



Questions of Citizens

EMISSION TRADING SCHEME

with Rapporteur Avril Doyle

10 European Countries

CZ, DE, FR, IRL, IT, NL, PT, SL, SW, UK

Contributions to the Forum of www.ourclimate.eu



CZECH REPUBLIC

- ELEC. PRICE- GRADUAL INTRODUCTION OF ENERGY SECTOR

Many Czech citizens are afraid of the new ETS system due to expected increase in electricity and product costs. Is the idea of stepwise introduction acceptable in the case of those Member States whose energy sector is highly coal-dependent?

- ALLOWANCE OWNER

Some people are afraid that emission allowances could be bought out either by the hedge funds or by the state owned funds from some countries (Saudi Arabia, China etc). Do you think that this might be dangerous?

- COMPETITIVENESS – CARBON LEAKAGE

Are there any protective measures expected to sustain the competitiveness of EU products against products originated in those countries in which CO2 emissions are free of charge?

- FINANCIAL CRISIS

What is the expected impact of present financial crisis on the development and introduction of energy-climate package?



FRANCE

- CARBON LEAKAGE – CARBON FOOTPRINT

In order to avoid carbon leakages, is it feasible to tax products entering the EU market that have either a bad carbon footprint or no carbon footprint historic?

- ALUMINIUM SECTOR - COMPETITIVENESS

Considering that aluminium have a key impact on climate change mitigation (light, robust, flexible materials that can be used in car industry or building sector to reduce energy consumption), is it not a contradiction to limit European aluminium industry competitiveness in global economy?

- CARBON TAX – INTERNATIONAL TRADE

Assuming a carbon tax for non-European products, how will the EU deal with international trade regulations?



GERMANY

- CARBON LEAKAGE - TRADING SCHEMES IN THE WORLD

Trade measures to address competitiveness and leakage concerns (such as the border adjustments or free allocations proposed by the European Commission) would weaken the environmental effectiveness of the EU ETS, but may be needed to sustain political support in times of economic crisis. A far better solution, however, would be to persuade other countries (especially those without comparable climate targets) to adopt trading schemes and other climate policies of their own. How can the European Union help in this effort?

- CDM-JI INCLUSION- MONITORING

Why is access to CDM- and JI-projects being restricted for EU ETS participants, even in the event of a successor treaty to the Kyoto Protocol? Would it not be sufficient to ensure that emission reduction projects under these mechanisms are monitored more effectively? And further, why are emissions reductions from sinks projects under JI and the CDM still categorically excluded in the proposed EU ETS amendments, regardless of whether they might find stronger support in a future international climate agreement
post-2012?

- INCLUDE NO2 IN EU ETS

Why is N2O not included in the scope of the EU ETS although it is a potent greenhouse gas and reduction efforts would have several advantages relative to conventional greenhouse gases (e.g. no risk of windfall profits)? In non-Annex I countries, N2O reduction in fertilizer production has proven a highly successful project type, with clearly additional greenhouse gas reductions under the CDM; by contrast, European firms currently have no incentive to reduce N2O domestically, and inclusion in the EU ETS could change that.



IRELAND

- GHG ALLOCATION

Does the Commission propose to allocate GHG emission reductions based on the source sector rather than the end use sector? (That is, if agriculture develops renewable energy strategies such as anaerobic digestion and micro generation then the agriculture sector should receive the GHG emissions reductions and not the energy sector).

- CCS

Why has an unproven technology like CCS been backed in the Commissions plans? How risky is this?

I understand that carbon capture may be necessary where Member States will be unable to transfer to clean energy in a viable time frame to meet emissions targets. Is this the reason why the EU wishes to promote it? or if not, what is the reason?

- AUCTIONING – POWER SECTOR

I am concerned about the proposal that the power sector will be obliged to purchase 100% of its CO2 permits at auction by 2013. Power is a very volatile in international markets yet is an absolute essential for households all over Europe- fuel poverty already looms for many due to the economic crisis and oil shortages. My question is- is there any guarantee that prices will not go through the roof? And if so, will governments have to step in with fuel subsidies, which will need EU approval?

- ELECTRICITY PRICES

How, if at all, will electricity prices be affected by the introduction of auctioning?

- DEAL ON THE PACKAGE

What are the main problems countries like Poland and Italy seem to have?
Will it be possible to reach compromise?



ITALY

- NEW US PRESIDENCY

How could Obama Barack, new president of United State, change the US position on ETS and environmental policy?



SLOVENIA

Remarks

EP/Council

A tougher Emissions Trading Scheme (ETS) as proposed by the ENVI Committee of the European Parliament must uphold. The MEPs must sustain on their positions and should not decay to pressures from the Council of the EU, because the entire integrity of the EU climate change policy (2°C global warming goal) will be undermined.

Focus Association for Sustainable Development

AUCTIONING REVENUES

Supporting the 100% auctioning for the power sector. 50% of auction revenues should go to developing countries and 50% to the European climate change projects in member states (in case of Slovenia project related to energy efficiency and renewable energy sources).

Greenpeace Slovenia

CONCEPT OF ETS

ETS can be viewed as an ideological liberal construct, which does not take into account real interest and limitations, when trying to impose overall emission trading among sectors on global scale. The concept of ETS should derive from inside sector emission trade and should also include other measures such as regulated prices and taxation of energy.

Slovenski E-Forum – Energy Economics and Environment Society



SWEDEN

- PRIVATE TRANSPORTS IN ETS

Possibilities of including the transport sector, including private transports, in the ETS. This will become all the more relevant with the introduction of electrical cars and plug-in-hybrids, since they clearly cannot be charged the same way as other means of car use.

- BIOFUELS - ESD

A Best Practice-approach in the ESD, so that countries leading experiences - such as Sweden's large scale introduction of sustainable biofuels for car use - will systematically be used in the ESD-work.

Mattias Goldmann Swedish Association of Green Motorists



THE UNITED KINGDOM

- EU TARGETS

The 2 degree target requires a much greater level of effort from the EU. The IPCC suggests that to have an 80% or more probability of achieving this target, GHG emissions should be reduced as fast as possible by all sectors in all countries, making the 20%-30% interim target for reductions in emissions by 2020 far too weak. A more appropriate target would be 40% EU-only action and 50% global action. Setting such a target would help to give EU industry a 'first-mover advantage'. Will the MEP's press for such more stringent targets?

Dr Terry Barker, Cambridge Centre for Climate Change Mitigation Research (4CMR), Department of Land Economy, University of Cambridge.

Dr Kevin Anderson, Research Director, Tyndall Centre for Climate Change Research.

- UNEMPLOYMENT- CARBON-FREE SOCIETY

With the substantial unemployment expected in coming years, it now appears that major programmes of decarbonisation of different sectors of the EU and global economies would provide *substantial macroeconomic benefit* in the form of higher GDP and employment, as well as climate and more general environmental benefits, such as reduced air pollution. In addition, the international competitiveness of the EU economy would be strengthened

by the development of low-GHG products and processes, such as market and near-market renewables technologies. With unemployment emerging as a serious problem in EU member States, will MEPs therefore press the European Commission to bring forward urgent measures to decarbonise the EU economies?

Dr Terry Barker, Cambridge Centre for Climate Change Mitigation Research (4CMR), Department of Land Economy, University of Cambridge.

- ECONOMIC CRISIS- ALLOWANCE PRICES

If the global recession develops into a depression, engendering a substantial fall in CO₂ emissions (which fell by 35% 1929 to 1942, during the Great Depression), then it seems likely that with the current weak EU 2020 targets, the price of allowances for CO₂ emissions may fall to zero. There is therefore a case for a 'flexibility clause', allowing the Commission or Council of Ministers to revise upwards the reduction targets, sufficient to establish a long-term credible price for carbon: around \$100/tCO₂-eq (2000 prices) as a global price. Do MEPs agree?

Dr Terry Barker, Cambridge Centre for Climate Change Mitigation Research (4CMR), Department of Land Economy, University of Cambridge.

- INCLUSION OF AVIATION

Aviation will be included in the EU ETS from 2012. Is there a plan to include shipping and road transport? If yes, then could you please tell us when?

Dr Annela Anger, Cambridge Centre for Climate Change Mitigation Research (4CMR), Department of Land Economy, University of Cambridge.

- USE OF CDM/JI

There seems to be uncertainty (as it stands in current proposals) about using credits from the Clean Development Mechanisms in the future. Could you please give an insight to possible developments in this area?

Dr Annela Anger, Cambridge Centre for Climate Change Mitigation Research (4CMR), Department of Land Economy, University of Cambridge.