

Reviewing Member State emissions reduction targets (Effort Sharing Regulation) in line with the 2030 climate target plan

Fields marked with * are mandatory.

Introduction

The [European Green Deal](#), adopted by the Commission in December 2019, has tackling climate change and reaching the objectives of the Paris agreement and other environmental issues at its core. One of its central elements is the 2050 climate neutrality objective, which the [Commission proposed in 2018](#) and the European Council and Parliament endorsed (see [European Council conclusions of 12 December 2019](#); [European Parliament resolution of 14 March 2019](#); [European Parliament resolution of 28 November 2019](#)). The Commission [has proposed](#) to enshrine climate neutrality into EU law. In order to set the EU on a sustainable path to achieve climate neutrality by 2050, in September 2020 the Commission has proposed an EU-wide, economy-wide net greenhouse gas emissions (GHG) reduction target by 2030 compared to 1990 of at least 55% in its [Communication on stepping up Europe's 2030 climate ambition](#).

Building on the 'Communication on stepping up the EU's 2030 climate ambition' and on the existing 2030 legislation, the Commission will review and propose to revise, where necessary, the key relevant legislation by June 2021. This will include a coherent set of changes to the existing 2030 climate, energy and transport framework, notably related to the EU Emissions Trading System (ETS) Directive, the Effort Sharing Regulation (ESR), the Land Use, Land Use Change and Forestry (LULUCF), Regulation, CO2 Emissions Performance Standards for Cars and Vans and the Renewable Energy Directive and the Energy Efficiency Directive. Other relevant initiatives include the revision of the Energy Taxation Directive.

This consultation focuses on the [Effort Sharing Regulation](#) whose scope covered 59 % of total greenhouse gas emissions in the EU-27 (excluding LULUCF) in 2019, that is, emissions from the sectors not covered by the EU ETS or LULUCF. Therefore, the Regulation includes CO2 emissions from road transport, heating of buildings, small-scale industry and other greenhouse gas emissions (CH4, N2O, F-gases), mainly from agriculture, energy and waste.

The Effort Sharing Regulation sets binding annual reduction targets for Member States, with an overall aim to reduce EU emissions in the sectors covered by 30% compared to 2005 by 2030. These national targets are set taking into account both national wealth and cost-effectiveness. The Effort Sharing Regulation allows for flexibilities such as transfers between Member States. It also includes some degree of flexibility to use credits generated under the LULUCF Regulation, and some flexibility with the EU ETS that can be used to meet the overall reduction targets.

This public consultation invites public administrations, citizens and organisations to contribute to

the preparation for future legislative action in the Effort Sharing Regulation. The results of the consultation (which will be summarised and published) will inform the Impact Assessment, accompanying the Commission proposal for revising the ESR.

There are additional parallel public consultations on the review of the LULUCF Regulation, the EU ETS Directive, and the CO₂ standards for cars and vans Regulation.

Guidance on the questionnaire

This public consultation consists of some introductory questions related to your profile, followed by a questionnaire. **Please note that you are not obliged to respond to all questions in the questionnaire.**

The Commission already held an open public consultation on increasing the 2030 climate ambition, which was open for 12 weeks from 31 March to 23 June 2020. Many high-level questions related to the increased climate ambition were asked in the context of that consultation. The present questionnaire therefore focuses on more specialised and detailed questions on the design of the ESR.

At the end of the questionnaire, you are invited to provide any additional comments and to upload additional information, position papers or policy briefs that express the position or views of yourself or your organisation.

The results of the questionnaire as well as the uploaded position papers and policy briefs will be published online. Please read the specific privacy statement attached to this consultation informing on how personal data and contributions will be dealt with.

In the interest of transparency, if you are replying on behalf of an organisation, please register with the register of interest representatives if you have not already done so. Registering commits you to complying with a Code of Conduct. If you do not wish to register, your contribution will be treated and published together with those received from individuals.

About you

* Language of my contribution

- Bulgarian
- Croatian
- Czech
- Danish
- Dutch
- English
- Estonian
- Finnish
- French
- German

- Greek
- Hungarian
- Irish
- Italian
- Latvian
- Lithuanian
- Maltese
- Polish
- Portuguese
- Romanian
- Slovak
- Slovenian
- Spanish
- Swedish

* I am giving my contribution as

- Academic/research institution
- Business association
- Company/business organisation
- Consumer organisation
- EU citizen
- Environmental organisation
- Non-EU citizen
- Non-governmental organisation (NGO)
- Public authority
- Trade union
- Other

* First name

Emmanuel

* Surname

DESPLECHIN

* Email (this won't be published)

desplechin@epure.org

* Organisation name

255 character(s) maximum

ePURE - European Renewable Ethanol

* Organisation size

- Micro (1 to 9 employees)
- Small (10 to 49 employees)
- Medium (50 to 249 employees)
- Large (250 or more)

Transparency register number

255 character(s) maximum

Check if your organisation is on the [transparency register](#). It's a voluntary database for organisations seeking to influence EU decision-making.

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* Country of origin

Please add your country of origin, or that of your organisation.

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| <input type="radio"/> Åland Islands | <input type="radio"/> Dominica | <input type="radio"/> Liechtenstein | <input type="radio"/> Saint Pierre and Miquelon |
| <input type="radio"/> Albania | <input type="radio"/> Dominican Republic | <input type="radio"/> Lithuania | <input type="radio"/> Saint Vincent and the Grenadines |
| <input type="radio"/> Algeria | <input type="radio"/> Ecuador | <input type="radio"/> Luxembourg | <input type="radio"/> Samoa |
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- Antigua and Barbuda
- Argentina
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- Bahamas
- Bahrain
- Bangladesh
- Barbados
- Belarus
- Belgium
- Belize
- Benin
- Bermuda
- Bhutan
- Bolivia
- Bonaire Saint Eustatius and Saba
- Bosnia and Herzegovina
- Botswana
- Bouvet Island
- Brazil
- Eswatini
- Ethiopia
- Falkland Islands
- Faroe Islands
- Fiji
- Finland
- France
- French Guiana
- French Polynesia
- French Southern and Antarctic Lands
- Gabon
- Georgia
- Germany
- Ghana
- Gibraltar
- Greece
- Greenland
- Grenada
- Guadeloupe
- Guam
- Guatemala
- Guernsey
- Guinea
- Mali
- Malta
- Marshall Islands
- Martinique
- Mauritania
- Mauritius
- Mayotte
- Mexico
- Micronesia
- Moldova
- Monaco
- Mongolia
- Montenegro
- Montserrat
- Morocco
- Mozambique
- Myanmar /Burma
- Namibia
- Nauru
- Nepal
- Netherlands
- New Caledonia
- New Zealand
- Seychelles
- Sierra Leone
- Singapore
- Sint Maarten
- Slovakia
- Slovenia
- Solomon Islands
- Somalia
- South Africa
- South Georgia and the South Sandwich Islands
- South Korea
- South Sudan
- Spain
- Sri Lanka
- Sudan
- Suriname
- Svalbard and Jan Mayen
- Sweden
- Switzerland
- Syria
- Taiwan
- Tajikistan
- Tanzania

- British Indian Ocean Territory
- British Virgin Islands
- Brunei
- Bulgaria

- Burkina Faso
- Burundi

- Cambodia

- Cameroon

- Canada
- Cape Verde
- Cayman Islands

- Central African Republic
- Chad
- Chile
- China

- Christmas Island
- Clipperton
- Cocos (Keeling) Islands

- Colombia
- Comoros

- Congo

- Guinea-Bissau
- Guyana
- Haiti
- Heard Island and McDonald Islands
- Honduras
- Hong Kong
- Hungary
- Iceland
- India
- Indonesia
- Iran
- Iraq
- Ireland
- Isle of Man
- Israel
- Italy
- Jamaica
- Japan
- Jersey
- Jordan
- Kazakhstan

- Nicaragua
- Niger
- Nigeria
- Niue

- Norfolk Island
- Northern Mariana Islands
- North Korea
- North Macedonia
- Norway
- Oman
- Pakistan
- Palau
- Palestine
- Panama
- Papua New Guinea
- Paraguay
- Peru
- Philippines
- Pitcairn Islands
- Poland
- Portugal

- Thailand
- The Gambia
- Timor-Leste
- Togo

- Tokelau
- Tonga
- Trinidad and Tobago
- Tunisia
- Turkey
- Turkmenistan
- Turks and Caicos Islands
- Tuvalu
- Uganda
- Ukraine
- United Arab Emirates
- United Kingdom
- United States
- United States Minor Outlying Islands
- Uruguay
- US Virgin Islands
- Uzbekistan

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| <input type="radio"/> Denmark | <input type="radio"/> Liberia | <input type="radio"/> Saint Lucia | |

* Publication privacy settings

The Commission will publish the responses to this public consultation. You can choose whether you would like your details to be made public or to remain anonymous.

Anonymous

Only your contribution, country of origin and the respondent type profile that you selected will be published. All other personal details (name, organisation name and size, transparency register number) will not be published.

Public

Your personal details (name, organisation name and size, transparency register number, country of origin) will be published with your contribution.

I agree with the [personal data protection provisions](#)

General questions

1.- In your opinion, when it comes to revising the Effort Sharing Regulation in view of the Commission’s proposal for an increased 2030 climate ambition, should sectors regulated by this Regulation deliver additional reductions; i.e. should the EU-wide target for the effort sharing sectors be increased?

- Yes
- No
- Don’t have an answer

Please elaborate on your reply (if possible)

1000 character(s) maximum

While the EU has achieved its ESR 2020 reduction objective as a whole, this is due to progress in the sectors that were the easiest to decarbonise, and several disparities remain across Member States and the different sectors covered by the ESR. While building and waste sectors have been largely decarbonised, there has been little to no decarbonisation in the transport and agriculture sectors, which account for over 50% of the ESR emissions. Increasing the ESR ambitions would therefore allow to kickstart the decarbonisation efforts in those sectors.

It appears impossible to achieve a higher overall reduction target without requiring more efforts in sectors covered by the ESR since these emissions are higher than those of sectors covered by the ETS.

2.- In your opinion, when it comes to revising the Effort Sharing Regulation in view of the Commission’s proposal for an increased 2030 climate ambition, should all Member States step-up their efforts and consequently pursue more ambitious targets?

- Yes
- No
- Don’t have an answer

Please elaborate on your reply (if possible)

1000 character(s) maximum

As is currently the case, targets should be defined fairly by taking into account the capacity of each Member State. Consequently, a higher overall EU target will require all Member States to step up their efforts.

3.- In your opinion, when it comes to revising the Effort Sharing Regulation in view of the Commission’s proposal for an increased 2030 climate ambition and an extended Emission Trading System, what is your opinion on the treatment of these sectors under the Effort Sharing Regulation?

Please indicate to what extent you agree with the following statements (scale from -2 (strongly disagree) to 0 (indifferent/no view) and to +2 (strongly agree)).

	-2	-1	0	+1	+2

Sectors covered in the future by the extended EU ETS should also remain under the Effort Sharing Regulation.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Sectors covered in the future by an extended EU ETS should not remain under the scope of the Effort Sharing Regulation.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
My view depends on the sector(s) under consideration (please explain in the text box).	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please elaborate on your reply (if possible)

1000 character(s) maximum

The ETS should not be extended to include emissions from road transport. An all-in-one ETS would not be able to address the much higher carbon abatement cost of the transport decarbonisation. Consequently, little to no reduction would be achieved and the burden would shift to other ETS sectors. A separate ETS could address some of these deficiencies, but must not replace existing complementary legislation on the fuel side and be flanked by additional measures to address the several weaknesses of an emission trading system - e.g. by promoting GHG savings along the whole value chain (including upstream emissions) or through enhanced GHG savings requirements as defined in the FQD - and the distributional risks, such as the increase in fuel prices.

Keeping the transport sector under the ESR would in any case allow to have an additional safeguard to ensure effective decarbonisation of the transport sector, which has not yet started and place a legally binding responsibility on every MS.

4.- In your opinion, when it comes to revising the Effort Sharing Regulation, do you see merit in excluding agricultural non-CO₂ emissions from the scope of the Effort Sharing Regulation provided these emissions are regulated elsewhere, for instance by combining agriculture non-CO₂ emissions and LULUCF emissions under one regulatory instrument?

- Yes, from 2026 onwards
- Yes, after 2030
- No
- Don't have an answer

Please elaborate on your reply (if possible)

1000 character(s) maximum

Expert questions

Scope

As indicated in the Impact Assessment accompanying the Communication for Stepping up Europe’s 2030 climate ambition, one of the key issues is whether the current scope of the EU Emissions Trading System and the Effort Sharing Regulation should be retained, or the scope of one or both regulatory instruments should be changed.

5.- Do you see a need to reduce the sectorial coverage of the Effort Sharing Regulation in parallel to an extension of the EU Emissions Trading System (ETS)?

- Yes
- No
- Don't have an answer

6.- If yes, which sectors would you change, when and how?

- If a sector is covered by emissions trading, it should be immediately removed from the scope of the Effort Sharing Regulation.
- If a sector is covered by emissions trading, it should be removed from the scope of the Effort Sharing Regulation, once emissions trading for this sector has proven successful.

Specify

- All fossil fuel combustion
- Buildings and transport
- Buildings only
- Transport only

Please elaborate on your reply (if possible)

1000 character(s) maximum

7.- In your view, which considerations should be taken into account in deciding whether some emissions should feature in the scope of both the Effort Sharing Regulation and the EU Emissions Trading System (ETS)?

Please indicate to what extent you agree with the following statements (scale from -2 (strongly disagree) to 0 (indifferent/no view) and to +2 (strongly agree)).

Not all statements have to be rated.

	-2	-1	0	+1	+2
Double coverage should only be considered, if the environmental integrity of the EU emissions reduction target is ensured.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Double coverage should only be considered, if cost-effectiveness is not impaired.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Double coverage should only be considered, if no undue emission monitoring challenges arise.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Double coverage would need to maintain/strengthen incentives for national reduction policies in those sectors.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Double coverage may have implications for the design and use of existing flexibilities.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Others (please explain in the open text below)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please elaborate on your reply (if possible)

1000 character(s) maximum

Before discussing the pros and cons of double coverage, the extension of ETS should be fully justified. At the moment, the European Commission has not demonstrated that the extension of the ETS to some sectors currently covered by the ESR would yield better results in terms of emissions reductions. Quite the contrary, in the impact assessment of the Climate Target Plan, extending the scope of the ETS e.g. in the MIX and CPRICE scenarios did not result in lower transport emissions than in the REG scenario where the current ETS scope is maintained. In the event where it would proceed with the ETS extension, the sectoral coverage of the ESR should be maintained as a safety net.

The impact assessment for the Effort Sharing Regulation will examine as one option the phasing out of this policy instrument. This would be a consequence of the combination of the extension of the ETS to all fossil fuel combustion emissions and the grouping of agricultural emissions with LULUCF (these being both options that will be examined in the two relevant impact assessments), considerably reducing the scope of the Regulation.

8.- If this policy option were to be pursued what course of action should be chosen for phasing out the Effort Sharing Regulation?

- The Effort Sharing Regulation should be phased-out with immediate effect once the new frameworks regarding emissions trading and agricultural emissions enter into force.
- The Effort Sharing Regulation should be phased-out with immediate effect once the new frameworks as well as EU legislation for remaining methane emissions to reduce their climate footprint and a strengthened F-gases regulation enter into force.
- The Effort Sharing Regulation should be phased-out once regulating of the concerned emissions by other tools has proven successful.
- Don't have an answer

Please elaborate on your reply (if possible)

1000 character(s) maximum

ePURE does not support the phase out of the ESR. Keeping the ESR and additional legislation to reduce emissions in transport is a safeguard in case an ineffective all-in-one system would be introduced, and in

case the emissions ceiling would be unambitious.

This discussion should only be taken if the extension of the LULUCF and ETS are proven necessary and successful. These conditions will not be met during this revision process and it is therefore premature to even consider the phase out of the ESR.

Ambition

If the Effort Sharing Regulation is maintained, another key question is the overall ambition level of the Effort Sharing Regulation in the relevant scope and how this ambition level is shared out among Member States.

9.- In your view, in case the current scope of the Effort Sharing Regulation is kept do you consider it possible for EU-wide and national targets under the existing Effort Sharing Regulation to remain at current levels and if so under what circumstances?

- No, an increase in the EU-wide ESR target and reconsidering existing national targets is needed.
- The ETS target would need to cover all additional reductions needed and the Effort Sharing target should remain as it is under the current Regulation.
- A combination of increased ETS target and an increase in the LULUCF objectives would need to cover all additional reductions and the Effort Sharing target should remain as it is under the current Regulation.
- Don't have an answer

Please explain why.

1000 character(s) maximum

ETS and ESR offer a full coverage of EU emissions. While the sectoral coverages of the ESR and ETS should be maintained, the level of ambition should be revised upwards in line with the EU higher climate ambitions.

The ESR has been successful in reducing emissions up to the 2020 target, even though there are large sectoral discrepancies which will hamper the achievement of more ambitious targets and which should be urgently addressed. For example, there is a lack of progress in the reduction of emissions from the transport and agriculture sectors.

Consequently, there is still a lot to achieve under the ESR and it would be unfair and counterproductive to shift the burden of a maintained target to the ETS sectors.

In order to achieve ambitious targets, an all-hands-on-deck effort is required, and all sub-targets should be revised upwards.

10.- The 'Communication on stepping up the EU's 2030 climate ambition' and the accompanying impact assessment presented in September 2020 looked at the contributions of the sectors potentially covered by the Effort Sharing Regulation to

achieve an increased 2030 climate ambition. In your opinion, should the EU-wide Effort Sharing Regulation ambition level be increased in view of the increased 2030 target?

- Yes, proportionally to the contributions of the effort sharing sectors to the at least 55% reduction target in line with the scenarios depicted in the impact assessment of the 2030 target plan.
- Yes, but less than proportional to the cost effective reduction potential per sector. Sectors covered by emissions trading should provide a more than proportional contribution to emission reductions.
- Yes, but more than proportional to the cost effective reduction potential of the ESR sectors.
- No need to increase the ambition level in the Effort Sharing Regulation itself.

11.- Currently Member States' targets under the Effort Sharing Regulation are mainly determined based on wealth, with some adjustments to reflect cost-effectiveness. Do you see a need for changing the distribution criteria?

- Yes (please explain your reasoning in the textbox)
- No
- Don't have an answer

12.- In your view, if the EU-wide effort sharing target for 2030 was increased, what would be the most relevant criteria for distributing the additional efforts between Member States?

Please indicate to what extent you agree with the following statements (scale from -2 (strongly disagree) to 0 (indifferent/no view) and to +2 (strongly agree)).

Not all statements have to be rated.

	-2	-1	0	+1	+2
Those Member States that are best equipped economically to reduce greenhouse gas emissions should do relatively more.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
The contribution of Member States should be linked to cost effective emission reduction potentials.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
The distribution of additional efforts should also take into account Member States' ambitions in their national energy and climate plans.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
The distribution of additional efforts should also take into account long-term convergence in effort sharing sectors in view of climate neutrality by 2050.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Other criteria should be taken into account (please explain in the open text below).	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please elaborate on your reply (if possible)

1000 character(s) maximum

It is of the utmost importance to take into account the cost-effectiveness of decarbonisation solutions, particularly in sectors which will have to be deeply decarbonised such as transport. In addition, the economical capacity of each Member State should be considered to ensure a fair setting of the targets.

In view of the redefinition of the climate ambitions and policy frameworks, the Member States' strategies previously defined in their NECP should be considered as an absolute minimum. As underlined in the projections of the 2030 Climate target plan, their achievement would not lead to the achievement of the newly defined 2030 target and 2050 carbon neutrality objective. Convergence towards these targets represents a requirement in the definition of all policy objective such as a revised ESR.

Interaction between the Effort Sharing Regulation and the Land Use, Land Use Change and Forestry (LULUCF) Regulation

EU climate policy covers emissions from agricultural activities under both the Effort Sharing Regulation and the LULUCF Regulation. There is some flexibility between these two Regulations: if a Member State generates LULUCF credits, it may use them to achieve its Effort Sharing target more easily. The possibility to use this flexibility is larger for Member States, with larger agricultural emissions, in recognition that for these Member States it may be more difficult to achieve their national climate targets. There is a parallel public consultation ongoing on the revision of the LULUCF regulation and stakeholders are invited to share their views under the LULUCF consultation as well.

13.- The EU will need to remove a substantial amount of GHG from the atmosphere to achieve its objective of climate neutrality by 2050. Reaching this level of carbon removals needs a strengthening of the EU natural sink beyond its current level (about 264 million tonnes CO₂ equivalent in 2018). A current incentive is the possibility for Member States to generate LULUCF credits, through stringent accounting rules, that can be used to achieve their Effort Sharing target. At the same time, there is an obligation to compensate any net LULUCF debits by increased reductions in sectors covered by the Effort Sharing Regulation. What is your view on how LULUCF should interact under the Effort Sharing Regulation?

Please indicate to what extent you agree with the following statements (scale from -2 (strongly disagree) to 0 (indifferent/no view) and to +2 (strongly agree)).

Not all statements have to be rated.

	-2	-1	0	+1	+2
The current regulatory framework includes a LULUCF flexibility for compliance of an EU-wide maximum of approximately 26,2 million tonnes per year over 10 years based on LULUCF credits at Member State level. Alternatively, Member States must also compensate any LULUCF debits with additional reductions in sectors covered by the Effort Sharing Regulation. This level of flexibility is appropriate and should be kept as such.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

If targets under the Effort Sharing are increased, also the maximum allowed amount of credits under the LULUCF flexibility at Member State level should be increased to strengthen incentives for carbon removals.



14.- How should the ESR contribute to the design of the architecture of EU climate policy when it comes to agriculture?

- Continue to include agricultural non-CO₂ emissions under the Effort Sharing Regulation; continue to allow for the use of LULUCF credits in the Effort Sharing Regulation up to the current limit and to compensate LULUCF debits with additional reductions in sectors covered by the Effort Sharing Regulation.
- Continue to include agricultural non-CO₂ emissions under the Effort Sharing Regulation and to compensate LULUCF debits with additional reductions in sectors covered by the Effort Sharing Regulation; increase the possibility to effectively use LULUCF credits in the Effort Sharing Regulation independent of a change to Effort Sharing Regulation target levels.
- Continue to include non-CO₂ agricultural emissions under the Effort Sharing Regulation and to compensate LULUCF debits with additional reductions in sectors covered by the Effort Sharing Regulation; increase the possibility to use LULUCF credits in the Effort Sharing Regulation, in case Effort Sharing Regulation targets are increased.
- Exclude emissions from agriculture from the ESR and regulate them elsewhere.
- Other

Flexibility mechanisms

As indicated in the impact assessment accompanying Europe's 2030 climate ambition step-up, the achievement of the national targets under the Effort Sharing Regulation will require continued strengthening of policies or the use of flexibility mechanisms in a number of Member States. There is a parallel public consultation ongoing on the revision of the EU ETS Directive and stakeholders are invited to share their views under the EU ETS consultation as well.

15.- If you consider that flexibility mechanisms should be enhanced to achieve the increased 2030 climate ambition, which flexibility instrument(s) would you select?

Multiple answers allowed

- Flexibility with the EU ETS.
- Flexibility with the land use sector.
- Flexibility over time (banking), depicted in article 5 of the [Effort Sharing Regulation](#).

- Flexibility over time (borrowing), depicted in article 5 of the [Effort Sharing Regulation](#).
- Flexibility between countries (transfer of annual emission allocations).
- Don't have an answer.

Please elaborate on your reply (if possible)

1000 character(s) maximum

16.- As regards the flexibility to use a limited number of ETS allowances for compliance with the national target under the Effort Sharing Regulation, what would be the statement that best reflects your opinion?

Please indicate to what extent you agree with the following statements (scale from -2 (strongly disagree) to 0 (indifferent/no view) and to +2 (strongly agree)).

Not all statements have to be rated.

	-2	-1	0	+1	+2
The current limited ETS flexibility for some Member States remains appropriate even with increased targets.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
With an extended ETS, the ETS flexibility should be abolished or reduced, in particular if the scope of the ESR is reduced.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
In case of increased Effort Sharing Regulation targets, the ETS flexibility should be made accessible to all Member States.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The ETS flexibility should only be applicable for ETS allowances originating from the EU ETS, not for allowances from sectors in transitional ETS arrangements.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Monitoring, reporting and compliance

The Effort Sharing emissions are determined by the following calculation: Effort Sharing emissions = total GHG emissions - according to EU scope for UNFCCC- (excluding LULUCF and international aviation) minus domestic aviation CO₂ emissions minus stationary ETS emissions.

A strong monitoring and compliance system has been put in place to monitor Member States' action and help them take corrective measures if they fail to meet their targets under the Effort Sharing legislation. Under the Governance Regulation, Member States have to report on their GHG annual emissions and projected progress towards meeting their 2030 target and annual emission limits in 2021-2030, as well as information on planned additional national policies and measures to meet their commitments. The Commission evaluates and reports annually on Member States' progress towards achieving the targets and also performs a comprehensive review of Member States' annual emissions reports and a compliance check every 5 years, aligning the ESR with the 5-year review cycle set out in the Paris Agreement.

On the other hand, the annual procedure of monitoring, reporting and verification (MRV), together with all the associated processes, is known as the ETS compliance cycle. Every year, operators must submit an

emissions report. An accredited verifier must verify the data for a given year by 31 March of the following year. Once verified, operators must surrender the equivalent number of allowances by 30 April of that year. In light of the phase 4 (2021-2030) revision of the EU ETS, the regulation on monitoring and reporting and the regulation on verification and accreditation are currently under review.

17.- In your view, in case of some emissions being included in both the Effort Sharing Regulation and the Emission Trading System scope, what implications would that have for monitoring and compliance, and how could they best be addressed?

1000 character(s) maximum

18.- In your view, are there sufficient incentives for Member States to comply with increased Effort Sharing Regulation targets in order to ensure that the increased 2030 climate ambition is realised?

- Yes
- No
- Don't have an answer

Final remarks

19.- Finally, are any additional important elements to be further reflected in view of the contemplated changes to the Effort Sharing Regulation and the overall climate policy architecture to deliver the increased 2030 climate ambition?

- Yes
- No

If yes, please provide your additional remarks.

1000 character(s) maximum

While sectoral performance discrepancies should be urgently addressed, the ESR as a whole has been effective, and is one of the few legislations left where Member States have mandatory targets to achieve, and could likely deliver more emissions reductions with higher targets in line with the raised EU ambitions. The current sectoral distribution of both ETS and ESR should be maintained, as the European Commission has not provided any supporting element justifying this change from a climate point of view. The ETS is not compatible with the carbon abatement cost of road transport and a separate ETS would require certain framework conditions which are yet to be met. In light of these elements, the ESR represents a safety net that the EU cannot phase out without good reason. Only relying on the ETS would unfairly shift the burden on certain sectors and create distributional concerns between and within Member States.

Should you wish to provide additional information (for example a position paper) or raise specific points not covered by the questionnaire, you can upload your additional document here.

Please note that the uploaded document will be published alongside your response to the questionnaire which is the essential input to this public consultation. The document is an optional complement and serves as additional background reading to better understand your position.

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