**Europos Komisijos parengtas Direktyvų keitimo paketas “FIT for 55” (TINKAMAS 55-iems)**

*Europos Komisija pradeda įgyvendinti naują klimato tikslą – 2030 metais 55% sumažinti “šiltnamio efektą sukeliančių dujų” (ŠESD) emisiją (lyginant su 1990 metais). Tam Komisija parengs 12 teisės aktų (Direktyvų) keitimus. Jų sąrašas žemiau. Paryškinta juodai yra ypač verslui aktualios Direktyvos, kurioms didelį dėmesį skirs Eurochambres.*

* **Reform of the EU Emissions Trading System (EUETS)**
* **Creation of a Carbon border adjustment mechanism (CBAM)**
* **Review of the Effort Sharing Regulation (ESR)**
* **Amendment of the Renewable Energy Directive (RED)**
* **Amendment of the Energy Efficiency Directive (EED)**
* **Amendment of the Energy Taxation Directive (ETD)**
* ReFuelEU Aviation – sustainable aviation fuels
* FuelEU Maritime – green European maritime space
* Revision of the Directive on deployment of the alternative fuels infrastructure
* Amendment of the Regulation setting CO2 emission standards for cars and vans
* Revision of the Regulation on the inclusion of greenhouse gas emissions and removals from land use, land use change and forestry (LULUCF)
* Climate Action Social Fund

Iš šių 12 Direktyvų svarbiausios turėtų būti pirmoji (EU ETS) ir naujai kuriamas CBAM mechanizmas.

**Review and extension of the EU Emission Trading System (EU ETS); Peržiūra ir išplėtimas ES Prekybos Emisijomis Sistema**

One major undertaking is the overhaul of the ETS, which is a market-based mechanism to price carbon. So far it has covered around 10.000 installations in the power sector and manufacturing industry, as well as commercial aviation within the EEA (intra-EU flights). The current scheme covers around 40% of total EUs GHG emissions, the remaining 60% being covered by the Effort Sharing Regulation.

The reviewed legislative proposal foresees the inclusion of the maritime sector and applicability for the aviation sector, as well as the establishment of a separate ETS for covering emissions from buildings and road transport.

To tackle potential social impact of the new ETS and avoid disproportional increases in prices for most vulnerable households (possibly resulting from passed on costs and therefore higher fuel prices or heating bills) the Commission proposes to create a new Climate Action Social Fund, which should be partly funded by the revenues of the new ETS.

Key changes:

**Inclusion of the maritime sector**

* The maritime sector is included in the existing ETS (new activity in Annex I “maritime transport”), applying to intra-EU voyages, half of the emissions from extra-EU voyages and emissions occurring at berth in an EU port
* Same rules as in existing ETS should apply with regard to auctioning, the transfer, surrender and cancellation of allowances, penalties and registries
* Shipping companies shall surrender allowances to the following schedule:
* 20% of verified emissions reported for 2023; (not surrendered allowances to be cancelled)
* 45% of verified emissions reported for 2024; (not surrendered allowances to be cancelled)
* 70% of verified emissions reported for 2025; (not surrendered allowances to be cancelled)
* 100% of verified emissions as of 2026 and each year thereafter
* Nor surrendered number of allowances should be cancelled during 2023-2025

**Foreseen changes in the general ambition level of the existing ETS (incl. maritime):**

-         The linear reduction factor of Union-wide quantity of allowances shall be increased to 4.2% from the year following the entry into force (Since 2021 the LRF was set at 2.2%)

-         one-off downward adjustment of cap (to be determined depending on year of entry into force)

**Auctioning revenues use & modernisation fund**

* All of the revenues generated from the auctioning of allowances (57% of total allowances) shall be used for climate-related purposes (so far this was only foreseen for 50%)
* Proposal foresees additional 2.5% of total allowances revenues for the modernization fund (so far already 2% were used that way)
* No support to investments in energy generation facilities related to any fossil fuel (former only referred to “solid fossil fuels”)
* More prominence to renewable sources and energy efficiency investments in transport, buildings, waste and agriculture

**Benchmark values** (performance of 10% most efficient installations in a sector)

-         From 2026 the maximum annual reduction rate shall be changed from 1.6 to 2.5% per year, which means that the benchmark value might become stricter each year

**Free allocation conditionality**

For the current regulation in place, sectors that are deemed to be at risk of carbon leakage are allocated 100% allowances free of charge till 2030. Other sectors are allocated 30% free allowances which shall decrease from 2026 on to reach 0% by 2030.

* Installations covered by the EED obligations to conduct an Energy Audit will be required to implement recommendations of the audit report or alternatives to cut equivalent amount of GHG emissions (otherwise free allocation will be reduced by 25%)
* Sectors and subsectors covered by the CBAM should not receive free allocation as from the date of application of the CBAM. A transitional period is established to allow producers, importers and traders to adjust to the new regime, with a gradual reduction of free allocation as the CBAM is phased in. Rules are also established on the calculation of the final amount to deduct from the free allocation to be auctioned.
	+ A factor reducing the free allocation for the production of these products shall be applied (CBAM factor). The CBAM factor shall be equal to 100 % for the period during the entry into force of [CBAM regulation] and the end of 2025, 90 % in 2026 and shall be reduced by 10 percentage points each year to reach 0 % by the tenth year.

**ETS for road transport and buildings**

* Separate trading scheme for building and road transport from 2025 (during first year report their emissions for year 2024 and 2025)
* Issuance of allowances and surrender only from 2026
* Emission cap will be based on data collected under ESR & ambition level and decrease to reach emission reductions of 43 % in 2030 compared to 2005 for the sectors of buildings and road transport
* Corresponding LRF of 5.15 %
* Regulated activity: release for consumption of fuels (used for combustion in road transport and buildings) – upstream system: Distributor will have to buy emission allowances
* No free allocation
* Auctioning shall start in 2026 with a volume corresponding to 130% of the auction volume for 2026 + a Market Stability Reserve with holdings of 600 million allowances is created, which shall allow for a smooth start
* Contribution to Innovation Fund: 150 million allowances, to stimulate the green transition
* Generated revenues shall be partly used to address social aspects of the new ETS
* Monitoring, reporting and verification aligned with the existing one for stationary sources
* Review clause: the EC will propose a review by 1/1/2028

**Market Stability Reserve (MSR)**

* The MSR will become stricter, more free allowances will be taken out and cancelled, the threshold for this to happen will be reduced

**Carbon Contracts for Difference (CCfDs)**

* The scope of the Innovation Fund is extended to provide support to projects in the form of price-competitive tendering support such as CCfDs (innovation fund is increased by 50 million allowances)
* Project-based CCfDs offer the EU the opportunity to guarantee investors in innovative climate-friendly technologies a fixed price that rewards CO2 emission reductions above the current price levels in the EU ETS

**CCU**

-         Surrender obligations do not arise for emissions of CO2 that end up permanently chemically bound in a product so that they do not enter the atmosphere under normal use

**First assessment**

* Significant strengthening planned: The price for carbon will increase further in the next years, due to the strengthened linear reduction factor and the overall reduction of the cap and the strengthening of the MSR. This will put a pressure on affected companies.
* Even more pressure comes from the out-phasing of free allowances in those sectors, that will be covered from the CBAM
* The conditionality of free allowances to the implementation of recommendations from energy audits from the EED (energy efficiency, low-carbon technologies uptake) is critical, industry is in many cases already very efficient, taking more measures to become even more energy-efficient might come at high cost. Furthermore, MS start with different conditions to invest in low-carbon technologies, some have high amounts of offshore energy available, others are more advanced on H2
* CCfDs: Side effects weakening existing climate policy instruments such as the EU ETS should be considered in the design of such support measures and be limited as much as possible

**Carbon Border Adjustment Mechanism Regulation (CO2 sienos kirtimo priderinimo mechanizmas)**

The Carbon border adjustment mechanism is the Commission’s new instrument to prevent Carbon Leakage (the relocation of production from Europe to third countries, with less stringent environmental rules).

Key points:

* Imports of goods (Annex I) would be subject to a price for embedded emissions (=direct emissions from the production process of goods), reflecting the costs that the EU imposes on domestic producers under its emissions trading system (ETS).
* The mechanism “will progressively become an alternative” to the free allowances currently in place to avoid Carbon Leakage (see phase-out plan under ETS)
* At the beginning the following sub-sectors would be covered: electricity, iron & steel, cement, aluminium and some fertilisers (but could be extended to cover additional sectors in the future)
* Countries might be exempted if
	+ the EU ETS applies to that country
	+ agreement concluded btw that country and Union fully linking the EU ETS and 3rd country emission trading system
	+ countries outside the scope of this regulation (Annex II): Iceland, Liechtenstein, Norway, Switzerland (might be adapted by implementing act)
* Only “authorised declarants” shall be able to make importation to the customs territory of the Union. Declarants must apply for authorisation to the competent authority at the place where it is established (exemption for electricity imports)
	+ Each authorised declarant shall submit by 31 May each year a CBAM declaration to the competent authority (total quantity of goods in tonnes/MWh, total embedded emissions, corresponding number of CBAM certificates to be surrendered) + surrender corresponding CBAM certificates (certain penalties if not compliant)
	+ Embedded emissions shall be determined as actual emissions (or if not possible by reference to default values, which are set by the Commission at level corresponding to the emissions of the 10% worst performing installations in the EU – incentive to measure actual emissions)
	+ The embedded emissions must be verified by an accredited verifier
	+ Authorised declarant might ask for reduction in number of CBAM certificates in proportion to a carbon price paid in country of origin by submitting the necessary information and verifications
* Each MS designates the competent authority to carry out obligations under this Regulation
	+ They shall set up a national registry of authorised declarants
	+ They sell CBAM certificates to authorised declarants in that MS
* The Commission
	+ shall act as central administrator for the processes relating to CBAM certificates (purchase, holding, surrender, re-purchase, cancellation)
	+ calculates the CBAM price for each calendar week
	+ establish a central database accessible to public containing installations of third countries (see next bullet point)
* Third country installations can register to CBAM Registry, confirming their embedded emissions in goods produced (authorised declarant can then go on with this information without further verification)
* Not in the articles themselves: CBAM revenues will finance the implementation costs and “generate new own resources for the EU”
* 3 years transitional period (from 1/1/2023-31/12/2025) after entering into force of the Regulation
	+ During which CBAM applies as a reporting obligation on declarants, aimed at collecting data and raising awareness among declarants
	+ Declarants will have to report on quarterly basis (CBAM report) containing information og goods imported
	+ By the end of the transitional period, the Commission shall present report with possible uptake of indirect emissions (=electricity used to produce a product) in embedded emissions and the extension to other goods
* The Commission will implement a whole bunch of implementing acts to specify various details of the Regulation

**First assessment & open questions**

* The new regulation would definitely introduce a large amount of additional administrative burden and costs for importers – due to the need of importers’ authorisation, third-party verification of emissions, purchase and surrender of certificates. (this burden would likewise apply to importers from jurisdictions where carbon pricing applies, as they still need to go through the authorisation procedure, even though they do not have to purchase and surrender any CBAM certificates because the carbon price has already been paid in the country of origin)
* It also raises a number of questions on the impact on
	+ small and medium sized importers: for new and smaller businesses the regulation states that companies less than 2 years old seeking import authorisation, will have to provide a guarantee proving they are able to cover the predicted cost of purchasing CBAM certificates; they have less resources to professionally certify carbon content – might be more likely ending up using the default values, which are less favourable
	+ developing countries
	+ the UK
	+ exports from European businesses to other countries, which would have to pay the CO2 price, lowering their competitiveness on global markets because others do not have to pay these costs
* It remains to be seen how third countries, which will be affected to varying degrees, will react to the proposal, as well as whether ECH's strongly demanded global actions will result in improvements in that regard.

A **good summary** can be found here: <https://www.cer.eu/sites/default/files/insight_CBAM_EC_SL_5.7.21.pdf>

Please find [here](https://www.eurochambres.eu/wp-content/uploads/2020/11/201113_EUROCHAMBRES-Position-Paper-on-the-New-Trade-Strategy.pdf) the ECH position on CBAM in the context of the New Trade Strategy from November 2020

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**Renewable Energy Directive (RED); Atsinaujinančios Energijos Direktyva**

The RED performs two main roles: defining what energy sources are regarded as ‘renewable’ and determining binding targets for renewables in Europe’s energy mix.

The Commission foresees a series of amendments in this area.

* A definition on renewable hydrogen is delivered
* The **overall target** for renewable energy in the Union’s gross final energy consumption by 2030 is increased to **at least 40%** (from at least 32%)
* Introduction of stronger provisions to minimise distortive effects on the biomass raw material market resulting from support schemes, and to avoid supporting certain raw materials for energy production in line with the cascading principle + obligation to phase out support for electricity production from biomass from 2026 (some exceptions)
* Obligation of MS to establish framework to enable deployment of renewable electricity, supporting the uptake of renewable power purchase agreements; this framework shall tackle remaining barriers related to permitting procedures
* Art 7 RED II on calculation method is updated:
	+ energy from renewable fuels of non-biological origin (eg H2) must be accounted in the sector in which it is consumed (electricity, heating and cooling or transport), and
	+ the renewable electricity used to produce renewable fuels of non-biological origin is not included in the calculation of the gross final consumption of electricity from renewable sources in the Member State
	+  H2 production was former counted towards the electricity sector, now it will be counted towards the sector, where it is consumed
* MS are obliged to establish at least 1 cross border pilot project within 3 years (by end of 2025)
* **New/adopted targets:**
	+ Indicative target for renewables in building sector in 2030 of 49% (in line with provisions of EPBD + link to efficient district and heating and cooling systems as newly defined in EED recast)
		- Public buildings shall fulfil exemplary role
		- MS may provide for the roofs of public or mixed private-public buildings to be used by third parties for renewable installations
	+ Indicative target of annual increase of renewable energy of 1.1% for industry + binding target of renewable h2 of 50% of total H2 used as feedstock or energy carrier in industry by 2030
	+ Industrial products that are labelled as green, shall indicate the % of renewable energy following a common EU-wide methodology
	+ 1.1% annual increase in heating and cooling becomes binding + MS required to carry out assessment of their potential of energy from renewable sources and use of waste heat and cold in the heating and cooling sector
	+ 2.1% of energy from renewables and waste heat and cold in district heating and cooling indicative (former 1%)
	+ The ambition level of renewables in transport is increased by setting a 13% GHG intensity reduction target + increase sub-target for advanced biofuels from at least 0.2% in 2022 to 0.5% in 2025 and 2.2% in 2030 + new 2.6% sub-target for RFNBOs (renewable fuels of non-biological origin)
* Adjusted paragraphs to fight shortage of qualified installers of renewable heating and cooling systems
* MS shall now ensure the issuance of guarantees of origin (GO) also for producers that received financial support (links to changes related to PPA)
* MS are required to develop efficient DHC where relevant to promote heating and cooling from RES
* Some new requirements to facilitate system integration of renewable electricity
* Multipliers associated to certain renewable fuels and renewable electricity used in transport are removed
* Several adaptations on the current sustainability criteria for biofuels, bioliquids and biomass fuels

**First assessment**

* Stricter overall goal and several new sectoral targets will be very challenging to reach
* Industry is covered by the ETS and thus already obliged to take measures - additional targets seem excessive
* Positive to try to tackle permitting procedures and uptake of PPA - depend on national implementation

**Energy Efficiency Directive (EED); Energijos Efektyvumo Direktyva**

Last revised in 2018, the EED aims to achieve savings of at least 32.5% by 2030. This Union-wide target is currently non-binding but the Commission proposes to make it a legal obligation.

At the same time it intends to maintain indicative national energy efficiency targets for 2030.

Key changes

* MS shall collectively ensure a reduction of energy consumption of at least 9% (was not binding before)
	+ Change in accounting! The reference Scenario used is now 2020 (2020 Reference Scenario projections for 2030), and not anymore the 2007 (2007 Reference Scenario projections for 2030)
	+ Expressed as with the former calculation method it corresponds to a reduction of 36% for final and 39% for primary energy consumption
	+ The 9% reflect additional efforts necessary compared to the ones in place or indicated in the NECPs
* National contributions remain indicative (strong opposition by majority of MS), but benchmarks and new delivery gap mechanisms are proposed (…)
* Art 3 enshrines the Energy Efficiency First principle into EU law. It shall become a guiding principle of the EU energy policy and be taken into account across all sectors, also the financial sector
* The public sector shall take on a leading role
	+ Art 5 introduces the obligation on the public sector to reduce its energy consumption of all public bodies by 1.7% each year
	+ Art 6 broadens the scope of the renovation obligation (currently at 3% per year) to at least 3% to all public bodies at all administration levels and in all sectors of public bodies’ activities (including healthcare, education, etc. where buildings are owned by public bodies); those public buildings should at least be transformed into nearly-zero-energy buildings
	+ Art 7 strengthens public procurement provisions, obliging all administrative levels to take into account the energy efficiency first principle, removing conditionalities with regard to cost-effectiveness, technical and economic feasibility. MS may even require public bodies to consider wider sustainability, social, environmental and circular economy aspects
* MS shall achieve annual energy savings of at least 0.8% from 2021-2023 and 1.5% from 2024-2030 (no more exemption for Cyprus and Malta during that period) as well as 1.5% for a ten-year-period after that
	+ MS can achieve these reductions either by establishing an energy efficiency obligation scheme (Art 9) or by adopting alternative policy measures (Art 10) or a combination of both
	+ Measures shall specifically alleviate energy poverty
	+ Measures to achieve the energy savings and calculations shall be described in the NECPs and related update reports
	+ Where the Commission concludes that measures of all MS do not ensure the achievement of the required amount of end-use energy savings, it may issue recommendations to MS whose policy measures it deems insufficient
* Energy efficiency obligation scheme (Art 9):
	+ Transmission system operators are newly introduced as potential obligated parties (in addition to energy distributors, retail energy sales companies, transport fuel distributors, etc.) – MS may require obligated parties to achieve an amount of energy savings among vulnerable customers
	+ Energy savings from policy measures regarding the use of direct fossil fuel combustion technologies & reduction of energy use through measures under the ETS cannot be counted towards the fulfilment of the energy savings obligation
* Art 11: Energy management systems and energy audits
	+ Shifts criteria for implementation of energy management system or energy audit from the type of enterprise to the levels of energy consumption (so far big companies were obliged even though there energy consumption might has been very low)
		- >100TJ consumption  energy mgmt. system
		- >10TJ consumption  energy audit
		- SMEs and non-SMEs that are not subject to this obligation shall be encouraged to still implement these measures
	+ Data centers are obliged to monitor their energy performance
	+ Enterprises implementing an energy performance contract shall be exempted from the obligations
* A whole new Chapter IV on consumer information and empowerment referring to protection of consumers, provision of information,
	+ MS are obliged to implement energy efficiency improvement measures as a priority among vulnerable consumers
* Art 23 & 24 introduce minimum requirements for efficient district heating and cooling systems (gradually increasing), broader cost-benefit requirements and obligations on reuse of waste heat

**First assessment**

* Increased overall target will result in further measures on national level and even harder to reach, especially in already highly energy-efficient industry
* Stronger focus on the public sector is positive
* Energy Efficiency first principle might not always make sense, the overall goal should be the reduction of GHG emissions: eg a company might need to invest in new technology to decarbonise a production process, which might result in higher energy demand
* The change in criteria concerning the implementation of energy management systems or energy audits from company type to energy consumption might be positive

**Effort Sharing Regulation (ESR); Pastangų Pasidalijimo Reguliavimas, reguliuojantis valstybėms apie 60% visos Europos Šiltnamio efektą sukeliančių dujų reguliavimą**

The ERS currently covers around 60% of EUs total GHG emissions and sets binding targets for each EU country, depending on their GDP.

The Commission yesterday also presented a proposal for a revision of the ESR, which covers sectors not (yet) covered by the ETS: agriculture, road transport, waste, buildings.

Key points:

* The overall target of the Regulation is increased from 30% to 40% of reduction of GHG emissions by 2030 (compared to 2005)
* Accordingly, MS contributions to that target are updated in Article 4 (+Annex I)
* The proposal introduces limited adjustments to certain flexibility mechanisms
* Some updated provisions concerning the interlinkage with LULUCF
* A voluntary additional reserve (formed by unused LULUCF credits at the end of 2030) is set up to be used by MS for compliance with the new ESR targets, only by 2030, and only if the overall reduction of 55% is reached (for MS that may have difficulties coping with more stringent targets)
* Most of structure and scope stay the same, which means that buildings and road transport will now be covered under the newly introduced ETS and under the ESR. This is being justified as especially the road transport sector has so far contributed relatively little to the achievement of the goals. The Commission furthermore says that these are sectors where incentives of a carbon price need to be complemented by action by public authorities, citing for example the need for public investment in infrastructure, support for the purchase of zero-emission vehicles or the promotion of energy efficiency in buildings
* The new goals shall be binding from 2023; a review was announced for 2025, to adapt the yearly reduction target for 2026-2030

**First Assessment**

* Double coverage of buildings and transport sector was always refused by Chambers, how this will ultimately work together needs to be seen

**Energy Taxation Directive (ETD); Energijos Apmokestinimo Direktyva**

Another file revised by the Commissions within the whole package is the ETD, which has remained unchanged since 2003, which made an update necessary, also in order to support the development of renewable and low-carbon energy. Furthermore, the Commission intends to put an end to incentives for the use of fossil fuels by abolishing the existing tax exemptions. Under the current system, oil and gas is taxed less than electricity, something that will need to change since the electrification of buildings, transport and industry is a key pillar of the green transition.

Key points:

* The review shall phase-out support for fossil fuels
* Co2 neutral energy carriers shall be exempted from levies
* The new proposal foresees a new definition of the tax base from 1/1/2023, based on the energy content (expressed in €/GJ) of energy products and electricity and not volumes consumed
* This comes together with a new ranking system: fuels will be classified according to their energy content and environmental performance (MS will have to tax most polluting fuels the most) – categories descendant:
	+ conventional fossil fuels, such as diesel and petrol, and non-sustainable biofuels
	+ fuels such as natural gas and non-biological non-renewable fuels which, although fossil-based, can still lend support to decarbonisation in the short to medium term (after transitional period will be taxed as conventional fossil fuels)
	+ sustainable but not advanced biofuels
	+ electricity (regardless of use), advanced sustainable biofuels and biogas, and non-biological renewable fuels such as renewable hydrogen (also includes low-carbon hydrogen and related fuels for a transitional period of 10 years)
	+ In order to encourage the use of cleaner energy in the aviation and maritime sectors, sustainable and alternative fuels will benefit from a minimum zero tax rate for a transitional period of 10 years when used for aviation and maritime navigation
* Current minimum rates were set in 2003 and had never been updated; They will now be indexed to inflation each year
* The scope is extended
	+ to include energy products or uses of energy that were previously outside the EU tax framework, such as mineralogical processes
	+ national exemptions for polluting fuels are removed, such as diesel in agriculture, and tax breaks for fossil fuels in energy-intensive industries will be ended
	+ paraffin used as fuel in the aviation industry and heavy fuel oil used in the maritime industry will no longer be fully exempt from taxation for intra-EU travel
	+ application of reduced rates is streamlined, leaving less room for MS to set rates below the minimum (except for clean energies)
* the text provides for some provisions to support low-income households
* The reviewed energy taxation rules shall apply step by step over a period of 10 years, starting in 2023
* The legislative proposal will have to be adopted by unanimity of the MS in the Council

**Social Climate Fund; Socialinis Klimato Fondas**

To smooth out social impacts of announced inclusion of buildings and road transport in the new ETS, the Commission proposes a Social Climate Fund.

Key points:

* The Fund will aim to make funding available to MS to provide temporary support for investments to reduce their dependence on fossil fuels in buildings and road transport, and to tackle energy poverty for the most vulnerable households, but also for the **most vulnerable SMEs and micro-enterprises**.
* The Fund will be financed from the revenues generated by the future ETS for the building and road transport sectors (25% foreseen), which will enter into force at the same time as the Fund
* It will run from 2025 to 2032 based on the 2021-2027 Multiannual Financial Framework and own resources.
* The proposal would ask MS to contribute at least 50% of the total estimated cost of the plan. Each MS will have to draw up a social climate plan by the end of 2024, similar to what has been done in the framework of *Next Generation EU*. These plans will then be analysed by the Commission. If the plan is rejected, the MS concerned will have to submit a new version
* It should raise €72.2 billion in current prices (or €144.4 billion with national co-financing) according to Commission’s calculation
* The calculation method for allocating funds between Member States is based on a series of criteria, including:
* the share of the population at risk of poverty living in rural areas
* carbon dioxide emissions from fuel combustion by households
* the % of households at risk of poverty with bill arrears
* total population;
* the MS’s GNI per capita
* According to this distribution key, Poland should receive €12.7 billion, followed by France (€8 billion), Spain (€7.6 billion) and Germany (€5.9 billion). On the contrary, Malta should receive only €5.1 million.
* Many concerns (from ENVI chair, trade unions) are raised about the social consequences of inclusion of road transport and buildings in an ETS.

**First assessment:**

* The inclusion of most vulnerable SMEs and micro-enterprises in the Social Fund might be positive

**Nuorodos į dokumentus, Direktyvas. Klausimai – atsakymai; Santraukos**

[**Here**](https://ec.europa.eu/info/strategy/priorities-2019-2024/european-green-deal/delivering-european-green-deal_en) **you find all the published documents and legislative files.**

**And** [**here**](https://www.euractiv.com/section/energy-environment/news/europes-fit-for-55-climate-package-what-to-expect/) **a nice & short overview**

**Another interesting link** [**here**](https://ec.europa.eu/commission/presscorner/detail/en/ip_21_3541)(find Q&A documents, factsheets on the various files, as well as the flyer “Delivering the European Green Deal“)

Europos Komisija paskelbdama Direktyvų keitimo paketą padarė tokį keitimų pristatymą:

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| The Fit for 55 package consists of a set of inter-connected proposals, which all drive towardsthe same goal of ensuring a fair, competitive and green transition by 2030 and beyond. Wherepossible existing legislation is made more ambitious and where needed new proposals are puton the table. Overall, the package strengthens eight existing pieces of legislation and presentsfive new initiatives, across a range policy areas and economic sectors: climate, energy andfuels, transport, buildings, land use and forestry. |
| The legislative proposals are backed by impact assessment analysis, which takes into accountthe interconnection of the overall package. The analysis shows that an over-reliance onstrengthened regulatory policies would lead to unnecessarily high economic burdens, whilecarbon pricing alone would not overcome persistent market failures and non-market barriers.The chosen policy mix is therefore a careful balance between pricing, targets, standards andsupport measures |
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