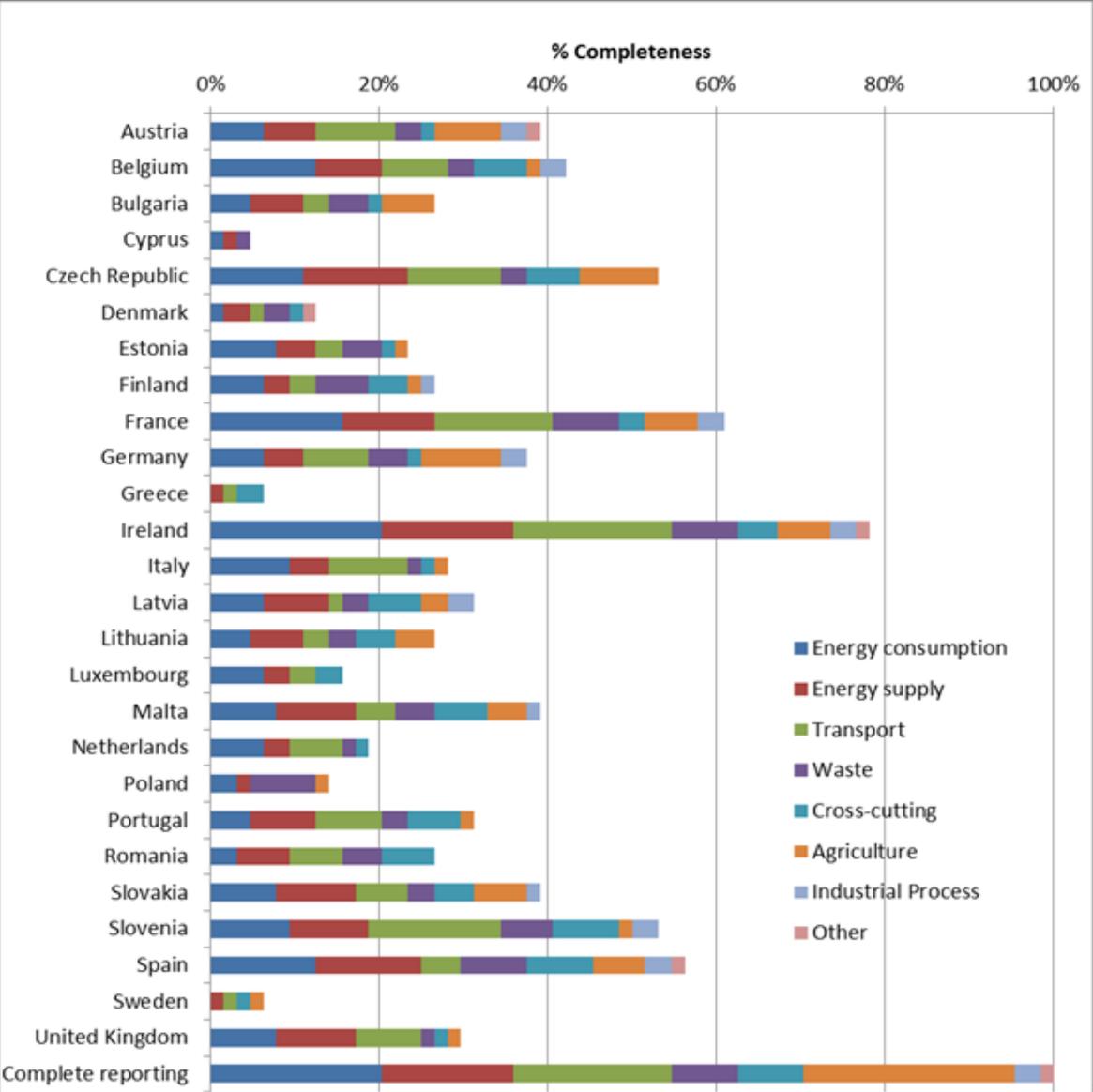
Appropriate policy instruments are essential for the development of **renewable energy sources**.

Examples of general response actions

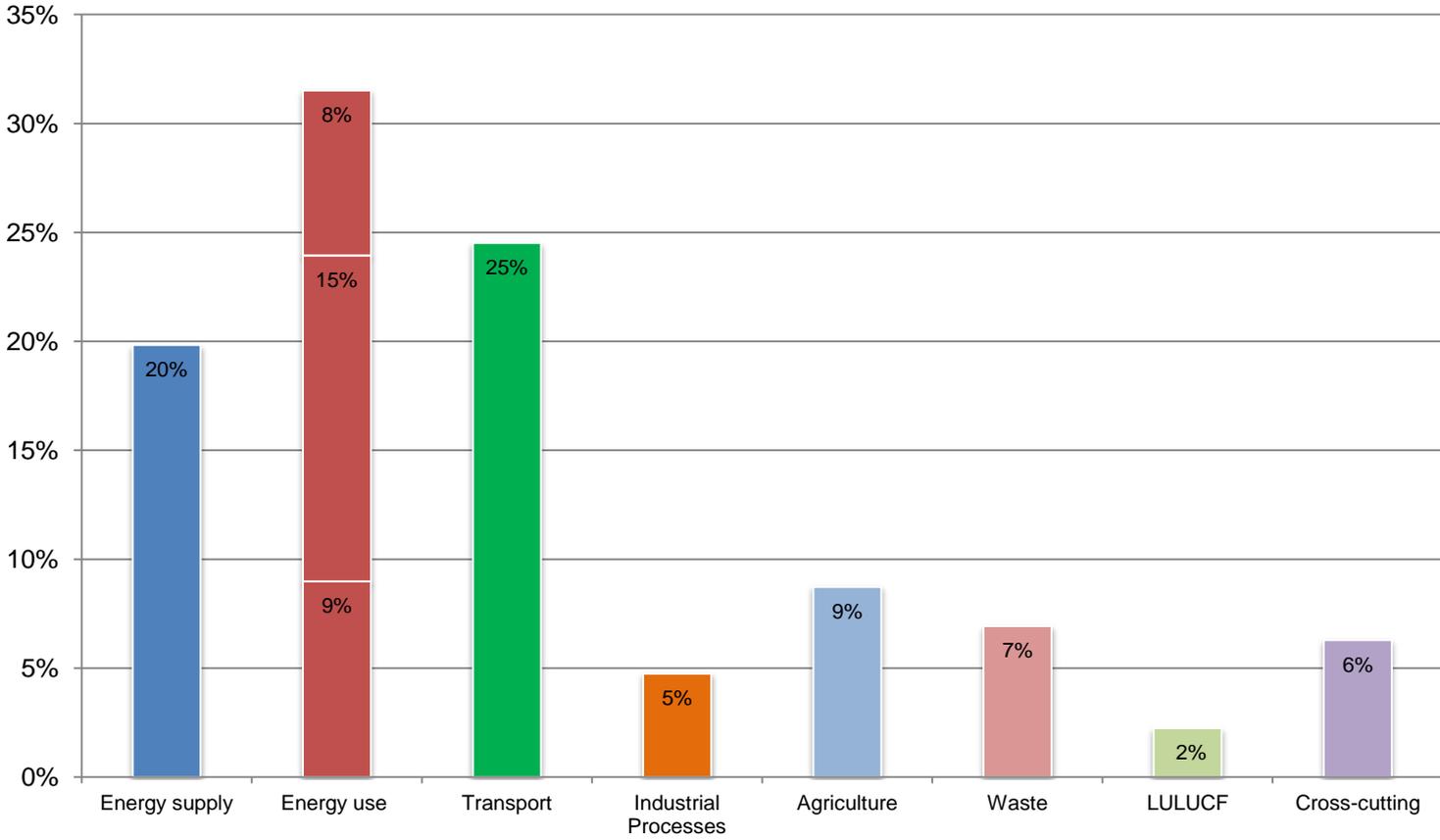
1. To phase out environmentally harmful subsidies (whilst limiting exceptions to people with clear social needs)
2. To ensure a coordinated implementation of energy infrastructure projects, grid extension and interconnection projects that critically contribute to the effectiveness of the overall EU energy system
3. To develop smart, upgraded and fully interconnected transport and energy infrastructures and make full use of ICT;
4. To use regulation, building performance standards and market-based instruments such as taxation, subsidies and procurement to reduce energy and resource use and use structural funds to invest in energy efficiency in public buildings.

What is Member States officially reporting on PAMs/response actions for GHG emissions?

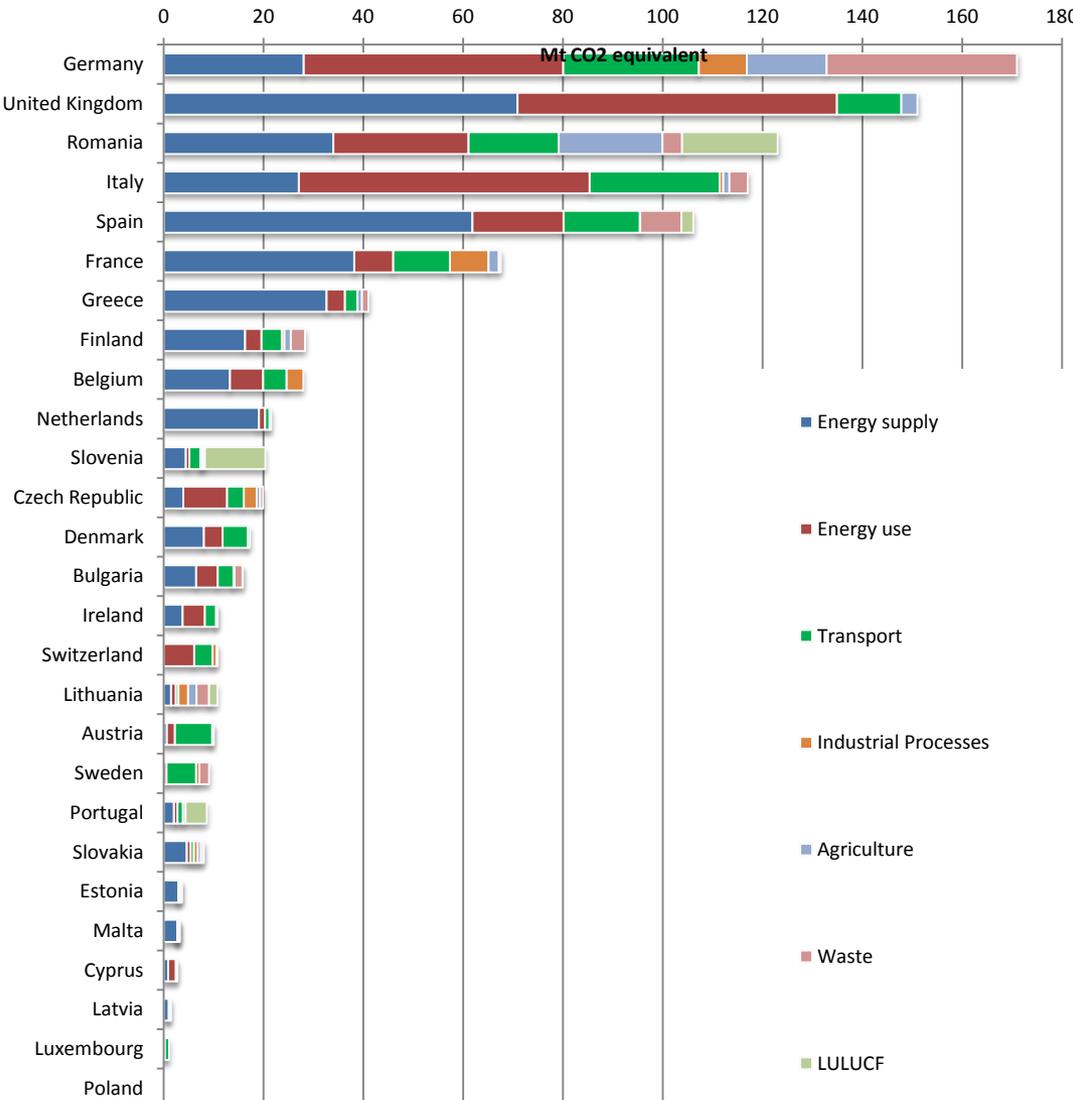
Indication of completeness of MS reporting of PAMs (% of expected EU wide PAMs to be reported)



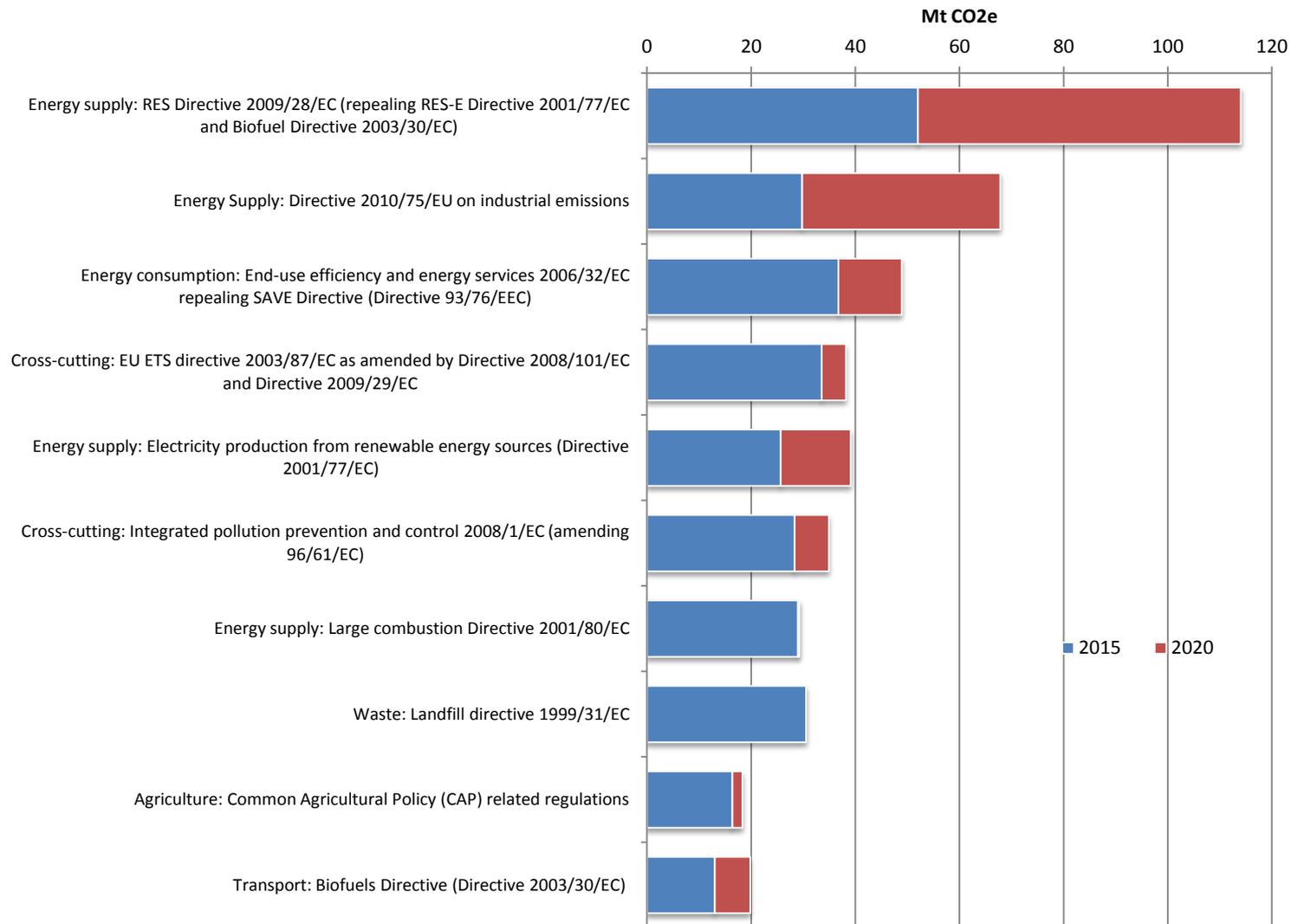
Frequency of targeted sectors by PAMs (reported in 2013)



Reported emission savings in 2020 through PAMs by country and sector



Top ten EU wide policies as reported by MS to generate emissions reductions in 2015 and 2020 (as reported in 2013)



So....

1. Member States do not generally report complete information on their existing and additional PAMs on EU level. What Member States do is not necessarily what they report.
2. The reported PAMs mainly target the energy sector including transport
3. The quantification of emission savings is difficult and mixed across MS and is not consistent with reported projections
4. Member States expect EU-wide policies on renewable and energy efficiency to deliver reductions - with a bias towards the ETS sector.
5. The EU has scope for improvements for better legally driven bottom-up information flows on PAMs. The new MMR will help in that regard from 2015 onwards.



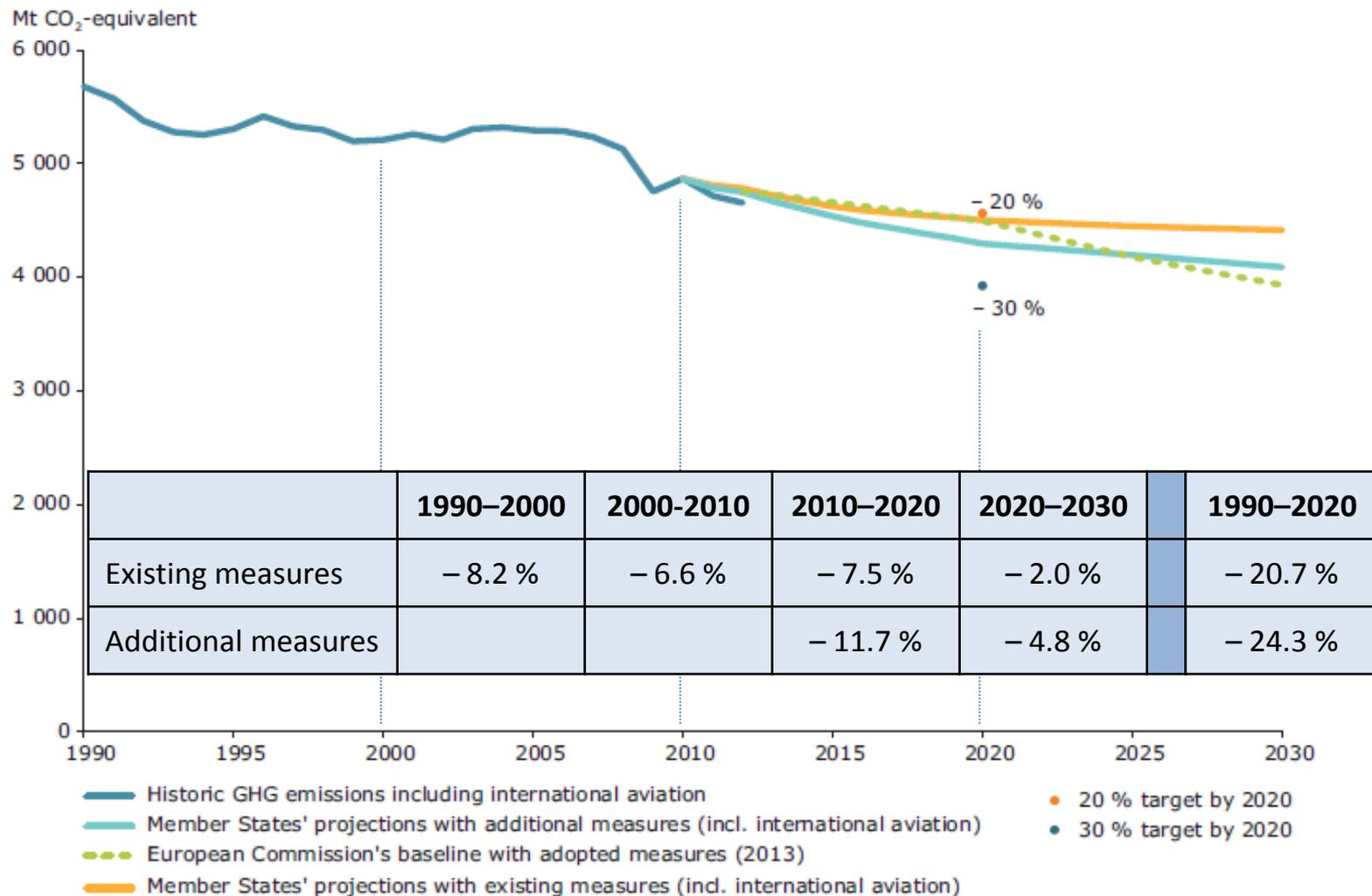
In sum

1. Current progress towards 2020 target looks bright - especially for GHG emissions.
2. The current progress on GHG emissions and the linear target paths ensures meeting the GHG target.
3. The question on HOW to reach 2020 GHG targets is still key as it paves the way for 2030 objectives and a 2050 low carbon, resource-efficient EU. Structural changes to achieve long term targets is needed as of now.
4. RES and EE policies are projected to be key to deliver 2020 GHG targets and beyond.
5. Member States can, and need to, improve answering the HOW question through better, more transparent reporting of PAMS. Initiatives like CECILIA2050 is and will continue be key to complement the legal picture.



Thank you!

The collective view on MS projections confirm that overall EU2020 targets are easy to meet and reductions in 2030 adds up to ca. 29%

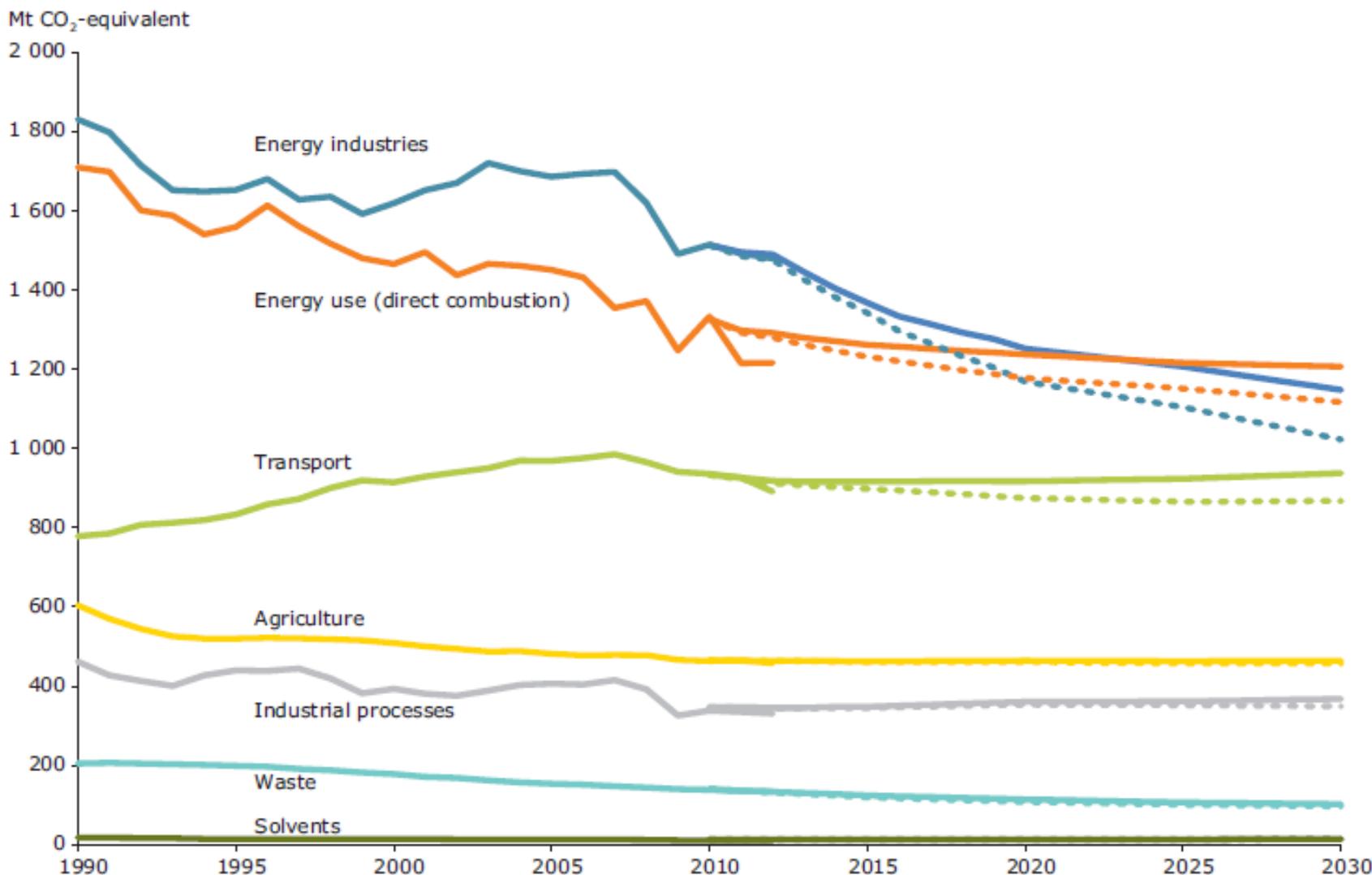


Note: The projections presented on this figure include international aviation. The projected emissions do not include LULUCF, and neither do the Primes/Gains scenarios.

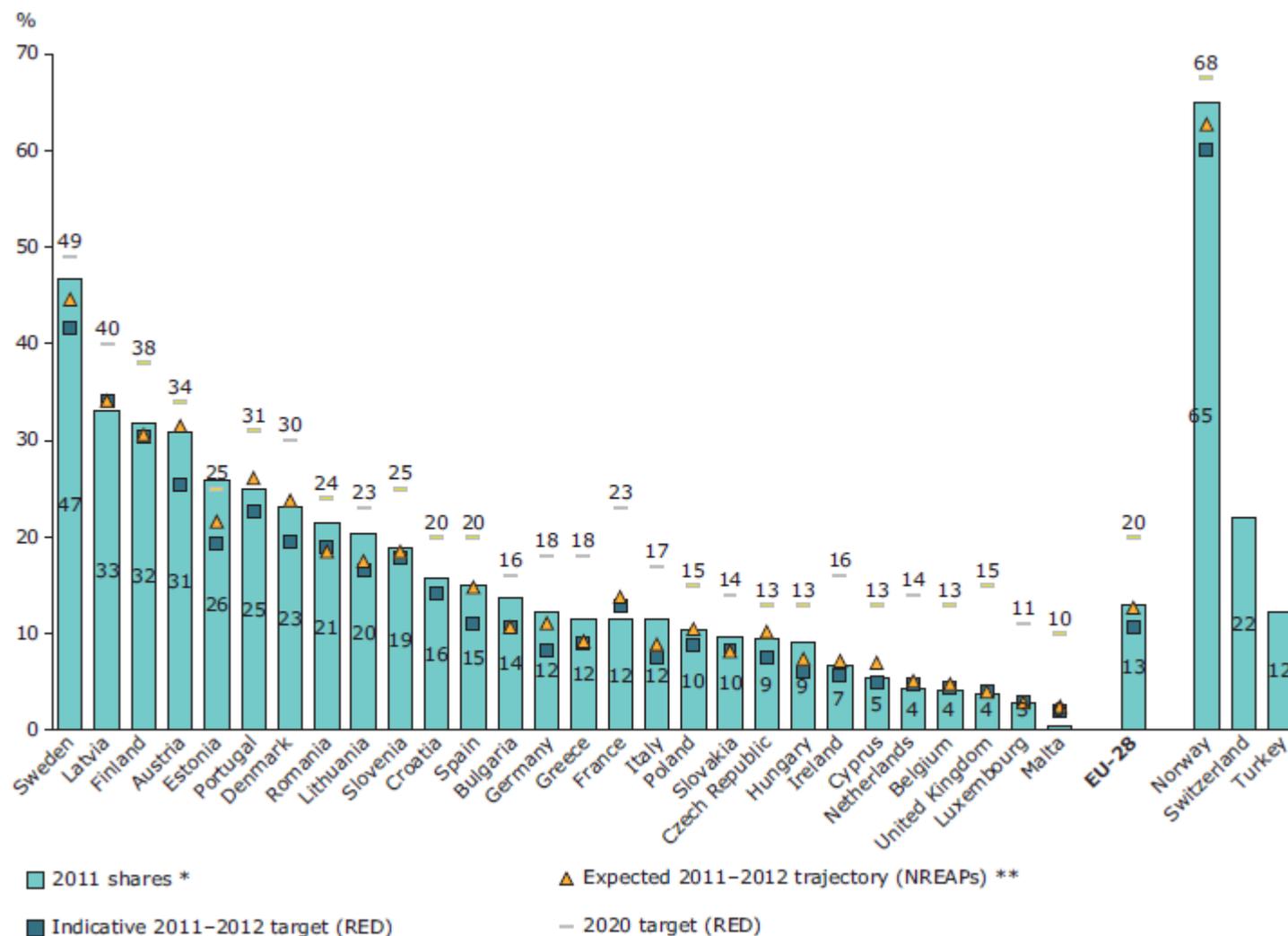


Reported emission savings through PAMS by country and sector

Most reductions projected in the energy supply sector



In 2011, most Member States exceeded their interim targets for the share of renewables in gross final energy consumption

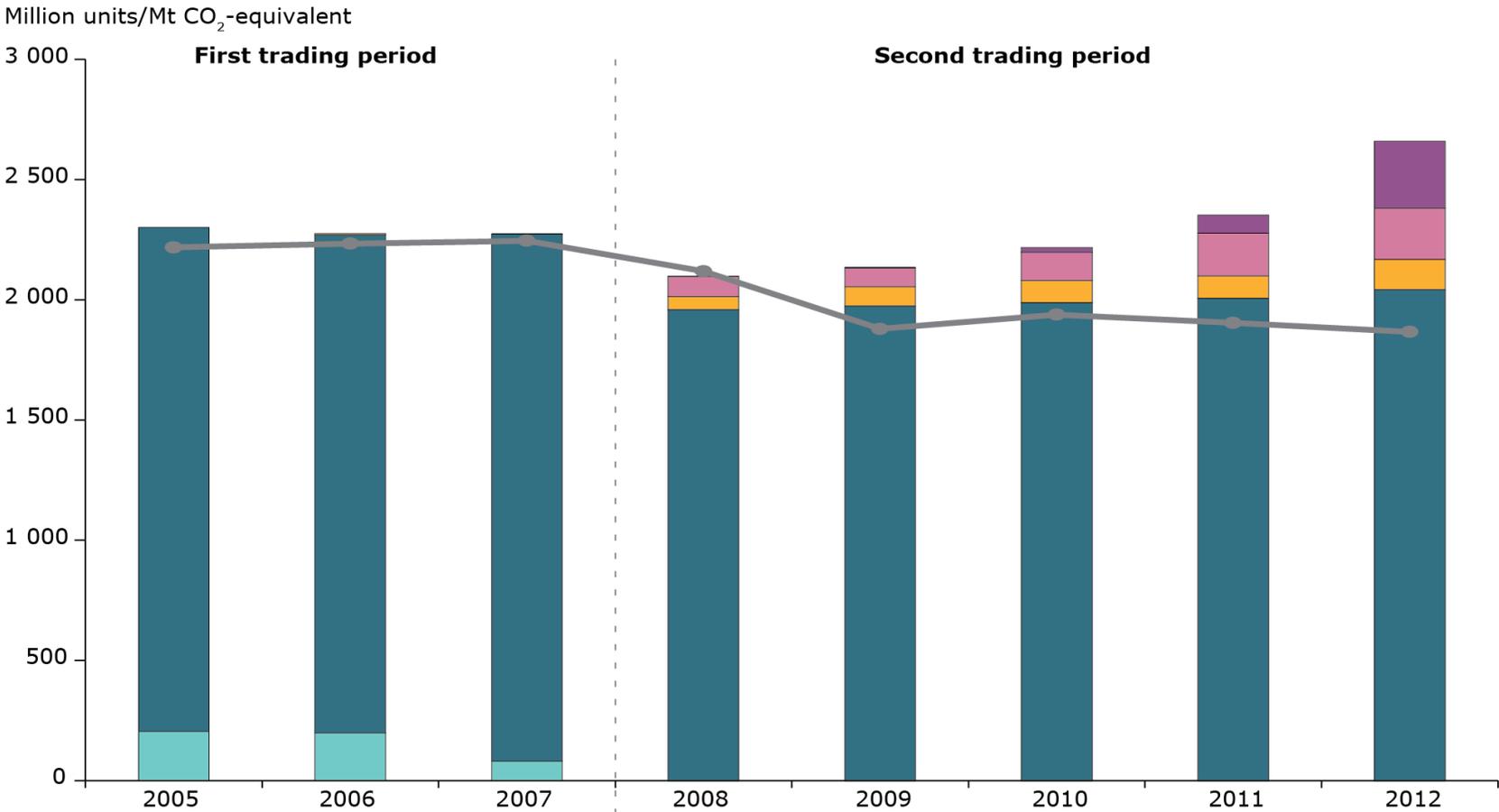


... but they need to double their use of renewable energy by 2020 compared to the 2005– 2011 period to reach the legally binding renewable energy target

For most Member States, the current energy efficiency policies are not sufficiently developed across all sectors

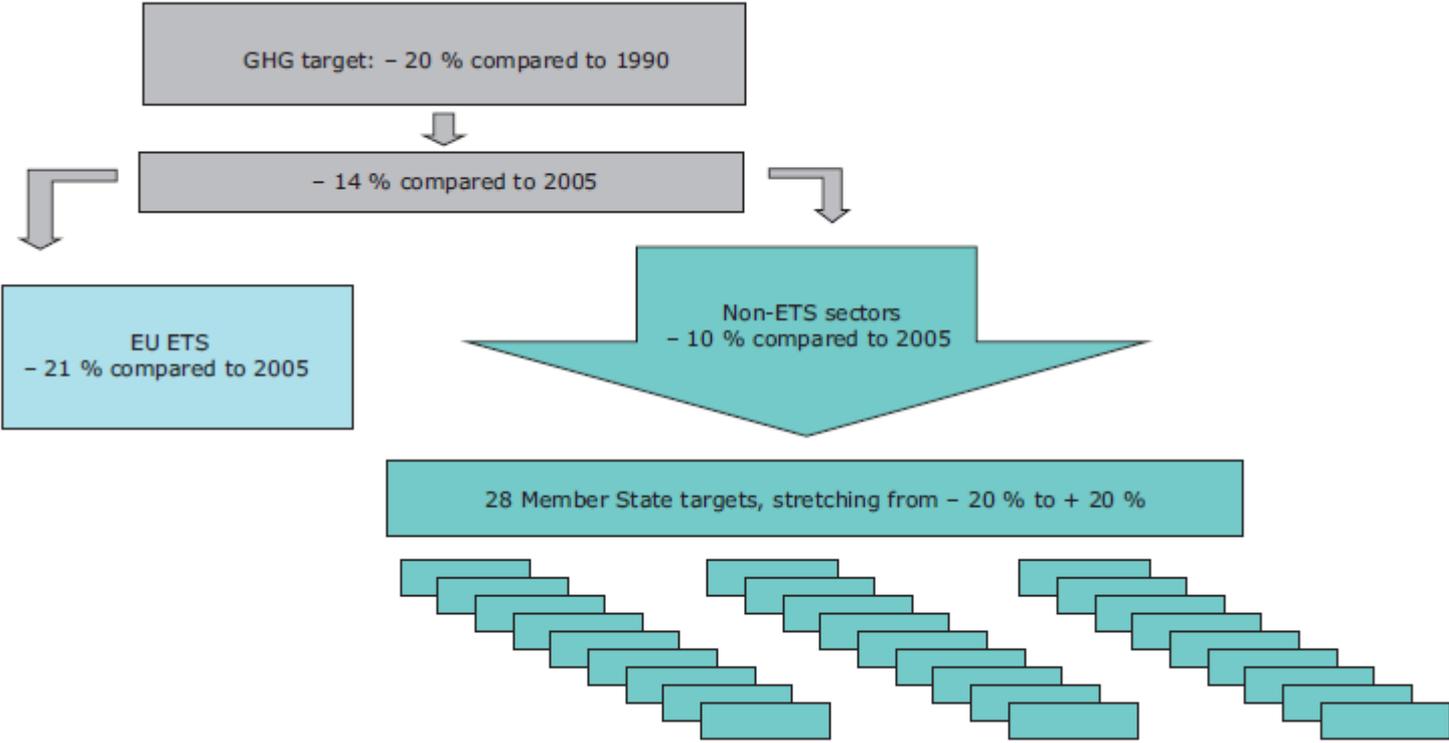
- Four Member States (Bulgaria, Denmark, France and Germany) are making good progress in reducing energy consumption and primary energy intensity through well-balanced policy packages across relevant sectors
- For other Member States, however, the current policies are not sufficiently developed or implemented across the relevant sectors:
 - insufficient enforcement (for instance in the buildings sector)
 - impacts arising from the economic crisis (scaling down or stopping of grants, soft loans and fiscal preferential treatment)
- Further improvements are necessary both in implementation as well as policy package in eight Member States (Cyprus, Estonia, Italy, Luxembourg, Malta, Romania, Slovakia and Spain)

EU Emissions Trading Scheme (ETS) – demand and supply



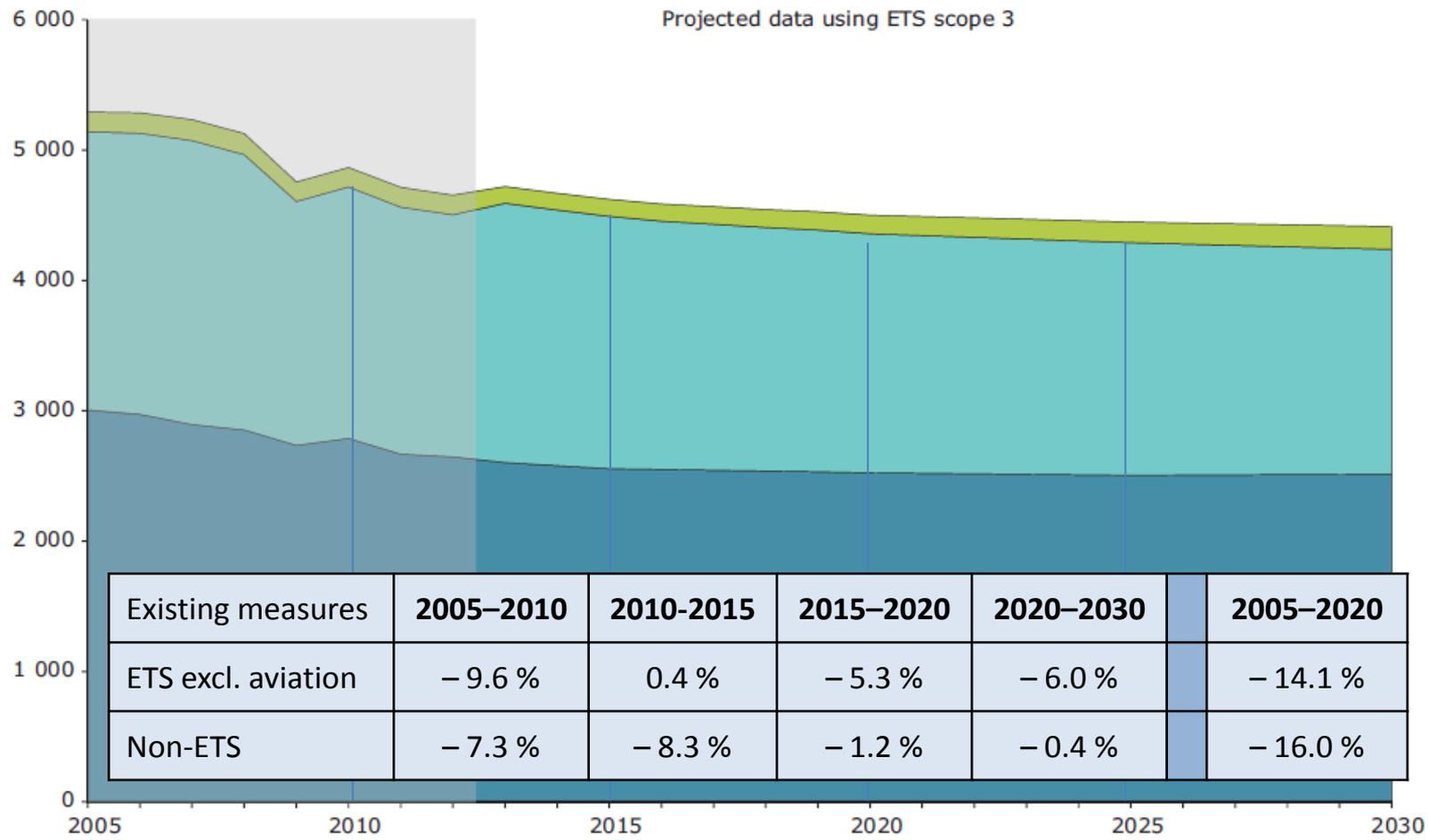
- Surrendered ERUs
- EUAs sold or auctioned by governments
- Scope correction
- Surrendered CERs
- EUAs allocated for free
- Verified emissions and scope correction

EU-wide ETS and national targets for non-ETS sectors to achieve the EU's 2020 GHG objective



National annual targets from 2013 until 2020
Annual compliance cycle

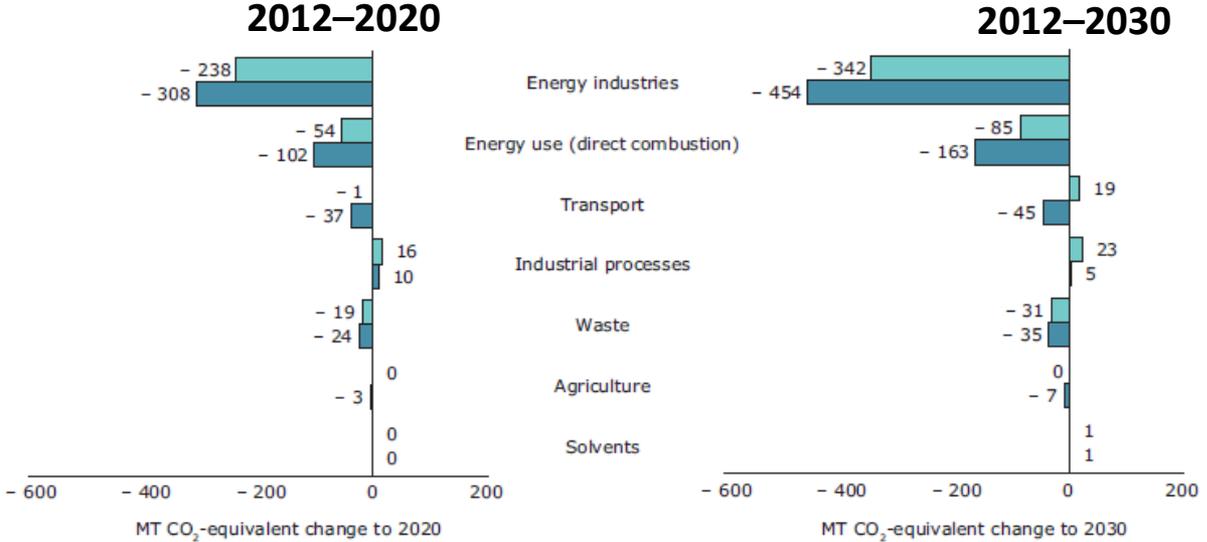
The pace of emission reductions expected to slow down



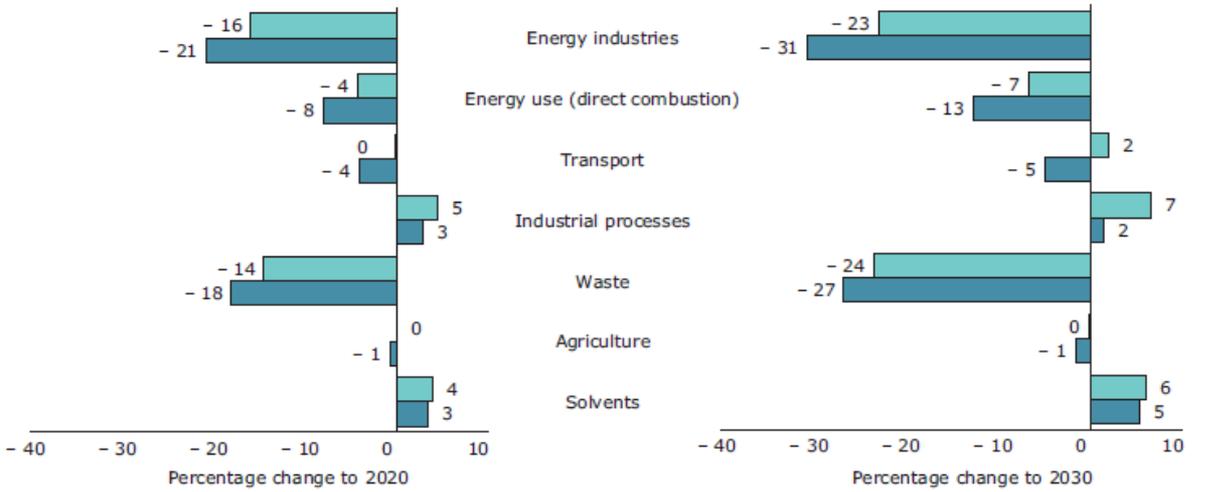
- International aviation projections with existing measures
- ETS projections with existing measures
- Non-ETS projections with existing measures

Most reductions projected in the energy supply sector

Absolute
(Mt CO2 eq.)

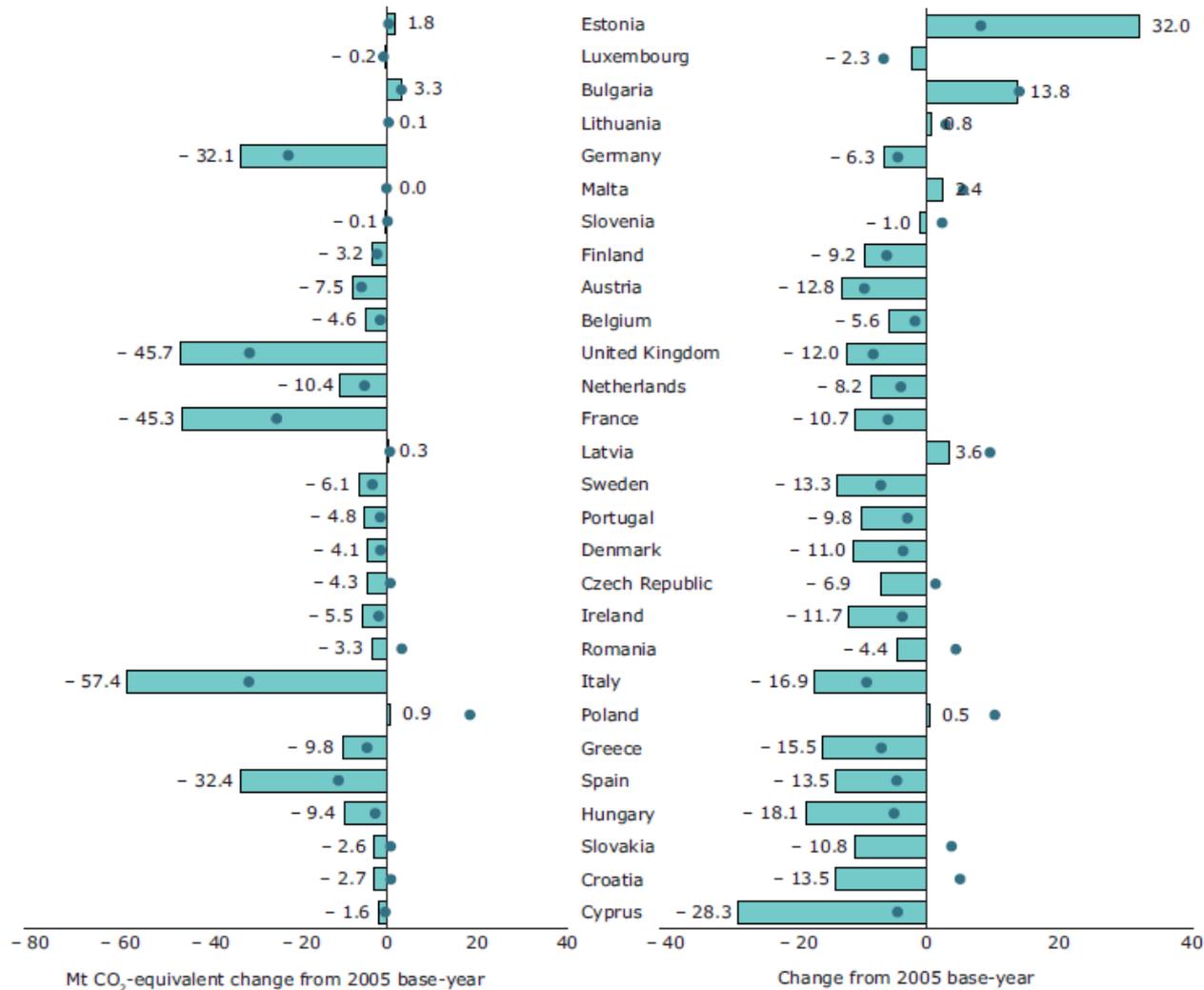


Relative
(%)



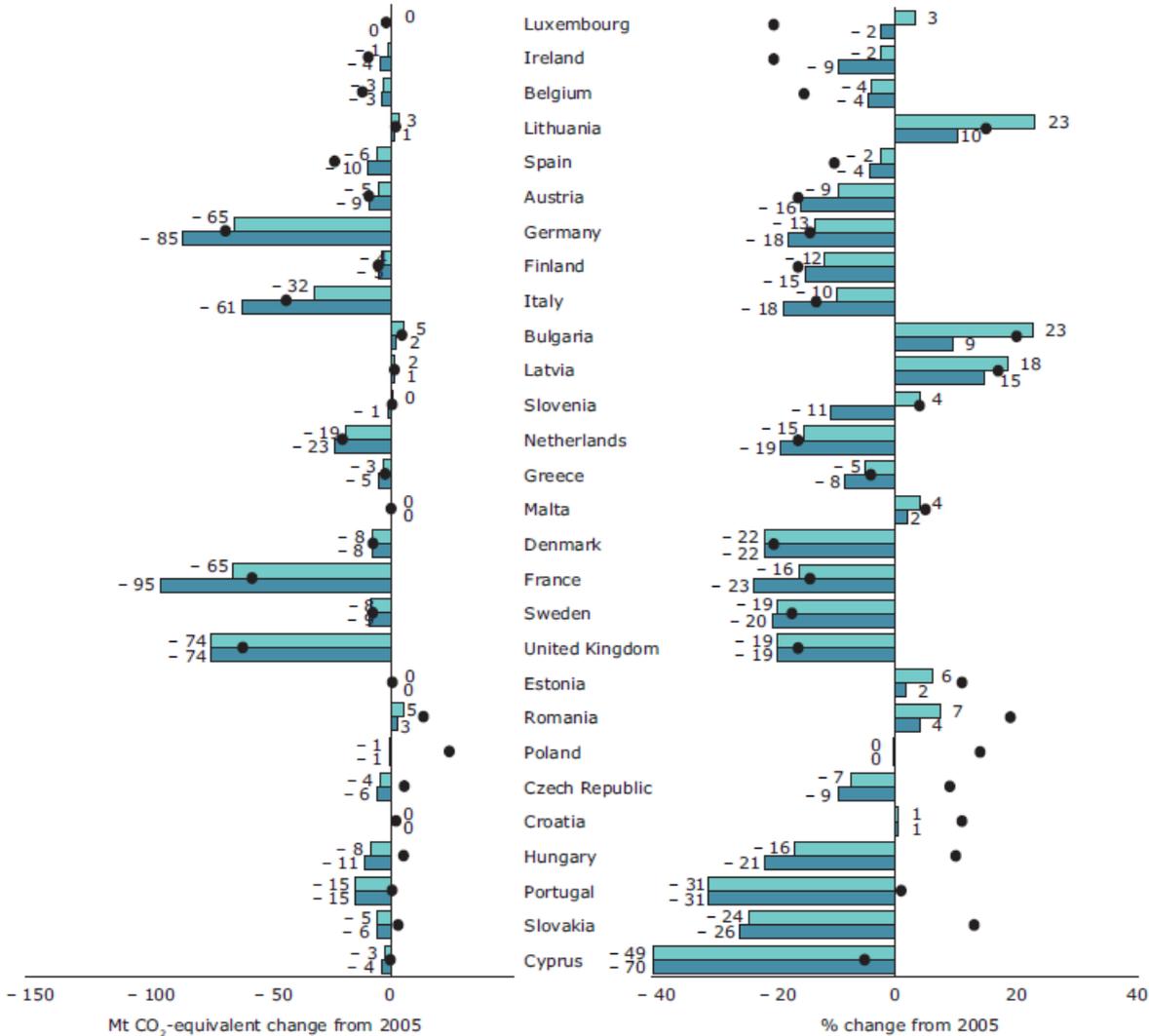
Legend:
■ Emission change from 2012 with existing measures
■ Emission change from 2012 with additional measures

In 2012, almost all Member States were on track to meet their national 2013 GHG targets (non-ETS sectors)



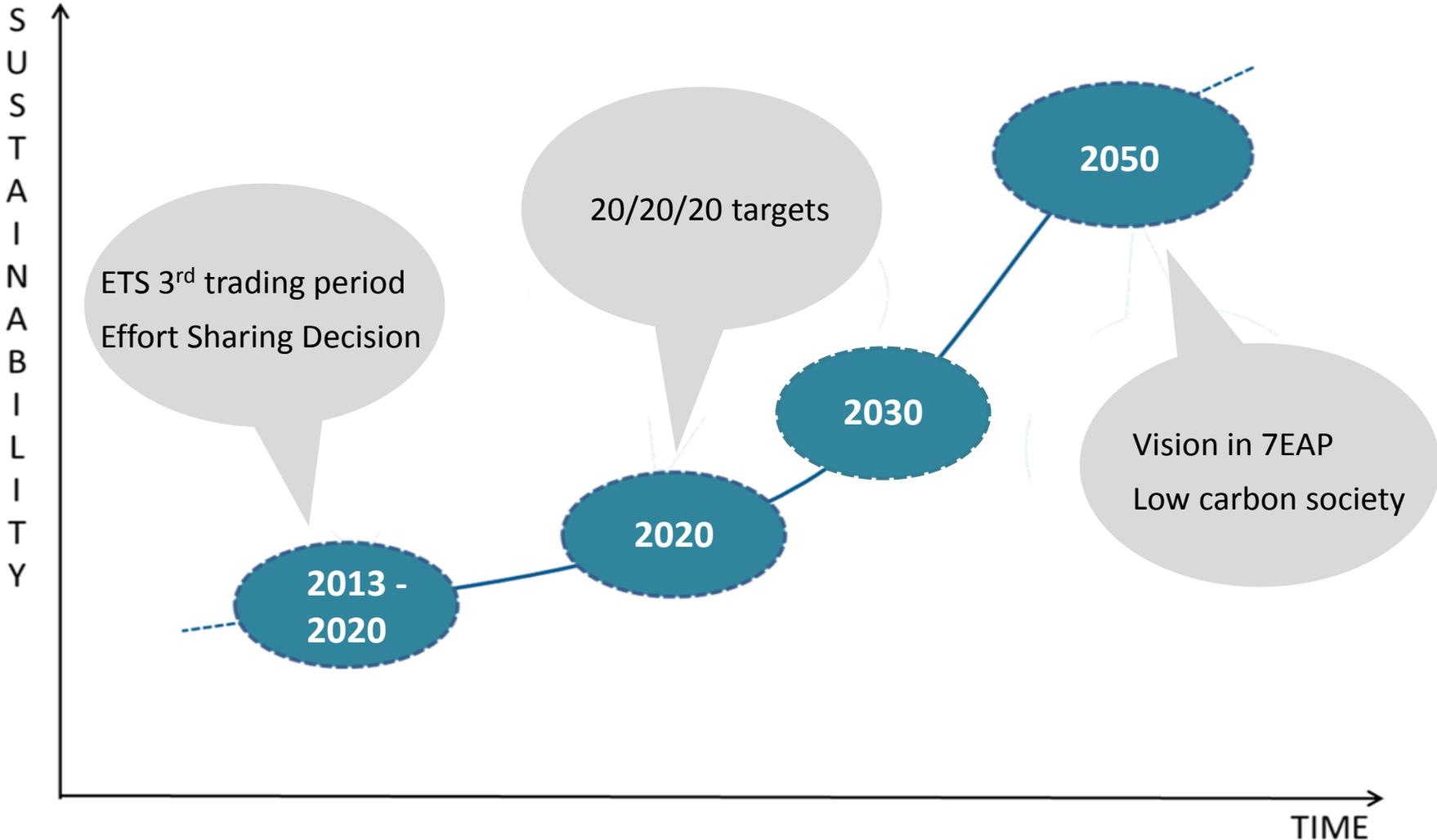
- 2013 target under the Effort Sharing Decision (non-ETS sectors)
- 2012 GHG emissions in the non-ETS sectors

Additional measures needed in a number of Member States to achieve 2020 ESD target levels

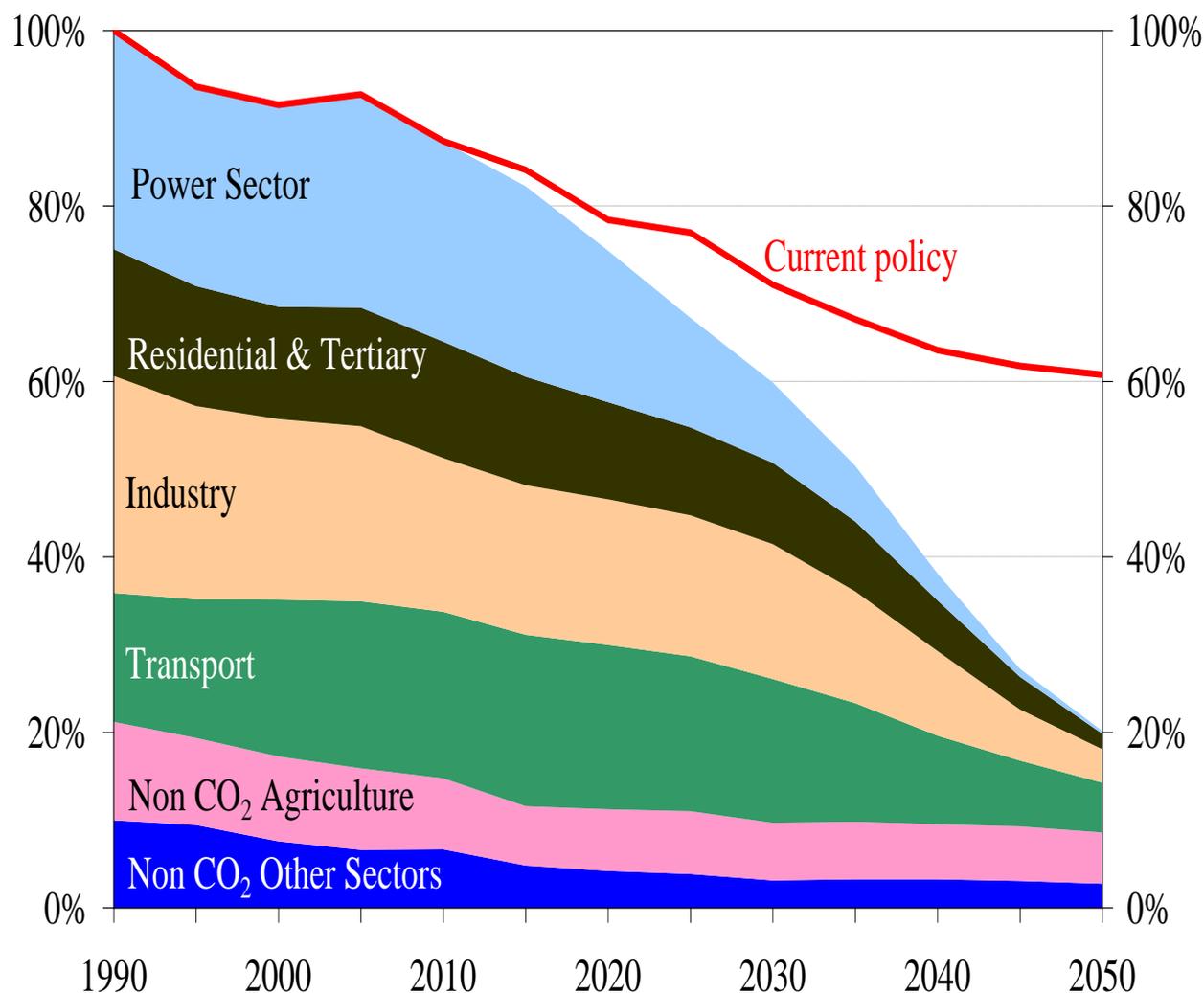


- 2020 GHG emission projections 'with existing measures'
- 2020 GHG emission projections 'with additional measures'
- 2020 ESD target

How can Europe respond?



A cost-efficient pathway towards 1Gt emissions in 2050



80% domestic reduction in 2050 is feasible

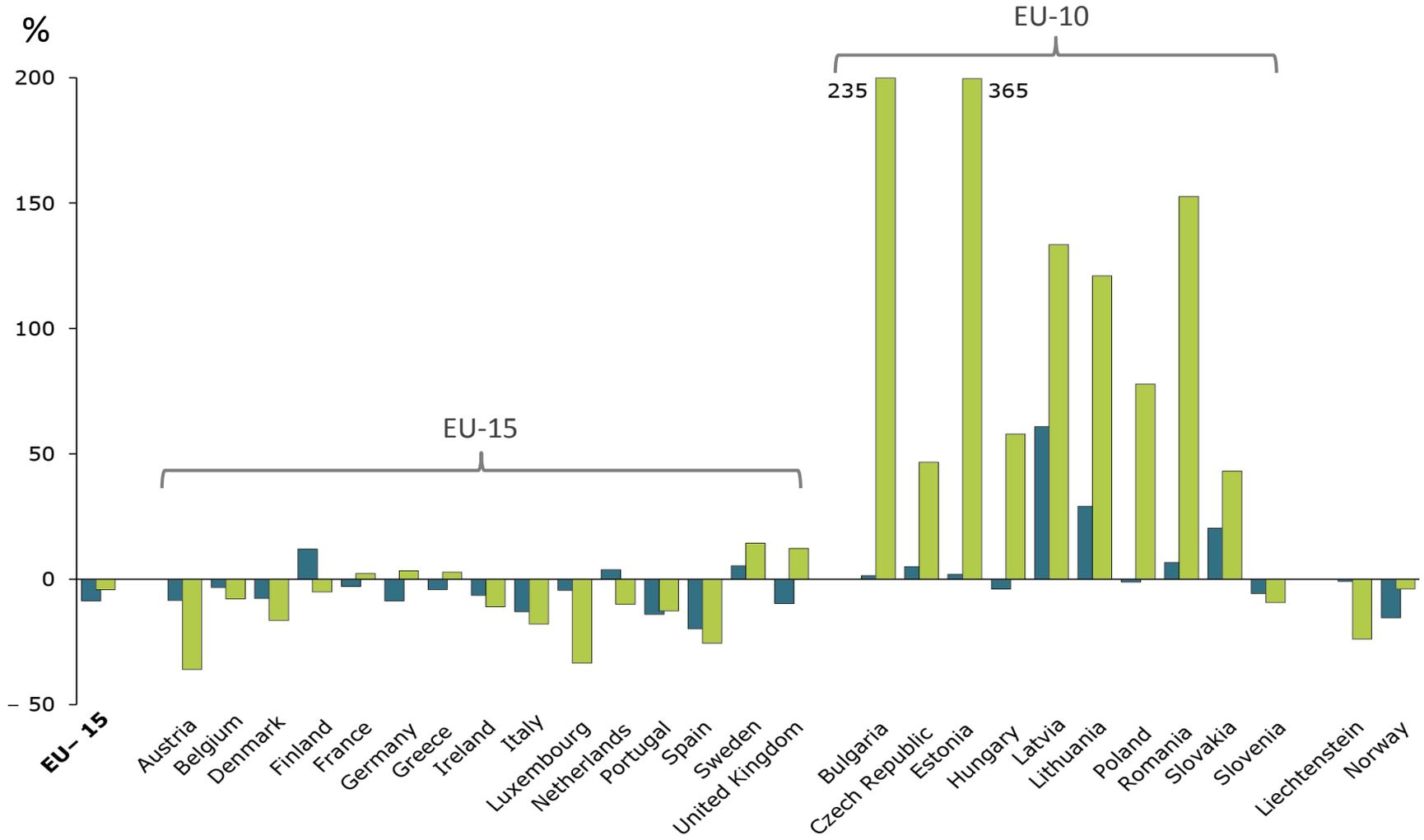
- with currently available technologies,
- with behavioural change only induced through prices
- If all economic sectors contribute to a varying degree & pace.

Efficient pathway:

- 25% in 2020
- 40% in 2030
- 60% in 2040



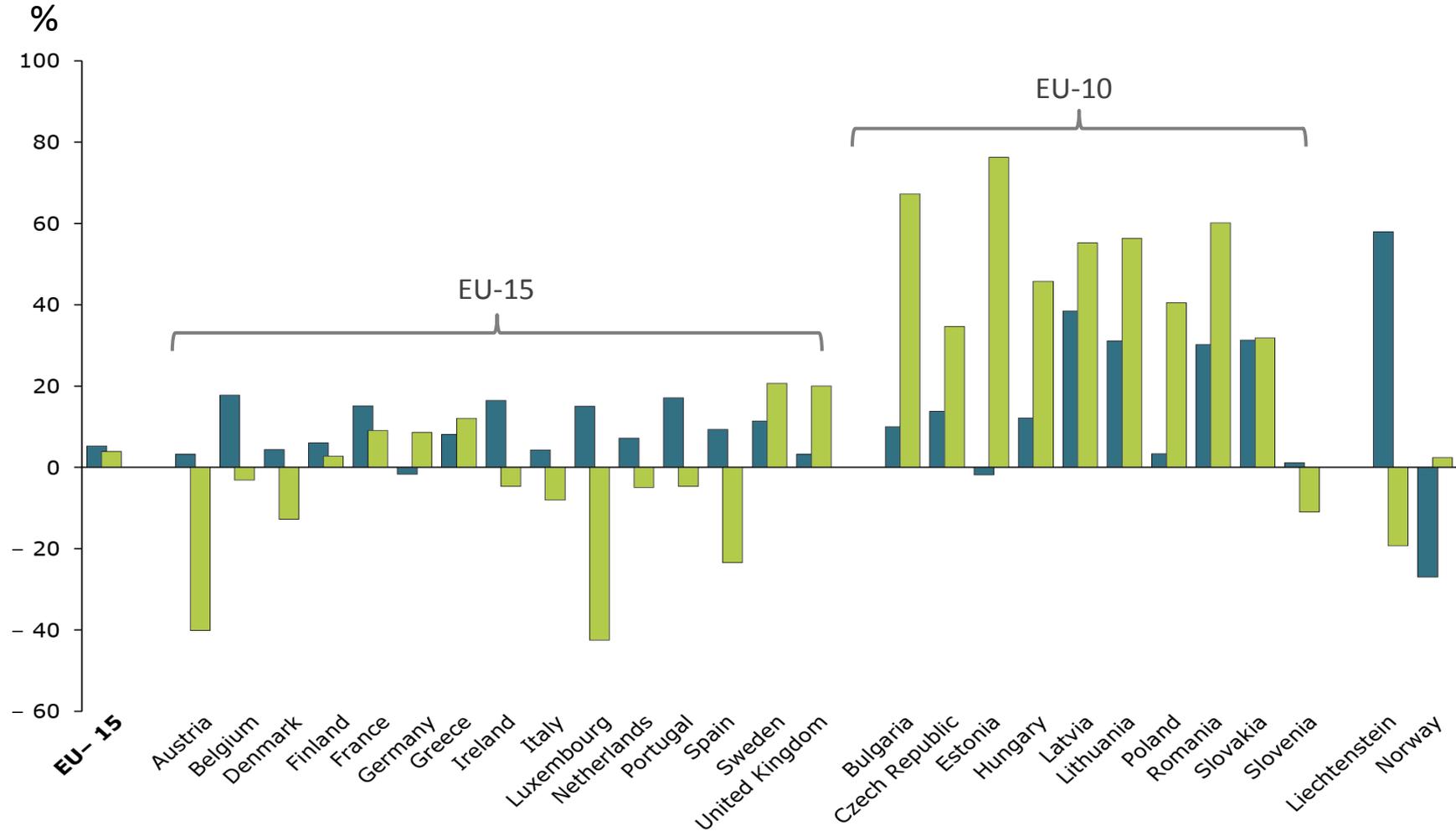
Compared ambition levels in ETS vs. non-ETS sectors



■ 2008-2012 ETS cap compared to 2005 ETS emissions

■ 2008-2012 non-ETS emission budget compared to 2005 non-ETS emissions

Compared achievements in ETS vs. non-ETS sectors



■ Overachievement (+) or shortfall (-) of the 2008–2012 emission budget in the ETS

■ Overachievement (+) or shortfall (-) of the 2008–2012 emission budget in the non-ETS