



**FOLKETINGET**

European Commission

## **EU's 2030 climate target plan. Response to public consultation by the Committee on Climate, Energy and Utilities and the European Affairs Committee of the Danish Parliament.**

11 June 2020

The Committee on Climate, Energy and Utilities and the European Affairs Committee of the Danish Parliament strongly welcome the Commission's intention to present, by September 2020, an impact assessed plan to increase EU's greenhouse gas emission reductions target for 2030 to at least 50 percent and towards 55 percent compared with 1990 levels.

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The Commission's priorities correspond well with Denmark's ambitious climate policy including the targets of reaching 70 percent reduction of greenhouse gas emissions by 2030 and climate neutrality by 2050. For the committees, it is vital that the EU takes global lead in order to meet the objectives of the Paris Agreement. The committees therefore strongly encourage the Commission to present an ambitious 2030 target of at least 55 percent. In addition, it is important that the increased 2030 target is embedded in the European Climate Law proposed by the Commission on 4 March 2020

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To reach an increased level of climate ambitions by 2030, the committees would like to present specific recommendations related to offshore energy and transport, in particular the modelling of the costs of offshore wind and the transition to zero-emission passenger cars.

### Modelling costs of offshore wind

The committees have noted that offshore wind is set to play a major role in reaching the EU's climate target. As a global leader in the field of offshore wind, the committees find Denmark in a position to expand the offshore wind capacity significantly. The committees see a great potential in the expansion of offshore wind, which will help ensure that 55 percent of the nation's energy demand is covered by renewable energy by 2030.



The Danish Government has recently published the first initiatives in an upcoming climate plan, which included two energy islands, ushering in a new era for offshore wind energy in Europe. The committees note that while offshore wind farms traditionally have been built as individual non-connected entities, energy islands can serve as a hub for electricity generation for the surrounding wind farms as well. This could be done by collecting and distributing the electricity between countries connected by an electricity grid. Energy islands could help Denmark lower both national and EU-wide emissions, when increasing export of renewable electricity to other countries both in the North Sea and in the Baltic Sea. For the committees, this reaffirms the importance of modelling the costs of offshore wind for the EU overall.

In recent years, we have seen that many low and zero emission technologies have matured and become cost-effective at a rapid pace, which has transformed the business case for investing in low and zero emission technologies. This is also the conclusion of for example the IEA's Wind Energy Outlook 2019 that in addition expects further significant cost reduction of offshore wind energy.

For the committees, it is therefore vital that the Commission ensures the inclusion of these developments in scenario analyses by continuously and systematically updating the modelling assumptions to reflect recent developments in costs and technological advances. If the relative costs of clean technologies and conventional technologies are not accurately reflected in scenario analyses, we risk sidelining technologies that otherwise could deliver better solutions for the green transition.

The committees find it positive that the Commission has taken initial steps to address this issue by initiating the development of e.g. the new POTEnCIA-model. The open and inclusive approach taken by the Commission holds great potential for the future modelling in the EU.

With these recommendations, the committees look forward to the Commission's presentation of a strategy for offshore renewable energy in the fourth quarter of 2020.

#### Transition to zero-emission passenger cars

Passenger cars account for around 12 percent of EU's total CO<sub>2</sub>-emissions, and transport is the only major sector in the EU where greenhouse gas emissions are still increasing. The Commission's analysis accompanying 'A Clean Planet for All' demonstrates that no new diesel or petrol cars should be sold



after 2040 in the EU if we are to reach climate neutrality by 2050. There is an urgent need to accelerate the uptake of zero-emission passenger cars in the EU over the coming years.

Several member states, including Denmark, have announced plans for phasing out new petrol and diesel cars. The ambition of the Danish government is to ban the sale of new petrol and diesel cars by 2030. However, current EU legislation, might limit the ability to speed up and move forward with measures for phasing out petrol and diesel cars. The committees therefore call on the Commission to ensure that EU legislation allows member states to take further action. The committees further encourage the Commission to present a plan outlining EU-wide policies and incentives enabling the transition to a fleet of zero-emission passenger cars. The committees also welcomes and look forward to concrete measures in the coming strategy for sustainable and smart mobility to be presented by the Commission in the fourth quarter of 2020.

The committees encourage the Commission to consider these recommendations, as it prepares to present its plan to increase EU's greenhouse gas emission reductions target for 2030.

Yours Sincerely,

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