



# European Green Deal

ETf guide to European Commission's  
European Green Deal initiatives



(...) 'to transform the EU into a fair and prosperous society, with a modern, resource-efficient and competitive economy where there are no net emissions of greenhouse gases in 2050 and where economic growth is decoupled from resource use'.

# European Green Deal Initiatives

## Governance

- European Climate Pact
- European Climate Law
- Strategy for Sustainable and Smart Mobility
- Revision of the Effort Sharing Regulation
- Review of the Alternative Fuels Infrastructure Directive
- New EU Strategy on Adaptation to Climate Change

## Modal Shift

- European Year of Rail (2021)
- Review of the Combined Transport Directive

## Taxation & Charges

- Revision of the Emission Trading System Directive
- Revision of the Energy Taxation Directive

## Funding

- European Green Deal Investment Plan
- Just Transition Mechanism

# European Climate Law

01

GOVERNANCE



1. Main binding target: climate neutrality in the EU by 2050
2. Target for 2030: currently 40%, might be raised to 50-55% later this year
3. Carbon neutrality to be reached across all sectors
4. EC to review & assess progress (EU, national) every 5 years

## Why it matters

1. The binding nature means that EC and the member states are legally obliged to reach the target
2. All EU policies will have to be aligned with the climate neutrality target

# European Climate Pact

02

GOVERNANCE

1. Aim: to inform, inspire and foster cooperation on all levels of governance and among all stakeholders
2. EC will promote public commitments and support initiatives to boost their impact and inspire further action

## Why it matters

1. Unions are well placed to execute successful awareness raising campaigns among membership
2. Unions can use it to promote the demand for just transition



# European Green Deal Investment Plan

03

FUNDING

1. Investment pillar of EGD, aims to mobilise 1 trillion EUR to transition the EU economy to climate neutrality
2. Large share of resources comes from existing EU funds and are rebranded as part of the Plan

## Why it matters

1. Sustainable transport infrastructure projects are among the targeted investments
2. Unions need to demand that the promises of 1 trillion EUR are kept, as a lot of it depends on national or private sector co-financing

# Just Transition Mechanism

04

FUNDING

1. Part of the EDG investment plan
2. Aim: to support territories facing serious socio-economic challenges arising from the transition towards climate neutrality
3. At least 100 billion EUR (2021-2027)

## Why it matters

1. Transport trans-regional by nature, generally not covered by the proposal
2. On EC's list of regions likely to qualify, the only transport-related activity is the Maltese port sector
3. Potentially, funds available for sustainable transport investments in affected regions



# Strategy for Sustainable and Smart Mobility

05

GOVERNANCE

1. Aim: To set the Commission's priorities for the EU transport sector

2. Guiding principles:

- More sustainable transport system
- Provide EU citizens & businesses with sustainable alternative solutions
- All transport modes to respect polluter-pays principle
- Foster connectivity & access to transport for all

3. To be published in Q4 2020

## Why it matters

1. Will impact situation of transport workers, but the principles do not mention social issues

2. EC is supporting use of digitalisation & automation to answer climate change



# Revision of the Emission Trading System Directive

06

1. A market-based measure that sets a price on carbon emissions in certain industries
2. ETS has been criticised as an inefficient incentive to lower emissions
3. Revision aims at possibly extending the scope to new sectors, e.g. maritime transport

## Why it matters

1. Aviation: Airlines will either need to limit their CO2 emissions or bear higher costs of allowances
2. Maritime Transport: Impact will depend on adopted rules e.g. limiting number of surplus allowances which will influence carbon price, and to what extent sector is included e.g. all or intra-Europe shipping
3. Road: Possibility to be included but perceived by climate NGOs as ineffective measure to lower sectors' emissions as many taxes and levies are already in place



# Revision of the Effort Sharing Regulation

07

GOVERNANCE

1. Aim: to promote emissions reductions in each Member State from sectors not covered by ETS - including transport
2. Current target: achieve 30% emission reduction in non-ETS sectors by 2030 compared to 2005 levels

## Why it matters

1. Revised Regulation may contain higher targets & stronger enforcement measures in transport
2. Member States will have more incentive to implement climate policies to reduce transport needs, promote public transport, and shift away from fossil fuel based transport

# Revision of the Energy Taxation Directive

08

1. Lays down rules for the taxation of energy products used as motor or heating fuels and for electricity
2. Revision aims to review objectives to align taxation of energy products and electricity with EU energy and climate policies and preserve EU single market by updating scope and structure of tax rates, and rationalising use of optional tax exemptions and reductions

## Why it matters

1. Revision could end current tax exemptions for transport modes
2. Dedicated options might be proposed for the aviation and maritime sectors
3. Better internalisation of climate costs and increased level playing field between transport sectors
4. Might have impact on their economic performance



# European Year of Rail (2021)

09

MODAL SHIFT

1. Aim: to promote rail as a sustainable, innovative and safe mode of transport, by reaching a wider public, especially youth
2. Activities: information and promotion, campaigns, events, exhibitions, projects and initiatives at EU, national, regional and local levels.

## Why it matters

Railway trade unions representing workers can use the year to highlight the value of their work and the employment issues that are present in the sector.

# Review of the Combined Transport Directive

10

MODAL SHIFT

1. Current Directive aims to promote combined transport such as road & rail through fiscal incentives, facilitation of procedures
2. Loopholes led to misinterpretations and abuses of rules on posting of workers

## Why it matters

1. Directive was recently revised as part of the Mobility Package, but EC judged the final provisions were not ambitious enough and scrapped the file.
2. New proposal is supposed to provide stronger support for multimodal solutions.



# Review of the Alternative Fuels Infrastructure Directive

11

GOVERNANCE

1. Current Directive requires Member States to develop national policy frameworks for the market development of alternative fuels and their infrastructure
2. Review aims to boost uptake of clean vehicles as original national targets were non-binding and implementation has been slow

## Why it matters

1. If there is an increase in alternative fuels as planned, transport workers will have to familiarise themselves with new fueling methods
2. In case of electric vehicles, issue of charging time might arise

# New EU Strategy on Adaptation to Climate Change

12

1. Current Strategy aims to support the Member States in adjusting to the effects of the climate change, and to ensure that the EU economy is climate resilient.
2. EC will publish a new, more ambitious Strategy compared to that of 2013

## Why it matters

1. Increase in frequency and intensity of extreme weather events can enhance negative impacts on transport infrastructure which can lead to injuries, damages, economic losses, transport disruptions and delays
2. Member States must develop appropriate preventative policies
3. Necessary funding must be allocated to finance climate-resilient infrastructure

# Further information

For further information on the ETF's work about this topic, please consult our [webpage](#) where relevant information will be linked.

