

NEWS FROM BRUSSELS 26/2022

Fit for 55: Council agrees on higher targets for renewables and energy efficiency

On 27 June, the Council adopted its negotiating positions (general approaches) on two legislative proposals concerning the energy aspects under the 'Fit for 55' package: the renewable energies directive and the energy efficiency directive. The Council agreed to set a binding EU-level target of 40% of energy from renewable sources in the overall energy mix by 2030. Regarding the sub-targets for transport, the Council introduced the possibility for member states to choose between (1) a binding target of 13% greenhouse gas intensity reduction in transport by 2030 and (2) a binding target of at least 29 % renewable energy within the final consumption of energy in the transport sector by 2030: ["Fit for 55": Council agrees on higher targets for renewables and energy efficiency - Consilium \(europa.eu\)](#)

Fit for 55: Council adopts common positions on ETS and CO2 performance standards

On 29 June, the Council agreed on the general approaches for five legislative proposals in the framework of "Fit for 55": it adopted a common position on the EU emissions trading system (EU ETS), effort-sharing between member states in non-ETS sectors (ESR), emissions and removals from land use, land-use change and forestry (LULUCF), the creation of a social climate fund (SCF) and new CO2 emission performance standards for cars and vans. The reduction targets for the latter are now in line with the Commission proposal, corresponding to 15 % in 2025, 55 % for cars and vans in 2030 and 100 % in 2035. The German government insisted on a paragraph calling the Commission to present a proposal that would allow new E-fuel powered cars to still be put on the market after 2035.

For ETS, the Council agreed to keep the overall ambition of 61 % of emissions reductions by 2030 in the sectors covered by the EU ETS. The Council also agreed to a one-off reduction of the overall emissions ceiling by 117 million allowances ("re-basing") and to the increase in the annual reduction rate of the cap by 4,2% per year ("linear reduction factor"): [Fit for 55 package: Council reaches general approaches relating to emissions reductions and their social impacts - Consilium \(europa.eu\)](#)

Czech EU Council Presidency begins

On 1 July, the Czech EU Council Presidency officially started. The priorities are centred around the Ukraine crisis (integration of refugees and military/political support to Ukraine), healthcare, energy security and transatlantic cooperation: [Priorities \(europa.eu\)](#)

European Parliament exchanges on REPowerEU

On 27 June, the TRAN Committee in the EU Parliament exchanged on the Commission's REPowerEU plan and discussed the impact on the transport sector. The main topics of the discussion concerned reducing energy imports from Russia, the diversification of oil and gas provision as well as possibilities to save energy in winter. The Commission also informed about the increased importance of hydrogen in order to become independent from Russian energy imports by 2027: [European Parliament Multimedia Centre \(europa.eu\)](#)

European Committee of Regions (CoR) introduces Automotive Regions Alliance

On 30 June, the Automotive Regions Alliance, an initiative of the CoR, was launched. It is a political network of regions engaged for the successful transition of the European automotive and supply industry. It aims at bringing together regions with a strong automotive and supply sector that want to play an active role in the decarbonisation of the transport sector and contribute to the objectives of the Green Deal while strengthening regional industrial ecosystems: [Automotive Regions Alliance \(europa.eu\)](https://europa.eu)

The Alliance of European Car Dealers and Repairers (AECDR) represents and promotes the interests of 57,500 franchised dealers and authorised repairers. In total these companies employ 1.175,000 people.