



Questions of Citizens

CLIMATE AND ENERGY PACKAGE

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Contributions to the Forum of www.ourclimate.eu



UK

How should the Parliament respond to a weak agreement among EU members in the Council (accommodating Italian, Polish and German objections)? Would it hold out for something stronger, despite the fact that the process could then be drawn out?

To what extent are we witnessing the abdication of climate policy leadership by Europe and the assumption of it by President-elect Obama?

How likely is it that a wave of new coal-fired power stations will be built in the UK (several are at planning stage) because of inadequate EU regulation or carbon pricing (particularly if recession keeps the price of allowances down)? What could be done to prevent this happening?

The EU emissions trading scheme seems to be in danger of becoming seriously unstuck, and with it one of the foundations of the EU climate-energy package and the Union's negotiating credibility in international discussions. The reason for this, as I read it, is that the first real move towards serious action - in terms of emissions constraints and auctioning - has fetched up against opposition by poorer and lignite dependent member states and energy-intensive manufacturing. The crux of this opposition is the adjustment costs to governments and businesses of leaving lignite in the ground and accelerating research and investment in cleaner technologies, something that emissions trading (and by extension, the EU) leaves to market forces and does not address in any way convincingly. Idealised arguments about the efficiencies of the market in seeking out effective and

efficient abatement strategies seem to be rather threadbare given the extent to which the scheme has been politicised.

Rather than relying on this instrument to the extent it seems to be doing, now and until 2020, would not the EU be better advised to adopt a more direct approach towards (i) the provision of targeted investment to assist transitional processes; and (ii) to use such investment as a means of insisting transition in areas like energy generation take place at a speed commensurate with scientific predictions on climate change? Emissions trading sends out the wrong 'tough love' message - it creates the penalties but is unconvincing about creating the capability and requirement for governments, generators and energy-intensive sectors to invest in carbon-reduction measures.



GERMANY

Yvo de Boer recently stated that Copenhagen may only deliver a partial agreement. What did he mean with this - is there a risk that even central cornerstones of the future climate regime will not have been agreed upon by this time next year? And what is the European Parliament's view on this?

Coming from Germany, an additional question could relate to something German industry has been particularly concerned about:

In the debate on the review of the European emissions trading scheme and other EU climate policies, such as CO₂ limits on passenger cars, German industry has been calling for restraint out of concern for its competitiveness in the global marketplace. This would likely become even more pronounced in the absence of a robust international climate regime with broad participation by industrialized and developing countries. How could such concerns be addressed if states are unable to agree on an ambitious international climate architecture?



SWEDEN

Why is it so difficult to get along in the UN climate change negotiations?

What are the specific outcomes of the negotiations of the environmental ministers?

Have they agreed on a tight agenda for the following year?

What are the chances to reach a new agreement for the Kyoto Protocol in Copenhagen next year?

How will the Swedish Presidency tackle the most difficult questions during the coming year?

Will bail-outs, rescue plans and other initiatives to help the European car industry be controlled so that they only go to carmakers and –projects, that help fulfill EU CO2-emission targets?

Will a EU co2-emission target result in an immediate overhaul of major EU white- and green books on transport related issues, given that they most likely need to be redone in order to help reach the emission targets?



ITALY

Which sectors will profit by dispensation at the title payment that will be know after Copenhagen Conference?

What if Italy exercises its veto power?