

The European Climate Change Programme



EU Action
against
Climate Change



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COMMISSION



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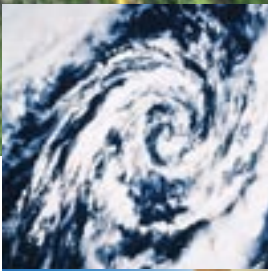
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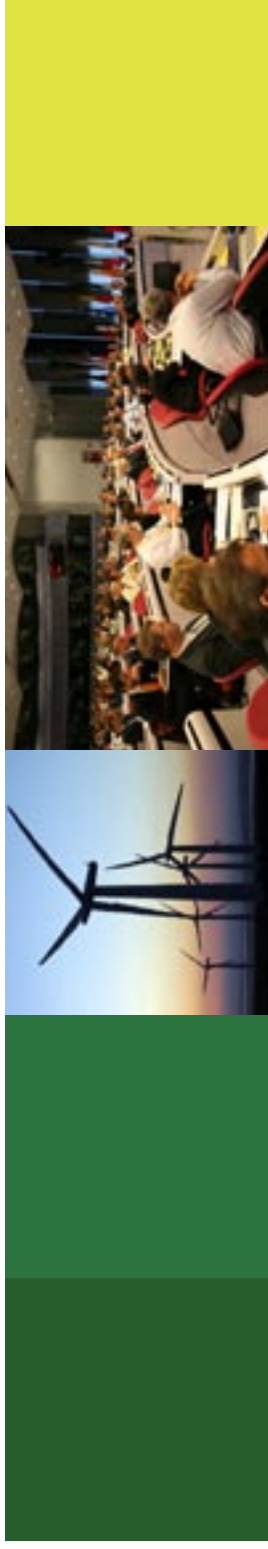
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EU policies on climate change

The European Union has long been committed to international efforts to tackle climate change and felt the duty to set an example through robust policy-making at home. At European level a comprehensive package of policy measures to reduce greenhouse gas emissions has been initiated through the European Climate Change Programme (ECCP). Each of the 25 EU Member States has also put in place its own domestic actions that build on the ECCP measures or complement them.



The First European Climate Change Programme (2000-2004)

The European Commission (1) established the ECCP in 2000 to help identify the most environmentally effective and most cost-effective policies and measures that can be taken at European level to cut greenhouse gas emissions. The immediate goal is to help ensure that the EU meets its target for reducing emissions under the Kyoto Protocol. This requires the 15 countries that were EU members before 2004 to cut their combined emissions of greenhouse gases to 8% below the 1990 level by 2012.

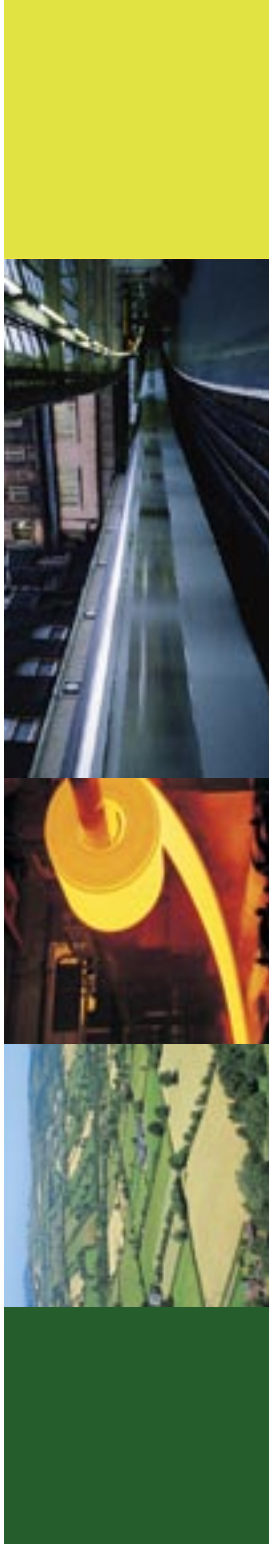
The ECCP builds on existing emissions-related activities at EU level, for instance in the field of renewable energy and energy demand management. It also dovetails with the EU's Sixth Environmental Action Programme (2002-2012), which forms the strategic framework for EU environmental action and includes climate change among its four top priorities, as well as the EU's Sustainable Development Strategy.

The ECCP is a multi-stakeholder consultative process that has brought together all relevant players, such as the Commission, national experts, industry and the NGO community. Stakeholder involvement is an essential element of the ECCP because it enables the programme to draw on a broad spectrum of expertise and helps to build consensus, thereby facilitating the implementation of the resulting policies and measures.

(1) The EU's main institutions are the European Commission, the Council of Ministers and the European Parliament. The European Commission is the sole body that has the right of initiative in proposing and drafting EU legislation, and it is responsible for ensuring its correct implementation after adoption. Environmental legislation must be adopted by the Council of Ministers, which represents the 25 EU Member States, and the European Parliament, which is made up of 732 directly elected deputies from all Member States.



The first ECCP examined an extensive range of policy sectors and instruments with potential for reducing greenhouse gas emissions. Coordinated by an ECCP Steering Committee, 11 working groups were established covering the following areas:



- Flexible mechanisms: emissions trading
- Flexible mechanisms: Joint Implementation and Clean Development Mechanism
- Energy supply
- Energy demand
- Energy efficiency in end-use equipment and industrial processes
- Transport
- Industry (sub-groups were established on fluorinated gases, renewable raw materials and voluntary agreements)
- Research
- Agriculture
- Sinks in agricultural soils
- Forest-related sinks

Each working group identified options and potential for reducing emissions based on cost-effectiveness. The impact on other policy areas was also taken into account, including ancillary benefits, for instance in terms of energy security and air quality.

The policies and measures that have resulted from the first ECCP are listed in this brochure starting on page 10. One of the most important and innovative initiatives is the EU Emissions Trading Scheme, which covers carbon dioxide (CO₂) emissions from some 11,500 heavy emitters in the power generation and manufacturing sectors. The scheme is explained in greater detail in another brochure in this series, entitled, ***EU Action against Climate Change: EU Emissions Trading - An Open Scheme promoting Global Innovation.***



Progress towards meeting the EU's Kyoto commitment

The EU's greenhouse gas emissions have been falling thanks to the combined impact of policies and measures resulting from the first ECP, domestic action taken by Member States and the restructuring of European industry, particularly in central and eastern Europe.

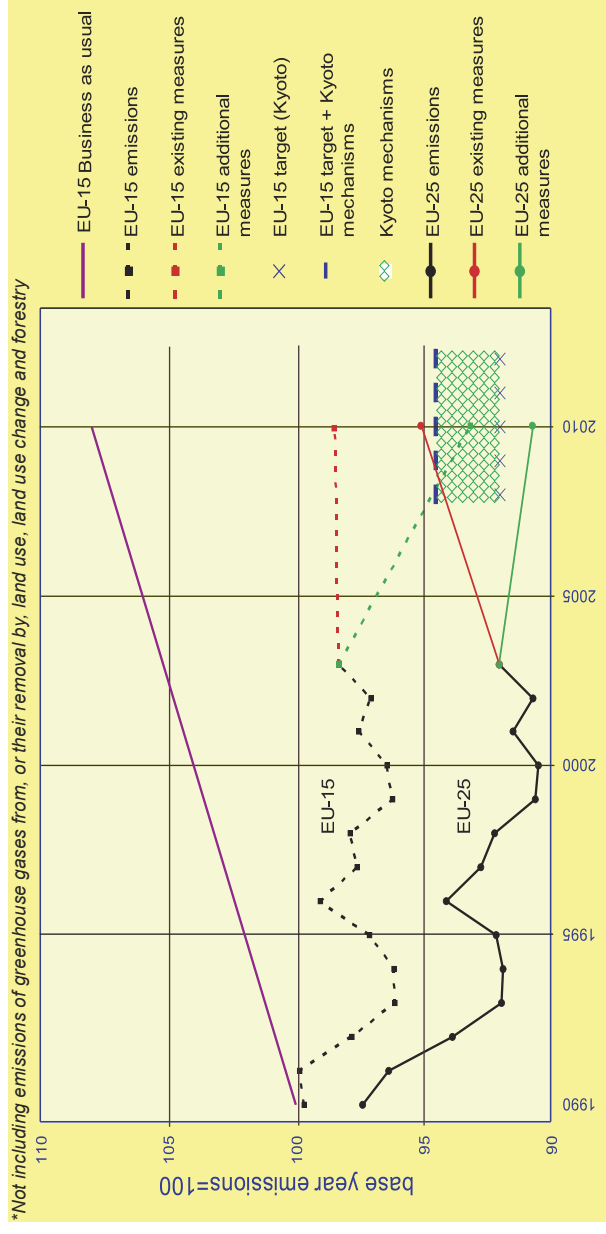
By 2003, combined emissions from today's 25 Member States (EU-25) were down 8% compared to their levels in the respective base years (mostly 1990). Emissions from the 15 'old' Member States (EU-15) had fallen by 1.7%, or 2.9% averaged over 1999-2003. (2)

(2) Under the Kyoto Protocol, the 15 Member States that made up the EU when the Protocol was agreed have to reduce their combined greenhouse gas emissions by 8% below 1990 levels during 2008-2012. This target is shared among the 15 Member States under a legally binding 'burden-sharing agreement'. Eight of the ten Member States that joined the EU on 1 May 2004 have individual targets under the Kyoto Protocol. The exceptions are Cyprus and Malta, which have no targets.

Latest projections show that additional domestic policies and measures planned by Member States but not yet implemented will take the reduction in EU-15 emissions to 6.8% below 1990 levels by 2010. In addition, use of the Kyoto Protocol's flexible mechanisms Joint Implementation and the Clean Development Mechanism (3) will reduce emissions by a further 2.5%, taking EU-15 emissions in 2010 to 9.3% below 1990 levels - more than enough to meet the EU-15's reduction commitment of 8%.

For the EU-25 latest projections indicate that the implementation of additional policies and measures planned by Member States will reduce emissions to 9.3% below base year levels by 2010. Use of the Kyoto mechanisms will achieve an additional 2% reduction.

EU-15 and EU-25 emissions and projections*



Future perspectives

The EU is convinced that strong global action to combat climate change will continue to be needed after 2012, when the Kyoto Protocol's targets are due to have been met. It therefore favours an early start to negotiations on an international climate regime for the post-2012 period.

In a policy document (4) published in early 2005 the Commission outlined the key elements that a



post-2012 regime will need to incorporate. The Commission wants to see participation by all major emitters and economic sectors, greater innovation in emissions-saving technologies, continued use of cost-effective market-based instruments and the implementation of strategies for adapting to the level of climate change that is already unavoidable.

Many of the EU policies and measures now in place will be important for cutting greenhouse gas emissions beyond 2012. It is already foreseen, for example, that the EU Emissions Trading Scheme will continue in five-year periods after 2012.

But it is also clear that deeper emissions cuts will be needed after 2012 if the international community is to win the battle against climate change, and further EU policies and measures will be required to achieve these. Consequently the Commission has initiated the Second European Climate Change Programme (ECCP II).

(3) Under Joint Implementation (JI) and the Clean Development Mechanism (CDM), developed countries with binding emission reduction or limitation targets under the Kyoto Protocol can undertake emission-saving investments in third countries and credit these savings towards their own emission targets. JI applies to projects undertaken in industrialised countries or countries with economies in transition, and CDM to projects carried out in developing countries.

(4) COM(2005) 35 final. Winning the battle against global climate change.

The Second European Climate Change Programme (2005-)

ECCP II was launched in October 2005 at a major stakeholder conference in Brussels. It will explore further cost-effective options for reducing greenhouse gas emissions in synergy with the EU's 'Lisbon strategy' for increasing economic growth and job creation.



New working groups have been established, covering carbon capture and geological storage, CO₂ emissions from light-duty vehicles, emissions from aviation, and adaptation to the effects of climate change.

The aviation group will focus on the technical aspects of bringing aircraft emissions into the Emissions Trading Scheme, which the Commission considers the most promising way to tackle the rapid growth in emissions from this sector.

One working group will also assess the implementation of the ECCP I policies and measures in the Member States and their effects in terms of emission reductions. This will feed into a broader ECCP I review process and give guidance to the Commission and the Member States on any supplementary efforts that may be needed to meet the EU's Kyoto commitment.



Summary of implemented and planned EU policies and measures

Cross-cutting measures

Policies and measures 'cross-cutting'	Description	Stage of implementation
1. EU emissions trading scheme (Directive 2003/87/EC)	An emissions trading system limiting CO ₂ emissions from 11,500 installations in the EU's 25 Member States through the allocation of emission allowances by Member States. The allowances are tradable in order to reduce compliance costs.	Operational since 1 January 2005
2. Use of CDM and JI credits under the EU emissions trading scheme (Directive 2004/101/EC)	Companies falling under the scope of the EU emissions trading scheme can use credits from the Kyoto project-based mechanisms CDM and JI to comply with their emission limits. CDM (Clean Development Mechanism) envisages emission-saving projects in developing countries and JI (Joint Implementation) in countries with Kyoto emission targets.	Implementation by Member States was due by 13 November 2005
3. Mechanism for monitoring GHG emissions and implementing the Kyoto Protocol in the EU (Decision 280/2004/EC)	New mechanism, replacing the 1993 mechanism, for monitoring and reporting greenhouse gas emissions and removals by sinks in the EU. It allows to evaluate progress accurately and regularly and to comply with the requirements under the UNFCCC and the Kyoto Protocol.	In force in Member States since 10 March 2004

Energy supply

Policies and measures 'energy supply'	Description/Emission reduction potential in the EU-15 by 2010 (5)	Stage of implementation
4. Promotion of electricity produced from renewable energy sources (Directive 2001/77/EC)	Member States are required to promote electricity produced from non-fossil renewable energy sources (such as wind, solar, geothermal, wave, tidal, hydroelectric, biomass, landfill gas, sewage treatment gas and biogas energies) with an indicative target of 21% in the share of EU gross electricity consumption to be reached by 2010 (currently: 14%). Emission reduction potential in the EU-15 Member States by 2010: 100-125 Mt CO ₂ eq.	Implementation in Member States was due by 27 October 2003

(5) This is an estimate of the emission reduction potential in the EU-15 until 2010 if a measure is fully implemented, compared to business as usual.

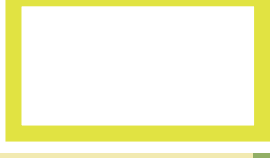


5. Promotion of bio-fuels for transport (Directive 2003/30/EC)	Member States are required to promote bio-fuels (liquid or gaseous fuels used for transport and produced from biomass) with an indicative target of 5.75% in the share of fuels sold to be reached by 2010. <u>Emission reduction potential</u> in the EU-15 Member States by 2010: 35-40 Mt CO ₂ eq.	Implementation in Member States was due by 31 December 2004
6. Promotion of cogeneration of heat and electricity (Directive 2004/8/EC)	Establishment of an EU-wide framework to facilitate and support the installation of cogeneration where heat demand exists. The European Commission will set harmonised efficiency reference values by 21 February 2006 for separate production of electricity and heat. <u>Emission reduction potential</u> in the EU-15 Member States by 2010: 22-42 Mt CO ₂ eq.	To be implemented in Member States by 21 February 2006
7. Biomass Action Plan (Commission proposal COM(2005) 628)	The Biomass Action Plan aims to increase the use of biomass energy in the heating, electricity and transport sectors from 69 million tons of oil equivalent (Mtoe) in 2003 to around 150 Mtoe in 2010. It envisages more than 20 individual actions. <u>Emission reduction potential</u> in the heating sector in the EU-15 Member States by 2010: 36-48 Mt CO ₂ eq.	In adoption procedure, some measures already in implementation
8. 'ALTENER' component of 'Intelligent Energy - Europe' funding programme (Decision 1230/2003/EC)	The 'Intelligent Energy - Europe' programme is a funding scheme with a budget of € 250 million for 2003-2006 to promote intelligent energy use and more renewables. It is not technology-related, but co-finances the start-up of local or regional agencies as well as international projects & events aimed at spreading best practise and building capacity. Ninety projects had been selected by October 2005. There are four areas of activity. 'ALTENER' supports the use of renewable energy sources. The other three fields deal with energy efficiency, sustainable transport and the use of renewables in developing countries.	2003-2006 Commission proposal to continue the IEE programme during the 2007-2013 budgetary period and almost double its budget to € 780 million
Emission reduction potential of 'energy supply measures' in implementation in the EU-15 by 2010		193-255 Mt CO₂ eq.



Energy demand

Policies and measures 'energy demand'	Description / Emission reduction potential in the EU-15 by 2010	Stage of implementation
9. Energy performance of buildings (Directive 2002/91/EC)	Buildings account for around 40% of EU energy demand. Based on an EU-wide common methodology to measure the energy performance of buildings, EU governments have set minimum performance standards. These will apply to all new constructions and large old buildings undergoing major refurbishment from January 2006. Sellers and landlords will have to provide prospective buyers and tenants with energy performance certificates. Emission reduction potential in the EU-15 Member States by 2010: 20 Mt CO ₂ eq.	Implementation by Member States was due by 4 January 2006
10. Energy labelling of domestic household appliances (package of Directives relating to specific appliances with Directive 92/75/EEC from 1992 providing for the framework)	Domestic household appliances sold in the EU must carry a label grading them according to their energy efficiency, with the grades running from A (high energy efficiency) to G (low efficiency). This allows consumers to choose the most efficient ones and has stimulated producers to improve the energy-efficiency of their products. Emission reduction potential in the EU-15 Member States by 2010: 31 Mt CO ₂ eq. (existing labels) 23 Mt CO ₂ eq. (planned new labels and tightening of requirements for existing labels)	First labels, for washing machines, mandatory since 1 January 1996, others thereafter
11. Framework for setting eco-design requirements for energy-using products (Directive 2005/32/EC)	This initiative aims at improving the environmental performance, including energy efficiency, of products during their entire life cycle. It requires systematic integration of environmental aspects at the earliest stage of their design. The Directive makes it possible to adopt binding measures (based on common conditions and criteria defined in the Directive) or to conclude voluntary agreements with manufacturers. The European Commission is investigating groups of products that have the potential to generate significant energy savings.	To be implemented in Member States by 11 August 2007



<p>12. Proposal on the promotion of end-use efficiency and energy services (Commission proposal COM (2003) 739)</p>	<p>The new Directive envisages a 9% cut in energy consumption over business-as-usual in the nine years 2008-2017. Member States will have to prepare first energy efficiency plans by 30 June 2007. Energy companies will be required to offer energy services (services that combine the sale of energy with energy-efficient end-use technology, e.g. lighting equipment). <u>Emission reduction potential</u> in the EU-15 Member States by 2010: 40-55 Mt CO2 eq.</p>	<p>Adoption to be finalised in early 2006</p>
<p>13. Action plan on energy efficiency (Green Paper on Energy Efficiency COM (2005) 265)</p>	<p>The action plan will encompass a variety of actions and measures to be taken by governments at all levels, industry and consumers. It will harness cost-effective energy savings equivalent to 20% of the EU's current energy use by 2020.</p>	<p>To be presented in March 2006</p>
<p>14. Inclusion of energy efficiency requirements in the permit system for industrial and agricultural installations (Directive 96/61/EC)</p>	<p>Under the 1996 Directive on Integrated Pollution Prevention and Control (IPPC), major polluting industrial and agricultural installations in the EU (45,000 installations in the EU-15) must obtain a permit from their national authorities to be allowed to operate. The permits are based on the concept of Best Available Techniques (BAT) to prevent and reduce emissions, and to use energy efficiently. BAT is provided in sectoral BAT reference documents, which are agreed in a process involving all stakeholders, and then adopted by the Commission. In order to further improve energy efficiency, a 'horizontal' BAT reference document on energy efficiency is in preparation.</p>	<p>New installations have been obliged to comply with IPPC permits since 30 October 1999; existing installations must be brought into conformity by 30 October 2007</p>
<p>15. Motor Challenge Programme</p>	<p>A voluntary programme with a budget of € 1 billion for 2003-2004 and € 1.8 billion for 2005-2006 run by the European Commission. It aids companies in improving the energy efficiency of motor-driven systems (e.g. compressed air, fan and pump systems), which account for close to 70% of industrial electricity consumption in Europe. Companies receive support for energy audits and for drawing up and carrying out action plans, as well as public recognition for their contributions. The programme will continue during 2006-2007, and there might be additional funding for promoting it in new Member States and the candidate countries.</p>	<p>Operational since 2003</p>



<p>16. 'SAVE' component of 'Intelligent Energy - Europe' funding programme (see item 8) supports energy efficiency, in particular in industry and buildings. The other three components of the programme deal with renewable energy sources, sustainable transport and the use of renewables in developing countries.</p>	<p>The 'SAVE' component of 'Intelligent Energy - Europe' funding programme (see item 8) supports energy efficiency, in particular in industry and buildings. The other three components of the programme deal with renewable energy sources, sustainable transport and the use of renewables in developing countries.</p>	<p>2003-2006 Commission proposal to continue the IEE programme during the 2007-2013 budgetary period and almost double its budget to € 780 million</p>
<p>17. Sustainable Energy Europe Campaign</p>	<p>The four-year Sustainable Energy Europe campaign with a budget of € 3.7 million supports actions and partnerships to increase policy-makers' and citizens' awareness of sustainable energy technologies and policies. It also promotes the 'Intelligent Energy - Europe' programme.</p>	<p>2005-2008</p>
<p>18. Green Public Procurement considering energy efficiency</p>	<p>Public authorities in the EU-15 spend every year around 16% of EU GDP on purchasing goods and services. A Handbook explains how they can consider environmental aspects, including energy efficiency, in their procurement practises.</p>	<p>Publication of the Handbook in August 2004</p>
<p>19. Climate Change Awareness Campaign</p>	<p>In 2006, the European Commission will carry out a major multi-media campaign (budget: € 4,7 million) throughout the 25 Member States to raise awareness of climate change and the positive role that citizens can play in fighting it.</p>	<p>To be launched in June 2006</p>
<p>Emission reduction potential of 'energy demand measures' in implementation in the EU-15 by 2010 114-129 Mt CO₂ eq.</p>		



Transport

Policies and measures 'transport'	Description / Emission reduction potential in the EU-15 by 2010	Stage of implementation
<p>20. EU strategy to reduce CO₂ emissions from new passenger cars</p>	<p>This EU strategy launched in 1995 aims to reduce CO₂ emissions from new passenger cars from their average 186 g of CO₂ per km in 1995 to 120 g CO₂/km. It rests on three pillars:</p> <ul style="list-style-type: none"> - voluntary commitments by European, Japanese and Korean carmakers to reduce CO₂ emissions from cars sold in the EU to 140 g CO₂/km by 2008/2009 (roughly a quarter compared to 1995); - information for consumers about the fuel-economy and CO₂ emissions of new cars to encourage them to buy fuel-efficient models (Directive 1999/94/EC); - proposal to base car taxation rates on CO₂ emissions to further influence consumer behaviour (COM(2005) 261). <p>The European Commission is currently reviewing the possibility of taking additional measures to achieve the objective of 120 g CO₂/km.</p> <p>Emission reduction potential in the EU-15 Member States by 2010: 75-80 Mt CO₂ eq. (voluntary commitments; the other two measures: another 32-35 Mt CO₂ eq.)</p>	<p>Agreements concluded in 1998 and 1999 for a ten-year period</p> <p>Mandatory since 18 January 2001</p> <p>In adoption procedure</p> <p>Report to be presented in mid-2006</p>
<p>21. Shifting the balance between transport modes from road to rail & water (White Paper 'European transport policy for 2010', COM (2001) 370)</p>	<p>Emissions from transport account for 21% of the EU's greenhouse gas emissions, with a rise in emissions of 22% between 1990 and 2002. The White Paper from 2001 advocates a transport system that is compatible with environmental protection. Suggested measures include shifting the balance between transport modes from road to rail & water.</p> <p>One of the major initiatives to achieve the shift is the Marco Polo Programme, which tackles freight transport and has a budget of €100 million for 2003-2006. Its co-finances:</p> <ul style="list-style-type: none"> - the start-up of non-road freight transport services, - innovative measures to overcome structural barriers in the market that act as obstacles to non-road freight transport, - cooperation and exchange of know-how among operators in the freight logistics market in order to improve the sector's environmental performance. 	<p>2003-2006</p> <p>Proposal to extend it to the 2007-2013 budgetary period with a budget of € 740 million</p>

22. Charging of heavy-duty vehicles for the use of road infrastructure (White Paper 'European transport policy for 2010', COM (2001) 370; proposal COM (2003) 448 to amend Directive 99/62/EC)

The 2001 White Paper on transport policy (see item 21) also suggested infrastructure charging that takes into account costs to the environment caused by road transport.

The Commission has therefore proposed to amend the 1999 Directive on the charging of heavy-duty vehicles for the use of road infrastructure. The Directive harmonises the levies - vehicle taxes, tolls and charges - that Member States can impose on vehicles with a laden weight of 12 tonnes.

The proposed amendment will apply to vehicles above 3.5 tonnes and promote a system that translates the costs related to infrastructure use, including environmental costs, into the prices users have to pay.

Adoption to be finalised in early 2006

23. Minimum taxation of mineral oils, coal, natural gas and electricity (Directive 2003/96/EC)

The EU system of minimum taxation rates for energy products was for a long time confined to mineral oils. The Directive extends it to coal, natural gas - used as motor and heating fuels - and to electricity. It encourages more efficient use of energy, and it authorises Member States to grant tax advantages to businesses that take specific measures to reduce their emissions.

Implementation in Member States was due by 31 December 2003

24. Proposal to phase out HFC-134a in car air conditioning systems (part of Commission proposal on fluorinated greenhouse gases, COM (2003) 492)

The fluorinated greenhouse gas HFC-134a has a global warming effect that is 1,300 times greater than that of CO₂. It is used in car air conditioning systems. The proposal aims to impose maximum allowed leakage rates and phase out the use of HFC-134a in new vehicles between 2011 and 2017.

In adoption procedure



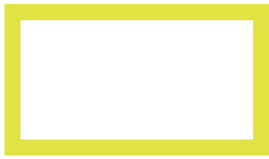
<p>25. 'STEER' component of 'Intelligent Energy - Europe' programme (see item 8 and 16) supports fuel diversification, biofuels and energy efficiency in transport systems. The other three components deal with energy efficiency as well as renewables in the EU and in developing countries.</p> <p>(Decision 1230/2003/EC)</p>	<p>The 'STEER' component of the Intelligent Energy - Europe' funding programme (see item 8 and 16) supports fuel diversification, biofuels and energy efficiency in transport systems. The other three components deal with energy efficiency as well as renewables in the EU and in developing countries.</p>	<p>2003-2006 Commission proposal to continue the IEE programme during the 2007-2013 budgetary period and almost double its budget to € 780 million</p>
<p>26. 'Thematic' strategy on the urban environment</p>	<p>This cross-cutting long-term strategy seeks to improve the quality of the urban environment in the EU by promoting an integrated approach to the environmental management of cities, in particular the management of urban transport and urban energy needs. The strategy offers support and guidance to local authorities and promotes the exchange of best practice between cities to reduce air pollution, greenhouse gas emissions and congestion caused by traffic.</p>	<p>Launched in January 2006</p>
<p>Emission reduction potential of 'transport measures' in implementation in the EU-15 by 2010</p> <p>107-115 Mt CO₂ eq.</p>		

Industry incl. waste management

Policies and measures 'industry/waste'	Emission reduction potential in the EU-15 by 2010	Description / Stage of implementation
<p>27. Proposal to regulate fluorinated greenhouse gases (Commission proposal COM (2003) 492)</p>	<p>Fluorinated gases have a global warming effect that is hundreds or even thousands of times greater than that of CO₂. They are used in refrigeration, air conditioning, fire-fighting equipment and various industry processes. The Commission's proposal aims to improve their containment; to strengthen the monitoring of emissions through reporting requirements; and to restrict marketing and use where containment is not feasible or the use of fluorinated gases is inappropriate. It also proposes to phase out the use of HFC-134a in car air conditioning (see item 24).</p> <p><u>Emission reduction potential</u> in the EU-15 Member States by 2010: 23 Mt CO₂ eq.</p>	<p>In adoption procedure</p>



<p>28. Prevention of emissions of greenhouse gases from industrial and agricultural installations (Directive 96/61/EC)</p>	<p>Under the 1996 Directive on Integrated Pollution Prevention and Control (IPPC) - see item 14 - the national authorities issuing permits to the installations falling under the scope of the Directive can impose emission limit values in relation to greenhouse gases, except for those installations covered by the EU emissions trading scheme (see item 1).</p>	<p>New installations have been obliged to comply with IPPC permits since 30 October 1999; existing installations must be brought into conformity by 30 October 2007</p>
<p>29. Reductions of methane emissions from landfills (Landfill Directive 1999/31/EC)</p>	<p>Under the Landfill Directive, Member States are required to gradually reduce the amount of biodegradable waste that they landfill to 35% of the 1995 level by 2016. Biodegradable waste produces methane emissions, which currently account for around 3% of EU greenhouse gas emissions.</p> <p><u>Emission reduction potential</u> in the EU-15 Member States by 2010: 41 Mt CO₂ eq.</p>	<p>Implementation in Member States was due by 16 July 2001</p>
<p>30. 'Thematic' strategy on waste prevention and recycling (COM (2005) 666 and 667)</p>	<p>This long-term strategy will modernise EU waste legislation. It promotes recycling (resulting in energy savings compared to production from virgin materials), waste prevention (less methane emissions) and incineration with energy recovery (energy gains).</p>	<p>Launched in December 2005</p>
<p>Emission reduction potential of 'Industry/waste measures' in implementation in the EU-15 by 2010</p> <p>64 Mt CO₂ eq.</p>		

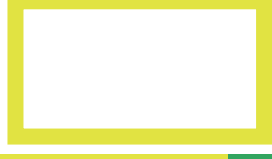


Agriculture and Forestry

Policies and measures 'agriculture & forestry'	Description / Emission reduction potential in the EU-15 by 2010	Stage of implementation
<p>31. Integration of climate change into the EU's Rural Development Policy</p>	<p>Part of the EU's Common Agricultural Policy is rural development with a budget of around € 7 billion per year for 2000-2006. It aims to strengthen the agriculture and forestry sectors; to improve the competitive position of rural areas and to help safeguard the environment. Co-financing is available for over 20 measures that include environment-friendly farming and investments in forests to improve their ecological value.</p> <p>The Commission has proposed a similar budget for 2007-2013, but aims to strengthen the environmental aspect by declaring improvement of the environment and the countryside through land management one of the main objectives and requiring Member States to spend at least 25% of the rural development funds on this priority.</p> <p><u>Carbon sequestration potential</u> of afforestation & reforestation measures, forest management and natural forest expansion in the EU-15 Member States by 2010: 33 Mt CO₂ eq.</p>	<p>2000-2006</p> <p>2007-2013: in adoption procedure</p>
<p>32. Support scheme for energy crops under the EU's Common Agricultural Policy (Regulation 795/2004/EC)</p>	<p>The Regulation makes available € 45 per hectare in aid to producers of energy crops - crops intended for the production of biofuels or electric and thermal energy. (The guarantee relates to a maximum area of 1.5 million ha in the EU, if it is exceeded, the aid is reduced proportionately.)</p>	<p>Operational since 2003</p>



<p>33. Reduction of N₂O in soils (Nitrates Directive 91/676/EEC)</p>	<p>The main goal of the 1991 Nitrates Directive is to prevent water pollution caused by nitrous oxide (N₂O), which stems from the excessive use of agricultural fertilisers and from agricultural waste. The reduction of N₂O in soils benefits the climate system since N₂O is a powerful greenhouse gas.</p> <p>The upcoming 'thematic' long-term strategy on soil will put an emphasis on preventing soil contamination by nitrates, while the 'thematic' strategy on pesticides will promote low-input farming, both of which will benefit the climate system.</p> <p>Emission reduction potential in the EU-15 Member States by 2010: 10 Mt CO₂ eq.</p>	<p>Implementation of the Nitrates Directive in Member States was due by 20 December 1993</p> <p>Strategies on soil and pesticides: due to be presented in early 2006</p>
<p>Emission reduction potential of 'agriculture and forestry measures' in implementation in the EU-15 by 2010</p> <p>43 Mt CO₂ eq.</p>		



Research & Development

Policies and measures 'R&D'	Description	Stage of implementation
<p>34. Climate-change related R&D (Decision 1513/2002/EC and 2002/668/Euratom)</p>	<p>The EU's sixth R&D framework programme (2002-2006) allocates roughly € 2 billion to research that directly or indirectly deals with climate change. Another € 1.2 billion are being spent on nuclear research. The aims are to understand, observe and predict climate change and its impacts; to provide tools to analyse the effectiveness and costs & benefits of different policy options; and to improve existing climate-friendly technologies and develop the technologies of the future.</p> <p>The Commission's proposal for the seventh R&D framework programme (2007-2013) envisages more than € 11 billion for research relevant to climate change (energy, transport and environment). Another € 4.2 billion is proposed for nuclear research.</p>	<p>2002-2006</p> <p>2007-2013: in adoption procedure</p>



<p>35. LIFE funding programme (Regulations No. 1655/2000/EC and 1682/2004/EC)</p>	<p>An environmental funding scheme with a budget of € 957 million for 2000-2006. LIFE Environment, the component of LIFE most relevant to climate change, co-finances innovative environmental demonstration projects. Beneficiaries include enterprises, national and local authorities, NGOs, research institutions and inter-governmental bodies.</p> <p>Since 2000, more than 100 projects that directly or indirectly deal with climate change have received an estimated € 50 million.</p> <p>The Commission has proposed to extend the scope and budget of LIFE in the next 2007-2013 budgetary period.</p>	<p>2000-2006</p> <p>In adoption procedure</p>
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Structural and Cohesion Funds

Policies and measures 'Structural Funds'	Description	Stage of implementation
<p>36. Integration of climate change into the EU's Structural and Cohesion Funds</p>	<p>The Structural and Cohesion Funds are the EU's main instruments for supporting regional development in the EU in order to eliminate economic and social disparities. The budget is around € 235 billion for 2000-2006. Member States submit proposal for projects, which the EU co-finances.</p> <p>Many of the priority areas that the EU supports benefit the climate system: sustainable transport (€12 billion), forest and nature protection (€4.7 billion), sustainable urban centres (€2 billion), environmental technologies in industry (€1.2 billion), renewable energies (€800,000), sustainable waste management (€2 billion).</p> <p>Under the Commission's proposal for the 2007-2013 EU budget, the Structural and Cohesion Funds will increase by around 30% (to take account of EU enlargement), and actions against climate change, in particular in the transport and energy sectors, will receive increased funding.</p>	<p>2000-2006</p> <p>2007-2013: in adoption procedure</p>



Glossary

Decision-making in the EU:

European Commission: one of the EU's major decision-making institutions, alongside the Council of Ministers and the European Parliament. The European Commission is the sole body that has the right of initiative in proposing and drafting EU legislation, and it is responsible for ensuring the correct implementation of the legislation after adoption.

Council of Ministers: represents the 25 EU Member States. In the environmental field, legislation must be adopted by both the Council and the European Parliament ('co-decision procedure').

European Parliament: is made up of 732 directly elected deputies from all Member States. In the environmental field, it adopts legislation together with the Council ('co-decision procedure').

EU legislation:

Directive: sets objectives that have to be achieved, but allow Member States to choose how to achieve them. Directives must normally be transposed into national legislation within two to three years after adoption.

Regulation: creates binding legislation which automatically enters into force in all Member States on a given date, usually a few days after publication in the EU's Official Journal.

Decision: can be addressed to Member States, companies or individuals and is fully binding on those to whom the decision is addressed. Some decisions take effect when they are notified to the addressee, others a few days after publication in the Official Journal.

Green Paper: issued by the European Commission to stimulate debate and launch a process of consultation on specific topics.

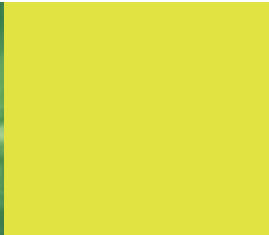
White Paper: issued by the European Commission to announce upcoming proposals for EU action in specific areas. At times a White Paper follows a Green Paper.

All legislative acts can be looked up in EUR-Lex, the portal to European Union law (<http://europa.eu.int/eur-lex>), while proposals are to be found in Pre-Lex (<http://europa.eu.int/prelex/apcnet.cfm>). The easiest is to type in the number of the document.



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