In-depth report on the results of the 2030 Climate Target Plan open public consultation

[Final report]

7 October 2020

Contract details

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Disclaimer

This document should be regarded solely as a summary of the contributions made by stakeholders in the open public consultation on the 2030 Climate Target Plan. It cannot in any circumstances be regarded as the official position of the Commission or its services.

The document contains brief summaries of a selected set of different position papers that stakeholders submitted to this open public consultation. The summaries provided are the work of the aforementioned team of contractors and cannot under any circumstance be regarded as the official position of the European Commission on these position papers.

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List of Abbreviations

AI	Artificial Intelligence
CCS	Carbon Capture and Storage
CCU	Carbon Capture and Utilisation
CCUS	Carbon Capture Utilisation and Storage
CLG Europe	Corporate Leaders Group
CO_2	Carbon dioxide
COP	Conference of the Parties
COVID-19	Coronavirus disease
EE	Energy efficiency
EED	Energy Efficiency Directive
EPBD	Energy Performance Building Directive
ESR	Effort Sharing Regulation
ETS	Emission Trading System
EU ETS	European Union Emission Trading System
G20	Group of Twenty
G7	Group of Seven
GHG	Greenhouse gas
ICAO	International Civil Aviation Organization
ICT	Information and Communication Technology
IMF	International Monetary Fund
IMO	International Maritime Organization
LRF	Linear Reduction Factor
LULUCF	Land Use, Land Use Change and Forestry
MS	Member State
NBS	Nature-Based Solutions
NDCs	Nationally Determined Contributions
NGOs	Non-governmental organisations
OECD	Organisation for Economic Co-operation and Development
OPC	Open Public Consultation
PA	Paris Agreement
R&D	Research and Development
RE	Renewable energy
RED	Renewable Energy Directive
RES	Renewable Energy Sources
RI&D	Research, Innovation, and Deployment
SME	Small to Medium Enterprise
TSD	Trade and Sustainable Development
UNFCCC	United Nations Framework Convention on Climate Change
WB	World Bank

Synopsis report on the results of the 2030 Climate Target Plan consultation activities

1. Introduction

In the context of the European Green Deal aiming to make Europe the world's first climate-neutral continent, the Commission carried out consultation activities on the plan to increase the EU 2030 Greenhouse Gas (GHG) emissions reduction target[1]. The Inception Impact Assessment for the 2030 Climate Target Plan was open for feedback **from 18 March 2020 - 15 April 2020.** An open public consultation was conducted through an online survey. The survey was open for 12 weeks (**from March 31st to June 23rd, 2020).** The Commission asked a contractor[2] to produce a report analysing the results of the online survey, including the submitted position papers. The results are included in this report. Workshops and *ad hoc* stakeholder meetings, originally envisaged, did not take place due to COVID-19 safety measures.

2. Inception Impact Assessment

The Commission received 1 095 replies that vary in terms of geographical distribution, type of respondents, size of contributing organizations and topics covered. The biggest number of replies came from **citizens**, mostly originating from the EU (712 out of 772 citizen replies). The remaining replies came from different **organizations**, mostly from the **business sector** (174 replies), **NGOs and environmental organizations** (101 replies), **academic institutions** (19 replies) and **public authorities** (13 replies).

The great majority of the replies give strong support to the revised cut in emissions proposed by the Green Deal (a reduction of 50-55% of Europe's GHG emissions by 2030) or suggest going even further in reductions.

Among the **particular areas of focus** highlighted are just transition; energy efficiency; adequate financing tools and investment; climate justice and solidarity; divestment from fossil fuels; renewable energy; carbon capture usage and storage (CCUS); carbon leakage; the role of science and the carbon budget; decoupling of economic growth from resource use, etc. **COVID-19** is a topic that was mentioned by several of the contributors.

3. Open Public Consultation

a. Overview of participants

The public consultation received a **total of 3 915 replies** from **26 Member States.** Further **116 replies** were received from outside of the EU. **3 302 replies** came from **individuals** and **729 from organisations**.

[1] The details of the public consultation can be consulted at: https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/12265-2030-Climate-Target-Plan/public-consultation.
[2] Service contract n. 340201/2020/827061/SER/CLIMA.C.1. Consortium composed by Trinomics, Ricardo and Tyrsky.

Figure 1. Country of origin

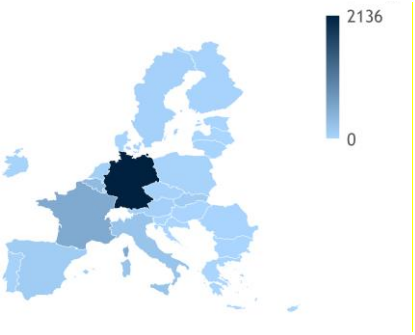
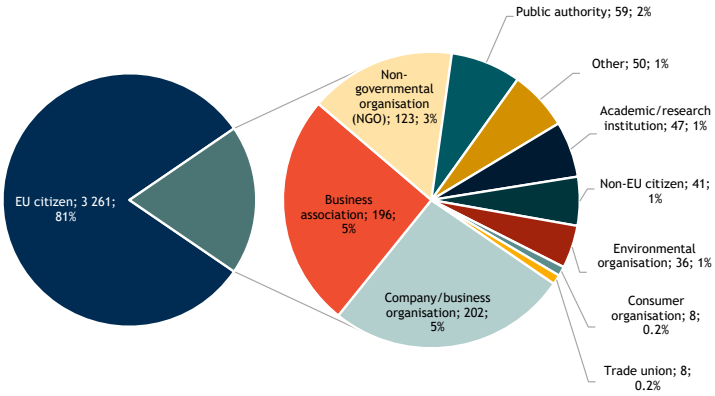


Figure 2. Types of stakeholders



As shown in Figure 1, the largest number of replies came from Germany (53%; 2 136 respondents), and France (13%; 521 respondents). After individuals, the largest proportion of respondents (13%; 521 respondents) came from company/business organisations, business associations, and NGOs, as depicted in Figure 2. Respondents were mainly active in the **sectors** of education (23%; 823 respondents), and transport, storage and communications (10%; 379 stakeholders).

In total 14 **Member State national authorities** replied to the 2030 Climate Target Plan Consultation, **five of which** contributed at the **government and/or legislative level** (The Netherlands, Finland, Denmark, Czechia, France,) while **seven** contributed at the **ministerial level** (Cyprus, Bulgaria, Lithuania, Estonia, Hungary, Spain and Slovakia). Additional submissions came from two **non-EU ministerial bodies** (Norway, Brazil). Among other member state authorities, **several federal states** of the Federal Republics of Germany and Austria provided their feedback, as well as Flemish Government and **two national level technical bodies** (the German Environment Agency Umweltbundesamt and the French National Centre for Forest Property CNPF).

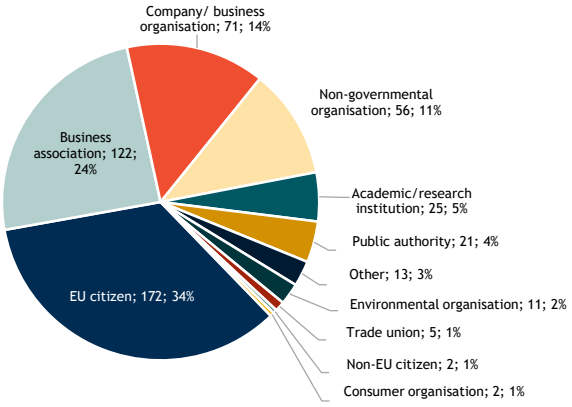
Out of the EU Member State national authorities, six argue to increase the 2030 climate ambition to 55% (the Government of the Netherlands and of Finland, the Government as well as the Parliament of Denmark, the Ministry for Ecological Transition and Demographic Change in Spain, the Government of France). **One EU Member State national authority opted for an increase of the 2030 climate ambition of 50%** (the Ministry of Environment of Slovakia). By contrast, **six EU national MS authorities would prefer to leave it unchanged**, at the level of 40% GHG reduction (the Government of Czechia, the Ministry of Economy of Slovakia, ministries of environment in Lithuania and Estonia, the Ministry of Transport, Information, technology and Communication of Bulgaria and the Ministry of Energy, Commerce & Industry in Cyprus). **Two MS authorities did not indicate a preferred level of ambition** but gave further precisions: the Ministry of Energy of Bulgaria considers it appropriate to further revise the 2030 GHG emission reduction target provided there is a detailed assessment of the effects at national, regional and EU level. The Ministry for Innovation and Technology in Hungary argues that for such an increase of ambition at the EU level, deep decarbonisation is needed in the energy, transport, heating and cooling and industrial sectors, which must remain the top priority.

Among the identified **benefits** of an increase of the 2030 climate ambition the MS national authorities evoked in particular the following opportunities: this would be a chance to do our part in saving the planet and thus fulfilling our duty towards the future generations; it will allow a more gradual pathway to reaching a climate neutral EU by 2050; it will help mitigate costs associated with climate change to the society; it will ensure a growing EU economy based on new production and consumption models, etc.

The **challenges** evoked for the increase of the ambition were: it will represent a significant investment challenge for EU industry, services, transport and energy sections; it will likely lead to a structural shift and changing skills requirements in the economy; it may lead to significant labour reallocation across sectors, occupations and regions; it will confront us with a reduced lead-time for devising and implementing measures and for the economic actors to adjust.

Additional papers could be provided both through the public consultation and the Inception Impact Assessment. In total, **500** attachments were submitted by 491 respondents. Figure 3 shows the types of respondents providing additional papers.

Figure 3. - Types of stakeholders providing additional attachments



234 of these attachments were selected for analysis. They did not include Inception Impact Assessment attachments or duplicated campaign responses.

b. Methodology of data processing

As questions in the online survey were optional, the percentages presented below refer to the total respondents that answered the concerned questions. Some questions allowed respondents to 'rate' options (1-5 or 1-8). On these ratings, the report provides figures for the "highest rating" category, as this is indicative of most support.

The position papers were processed via cataloguing. Data from each paper was logged in a database to provide key themes and information from paper and author.

Some campaigns were identified in the open replies and survey attachments. The largest campaign (8%; 329 respondents), constituting of mostly private individuals, advocated mainly for a higher climate ambition, and a common carbon price. A second campaign (<1%; 40 respondents), also mostly private individuals, pushed for a revision of the methodology to calculate the GHG emissions of the agriculture sector. A third campaign (<1%; 35 respondents), supported mainly by NGOs, requested coherence with the Paris Agreement and a bigger focus on the costs of inaction. A fourth campaign (<1%; 20 respondents) of private individuals, proposed a climate dividend for citizens as a carbon pricing mechanism.

c. Questionnaire

The questionnaire was composed of two sections: one collecting general feedback, and the second, seeking the views of expert stakeholders on specific policy measures.

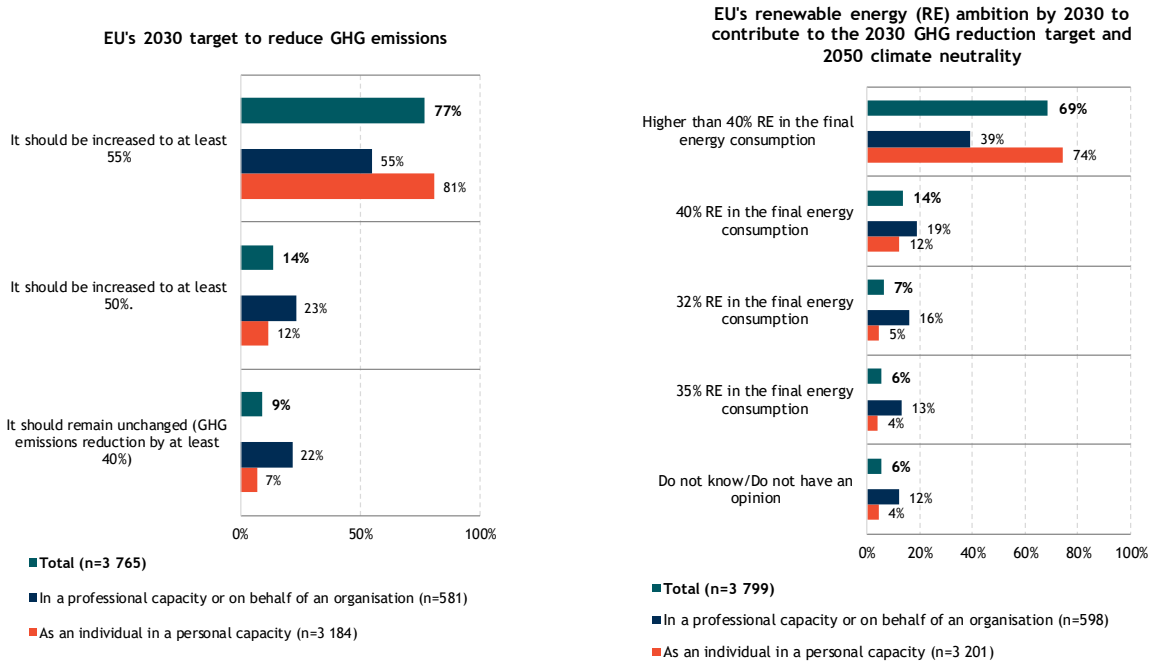
i. PART I - General feedback

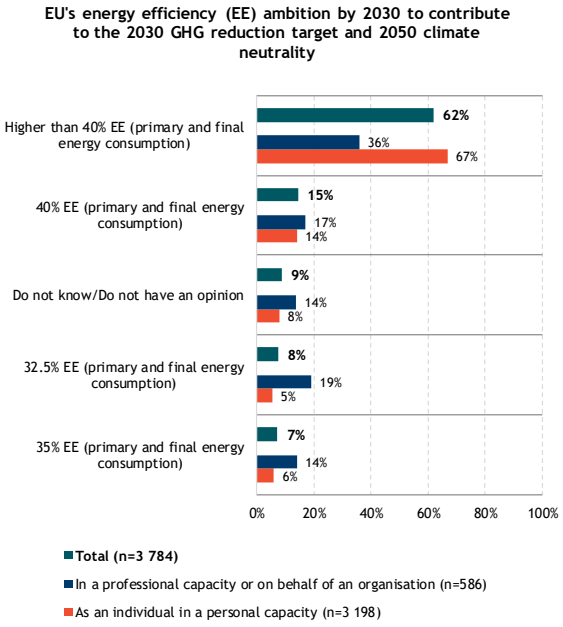
The first part of the questionnaire covered the overall 2030 climate ambition, sectoral action, and enabling conditions.

Overall climate ambition for 2030, opportunities and challenges

Figure 4 shows the answers provided in relation with different targets. First, regarding the **EU GHG reduction target,** most respondents believed that it should be increased to 55% (77%; 2 904 respondents). Most respondents (69%; 2 613 respondents) perceived that the current target for **renewable energy** (32%) should be increased to a share higher than 40%. Similarly, an increase to greater than 40% of improvement in **energy efficiency** compared to the current target (32.5%) was preferred (62%; 2 345 respondents).

Figure 4.Views on EU's climate and energy 2030 targets





The main opportunity for achieving a higher ambition, according to respondents, was to lower pollution to improve health and wellbeing (14%; 3 081 respondents) whereas, the main perceived challenge was the decline in jobs not a part of the transition (20%; 2 084 respondents). Overall, **respondents perceived that opportunities outweigh challenges** (84%; 3 299 respondents).

Sectoral action and potential to reduce GHG emissions by 2030

Respondents rated action in energy supply (48%; 1 705 respondents with highest rating), mobility and transport (16%; 547 respondents with highest rating), as the most influential sectors for achieving the transition. Table 1 summarizes the views regarding the role of various sectors in the achievement of higher EU climate targets.

Table 1 - Role of various sectors and actions to achieve EU climate targets, as preferred by respondents

Preferred sectoral contribution	Respondents support *(% of total replies per question; number of respondents)*
Energy	
Higher penetration of renewable energy in the energy system	18%; 3 213
Fossil Fuels	
Phase-out of public support on fossil-fuel investments	16%; 2 925
Stop the use of natural gas, as it will lead to issues (lock-ins) for achieving targets	59%; 2 265
Buildings	
Improve the thermal properties of residential buildings	40%; 1 426 (highest rating)
Applying energy management systems for non-residential buildings	40%; 1 426 (highest rating)
Industry	
Develop a circular economy	63%; 2 245 (highest rating)
Road transport	

Improve the affordability of sustainable road transport	57%; 1 993 (highest rating)
Remove barrier of the availability of recharge and refuelling infrastructure	31%; 2 755
Land-Use, Land-Use Change and Forestry	
Sustainable forest management, restoration, and preservation	12%; 2 981

Enabling conditions and other policies

A section of the questionnaire focused on the enabling conditions and other policies necessary to achieve the 2030 GHG reduction target, and covered consumer choices, just transition and employment, carbon pricing, and research funding.

The most selected **consumer choices** to reduce emissions included travelling less by plane (18%; 3 110 respondents), and reduced car-use (17%; 2 976 respondents).

Regarding **just transition and employment**, respondents stated that the most important action was economic diversification and modernisation away from fossil fuels (26%; 2 659 respondents).

On **carbon pricing**, most respondents perceived that the revenue from carbon pricing should be used to finance green technologies and low-emission mobility infrastructure (27%; 2 799 respondents).

Finally, respondents selected energy storage (12%; 2 423 respondents), and circular or zero-carbon industry (12%; 2 405 respondents) as the main **areas of research** governments should fund.

ii. PART II – Specific policy design

The second part of the questionnaire covered the design of climate and energy policies, and the outreach to third countries. A total of 1 599 respondents replied to this section (40% of total respondents, 1 141 providing their views as private individuals, 458 as representatives of an organisation).

Climate and energy policy design

When discussing key pieces of the **current EU climate legislation**, the EU-ETS was perceived as requiring the most increased climate ambition (55%; 883 respondents with highest rating), compared to the ESR and LULUCF.

The main instruments considered by respondents to strengthen the **EU-ETS** were the introduction of a pricing policy (e.g. minimum price floor) (24%; 664 respondents), reducing or eliminating the share of free allocation (24%; 658 stakeholders) and increasing the linear reduction factor (23%; 626 stakeholders). With regard to **free allocation**, most respondents believed that the share of EU-ETS allowances allocated for free to the industry should decline (60%; 870 respondents).

Concerning the extension of the **EU-ETS to the road transport and buildings sectors**, most respondents preferred carbon pricing to complement other sector-specific policies (64%; 1 009 respondents), principally in the form of a CO_2 tax (64%; 966 respondents). For both buildings (32%; 425 respondents) and road transport (55%; 733 respondents), a plurality of respondents preferred a uniform carbon price across Member States by inclusion in the EU ETS, and a large majority favoured for both sectors a carbon price set at EU level.

Other sectors respondents wished to integrate in the EU-ETS included **maritime transport** (41%; 541 respondents). In case that the EU ETS would be extended to buildings and transport, also other energy-related CO2 emissions should be integrated (46%, 676 respondents). If so, views are rather similar on agriculture (35%; 557 respondents), municipal waste (34%; 550 respondents) and small industrial installations (31%, 494 respondents).

On the challenges and opportunities related to the extension of the EU ETS, the major opportunity was perceived to be helping the EU to achieve its climate and environmental objectives (51%; 660 respondents with highest rating), while the largest challenge was social acceptability (45%; 539 respondents with highest rating).

A plurality of respondents were unaware or had no opinion on the **role of the ESR** in reflecting an increased EU climate ambition (40%; 585 respondents). Those with a view favoured that the ESR ambition should be derived from cost-effective contribution compared to EU ETS and LULUCF (22%; 328 stakeholders) and rather preferred that CO_2 emissions from ESR sectors covered by EU ETS should remain in the ESR (18%) than being excluded (9%).

The last piece of climate legislation covered in the questionnaire was the **LULUCF**. Respondents on average prioritised making LULUCF accounting rules more stringent (53%; 437 respondents with highest rating).

From **EU energy legislative instruments**, respondents perceived the Renewable Energy Directive (RED) as requiring most revision to achieve higher targets (30%; 884 respondents).

Table 2 summarizes the views regarding a variety of policy areas in the achievement of higher EU climate targets.

Table 2 - EU policies to achieve higher climate ambition, as preferred by respondents

Policy areas	Preferred policy contribution	Respondents support *(% of total replies per question; number of respondents)*
Energy		
Increased Renewable energy target	Develop the necessary infrastructure to increase production	56%; 718 (highest rating)
Increased Energy efficiency target	More stringent energy performance requirements for the transport vehicles	57%; 667 (highest rating)
Energy infrastructure and sector integration	Focus on electricity transmission and smart grids	38%; 862
Building		

Building renovations	Encourage better urban planning and construction of sustainable buildings and green infrastructure	9%; 909
	Remove barrier of long pay-back periods	14%; 830
Industry		
Industrial transformation	The implementation of circular economy processes	48%; 607 (highest rating)
Waste		
Waste policy	Prohibiting landfilling and limiting waste incineration to increase recycling	23%; 860

EU policies and outreach towards third countries on climate change policy

The G20 and the G7 was believed by respondents as the areas the EU should focus on for its **climate diplomacy and cooperation efforts** in coming years (14%; 839 respondents). The circular economy and decent supply chains was the favoured approach for **development assistance and finance for third countries** (15%; 842 respondents). On **improvements to trade and foreign policy instruments,** respondents favoured border measures to avoid carbon leakage (16%; 890 respondents).

Regarding **most important deliverables to be achieved at the UNFCCC Conference of the Parties (COP 26)**, respondents favoured finalising the Katowice rulebook to make the PA fully operational (17%; 951 respondents).

Additional information

Respondents provided comments to both Parts of the questionnaire, I (47%; 1 883 respondents) and II (14%; 604 respondents). The key themes provided by respondents included the importance of behavioural change and improved education on climate change, and the urgency of ambitious climate action. A few respondents (2%; 66 respondents) provided comments related to the formulation of the questions and structure of the survey, with most of these stating that the questionnaire was not neutral or that it used a biased formulation.

d. Attachments and other relevant position papers

Key messages of reviewed papers:

- Provided additional depth to themes explored through the questionnaire;
- Considered wide range of emissions sources, specifically transport and energy;
- Technologies considered ‘critical’ to the transition were in line with sectors considered ‘important’;
- Some proposed need for changes to existing legislation: for example, review of RED II Directive or funding for energy efficiency technologies in buildings;
- Identified range of barriers to achieving the climate targets, including: fossil fuel subsidies, growth of aviation and lack of sufficient co-ordination between MS.

Proposed revised 2030 targets

Regarding the 2030 targets, some of the revised papers (17%; 39 papers) rated the current **2030 GHG emission targets** as appropriate, while others (18%; 42 papers) rated them as being too low. Only few (5 %; 12 papers) indicated that the targets are too high. The largest share (60%; 140 papers) did not provide an opinion.

Among the papers analysed, some (9%; 21 papers) provided a new specific target of 55% GHG reductions of 1990 levels by 2030. Smaller shares stated that the value should be higher than 55% (4 %; 10 papers), and that it should be raised to 50% (2%; 5 papers).

Sector coverage

The main two sectors identified in the position papers reviewed were **Transport** (19%; 43 papers) and **Energy** (25%; 58 papers). In each case, the papers noted key decarbonisation actions, including banning combustion vehicles by 2025, decreasing aviation, promoting low emission zones and developing public transport; and phasing out coal and increasing nuclear energy sources. Opinions were also expressed on **energy savings from buildings,** through **renovation**; **circularity** in the **waste sector**; promoting green and healthy diets and food production; **green economy** without leaving disabled citizens behind and greater **collaboration between States**.

Key sectorial actions, means or technologies

The papers further highlighted technologies within the sectors identified as critical to the low-carbon transition. Some (22%; 52 papers) mentioned the need to **transition away from coal energy** to either gas or a green supply. A second group (7%; 17 papers) mentioned the need to support **carbon capture and storage** projects. Several papers identified technologies associated with the **transport sector** as key to reaching the targets, including alternative and zero emission vehicles, sustainable fuels, infrastructure for cleaner modes of transport, and lighter vehicles. Others (8%; 18 papers) discussed the need to become more **energy efficient** within their sector, including 5 papers mentioning the use of increasing volumes of data to inform action.

Changes to EU climate and energy legislation

A group of submissions (19%; 45 papers) discussed the **role of the ETS** in driving decarbonisation, presenting mixed arguments to both tighten or loosen its scope, and arguing for an expansion to the buildings and transport sectors. Others (3%; 7 papers) discussed the role of the **RED II Directive**.

Barriers to meeting targets

Barriers to meeting the climate targets were discussed by some of the papers (38%, 88 papers). The biggest barrier was considered **issues with legislation** (14%; 32 papers), the most frequent comments being '*ineffective*' or '*unclear strategy or framework*'. Other comments linked to poor governance state the threats of legislators '*being complacent*' in addressing climate change (4%; 10 papers). In addition, many other papers highlighted that a lack of political will would likely result in inaction. Some (5%; 12 papers) also noted continuation of subsides for fossil fuels would affect the achievement of GHG emissions targets, while others (3%; 8 papers) stated that a lack of financial support will be a barrier to progress. Other issues highlighted included the growth in aviation transport rather than rail, lack of sufficient cooperation between countries, untreated landfill and recyclable waste, societal attitude, and lack of awareness.

Outline of the report

This report provides an analysis of the responses received to the open public consultation (OPC) on the 2030 climate target plan.

The OPC invited all interested stakeholders to share their views on the 2030 climate target plan. The results of the OPC are presented in this report and follow the same structure as the OPC questionnaire. In addition to the analysis of the OPC responses, this report provides a summary and analysis of accompanying position papers and other relevant documents submitted through the OPC or elicited through other means. The consultation was open for six weeks from **31 March 2020 to 23 June 2020**.

This report is divided into the following chapters:

1. **Chapter 1: Introduction**;
2. **Chapter 2: Analytical approach**;
3. **Chapter 3: Results of the OPC** (following the same structure as the questionnaire);
4. **Chapter 4: Summary and analysis of OPC attachments and other relevant position papers**.

The report has four supplemental annexes:
Annex A: OPC questionnaire transcript;
Annex B: Summary of papers anaylsed;
Annex C: List of papers analysed;
Annex D: Correlation analysis tables.

1 Analytical approach

1.1 Target group, timing, and structure of the OPC

The Open Public Consultation (OPC) consisted of a questionnaire of **61 questions** uploaded on the EU Survey Platform (https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/12265-2030-Climate-Target-Plan/public-consultation).

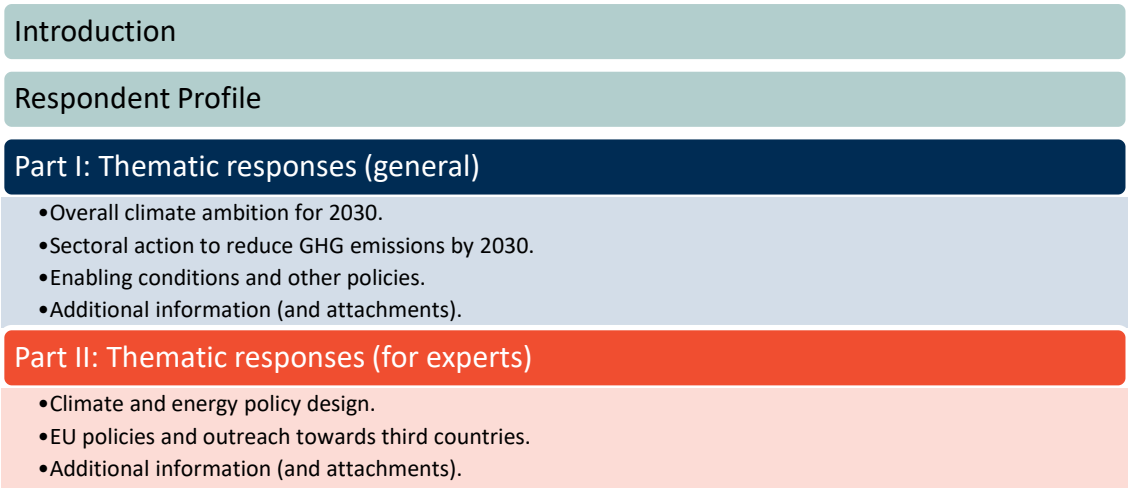
The consultation was open for six weeks from **March 31st to June 23rd, 2020.** All citizens and organisations were invited to respond to the OPC by giving their opinion on the desired ambition level of climate and energy policies and the necessary sectoral actions and policy design to increase the EU 2030 GHG emission reduction ambition in a responsible way. To facilitate this, it was possible to contribute to the survey in any of the 24 official EU languages. The questionnaire was specifically designed to allow for the input of general stakeholders (Part I of the questionnaire), such as citizens, as well as inputs from expert stakeholders (Part II of the questionnaire) in relevant sectors.

The structure of the OPC is described in the Figure below. Most questions were closed questions presented as **multiple-choice** or multiple-answer questions (*i.e.* multiple-choice questions where multiple answers were possible). There were also several open-ended questions (either linked to closed questions or independent from the latter), which have been categorised into the following two groups:

1. **Category 'Opinion'**: 4 open-ended questions that ask respondents to provide further insights on their selected response;
2. **Category 'Open'**: 2 stand-alone open-ended questions asking respondents to fully state their answer in an open text field (sometimes including important references or examples)

A transcript of the survey can be found in Annex A of this report. Questions have been numbered to make referral between and within documents easier.

Figure 1-1 Structure of the OPC



1.2 Method of analysis

The full dataset resulting from the OPC contains the results from **4 031 stakeholders**.

Multiple choice questions

The results of multiple-choice questions have been quantitatively analysed. For each question, the number of respondents (n) is indicated as (n=x) (this number can vary from question to question, depending on whether the question was mandatory and/or open to all respondents). For figure titles the (n) number always refers to the total respondents that replied to that question. However, for the different answers the (n) number refers to how many responses were selected (considering some questions allow multiple answers, this can be greater than the total number of respondents). The number of responses is also expressed as a percentage of the total responses. In some cases, these percentages do not add up to 100%, either because numbers have been rounded to the nearest whole number, or respondents were able to choose more than one answer.

All predefined answers appear in the charts of this report, unless stated otherwise. For a large share of questions, an additional **cross-analysis** has been done to compare responses between different questions. Certain answers have been correlated with the type of respondents participating in the OPC.

Open questions

The results of open questions have been quantitatively analysed. Respondents sometimes had the option of elaborating on their answers in open text fields or to respond to stand-alone open-ended questions (as described in the previous section). Open-ended questions have been analysed using a specialised software called ATLAS.ti. Responses in all languages were analysed after having been translated to English. By determining key issues and words raised in responses, and grouping these by themes, the frequency of the issue could be identified.

In this report references made to the questions in the Open Public Consultation questionnaire are included as [QXX], with XX representing the question number. This number was created to ensure continuity throughout the whole questionnaire, i.e. providing numbering for questions without a number.

Campaigns

Campaigns are defined by the Better Regulation Toolbox #54[3] as a coordinated set of identical responses:

"*As a rule of thumb, the minimum threshold should be 10 or more identical responses […] to count as a 'campaign'. On the other hand, if there were 10 identical responses from very diverse groups of respondents to a short questionnaire with a total of 10 000 responses, this would rather be a coincidence.*"

The analysis of the open responses and position papers submitted to this open consultation showed the presence of organised campaigns, where respondents provided identical or very similar answers. The campaigns had a visible impact on open questions and position paper submissions, however not for closed questions. In total four campaigns were found, of varying size.

These campaigns were mostly detected from [Q33] 'Additional information', from Part I of the questionnaire. For other open questions, the coordinated responses were far fewer. In some cases, sub-

[3] Available at: https://ec.europa.eu/info/sites/info/files/file_import/better-regulation-toolbox-54_en_0.pdf

campaigns were observed, i.e. a smaller group within the campaigns provided a near-identical response. In these cases, this is noted during the analysis of that particular open question. As the group is always far fewer than the overarching campaigns, it is most plausible that these sub-campaigns do not represent the views of the total campaign. Duplicated submissions were further detected with the submissions of attachments to the consultation. Some of these submissions were provided by stakeholders who were identified within the campaigns, while others were not. As such they have been addressed separately in the section on position papers (see Chapter 3).

It is important to elaborate that closed questions did not have the same level of coordination in responses. As a result, the responses from stakeholders from the campaigns have not been analysed separately.

The identified campaigns are summarised below:

- **Campaign 1**: the largest campaign, constituting mostly of private individuals (329 stakeholders, 8%). They advocated for a higher climate ambition, a common carbon price, and the expansion of renewable energies, among others. The presence of this campaign was identified both in the responses to the open question [Q33] (237 stakeholders, 12%) and in the submitted papers (127 position papers, 25%). From these position papers, 5 covering the key messages were included in the analysis presented in Chapter 3;
- **Campaign 2**: this campaign, though drastically smaller, was also made up mostly of private individuals (40 stakeholders, <1%). This group pushed for a revision of the methodology to calculate the GHG emissions of the agriculture sector, including the emissions associated to imports. This campaign provided input only to the open question [Q33];
- **Campaign 3**: a small group (35 stakeholders, <1%), half of which being NGOs, requested a level of ambition aligned with the Paris Agreement, including a bigger focus on the costs of inaction. To different extents, this campaign provided responses to the open questions [Q14-1], [Q15-1], [Q33] and [Q61]. More details about the content of the coordinated responses are included in the analysis of the respective questions;
- **Campaign 4**: the smallest campaign, made of private individuals (20 stakeholders, <1%), proposed a climate dividend for citizens as a carbon pricing mechanism. To different extents, this campaign provided responses to the open questions [Q14-1], [Q15-1], and [Q33]. More details about the content of the coordinated responses are included in the analysis of the respective questions.

1.3 Survey feedback

At the end of Part I and Part II of the questionnaire, the respondents were able to provide additional information on other key aspects which were not reflected in the questions or provide general comments on the survey. General comments on the survey addressed mainly structure of questionnaire and questions (66 stakeholders, 2%). The majority of these comments (59 stakeholders, 89%) pointed out that the questionnaire was not neutral or used biased formulations. The remaining comments indicated that the respondents experienced some technical problems with the questionnaire.

2 Summary analysis of Member States, business associations, trade unions and NGO responses

An overview of the responses provided by Member State, business association and Trade Union stakeholders (as a way to represent the views of social partners) as well as NGOs, will be provided for key questions across Parts I of the questionnaire.

For a more detailed analysis of these groups please refer to the full results in this report and the stakeholder type correlation analyses in Annex D.

Responses provided by Member States

In total **14 Member State national authorities** replied to the 2030 Climate Target Plan Consultation, **five of which** contributed at the **government and/or legislative level** (The Netherlands, Finland, Denmark, Czechia, France) while **seven** contributed at the **ministerial level** (Cyprus, Bulgaria, Lithuania, Estonia, Hungary, Spain and Slovakia). Additional submissions came from two **non-EU ministerial bodies** (Norway, Brazil). Among other Member State authorities, **several federal states** of the Federal Republics of Germany and Austria provided their feedback, as well as Flemish Government and **two national level technical bodies** (the German Environment Agency Umweltbundesamt and the French National Centre for Forest Property CNPF).

On the general topic of Climate target ambition, Member States were split in their opinions. As displayed in Figure 2-1, **out of the EU Member State national authorities, six argue to increase the 2030 climate ambition to 55%** (the Government of the Netherlands and of Finland, both, the Government and the Parliament of Denmark, the Ministry for Ecological Transition and Demographic Change in Spain, the Government of France). **One EU Member State national authority opted for an increase of the 2030 climate ambition of 50%** (the Ministry of Environment of Slovakia). By contrast, **six EU national Member State authorities would prefer to leave it unchanged**, at the level of 40% GHG reduction (the Government of Czechia, the Ministry of Economy of Slovakia, the Ministries of Environment in Lithuania and Estonia, the Ministry of Transport, Information, Technology and Communication of Bulgaria and the Ministry of Energy, Commerce & Industry in Cyprus). **Two Member State authorities did not indicate a preferred level of ambition** but indicated further precisions: the Ministry of Energy of Bulgaria considers it appropriate to further revise the 2030 GHG emission reduction target, provided there is a detailed assessment of the effects at national, regional and EU level. Lastly, the Ministry for Innovation and Technology of Hungary argues that for such an increase of ambition at EU level, deep decarbonisation is needed in the energy, transport, heating and cooling and industrial sectors, which must remain the top priority.

In addition, when asked about the main **opportunities** and challenges for setting more ambitious 2030 targets, Member States expressed a number of opinions. These include: the perception doing our part in saving the planet and thus fulfilling our duty towards the future generations, a more gradual pathway to reaching a climate neutral EU by 2050, mitigation of costs associated with climate change to the society, ensuring of a growing EU economy based on new production and consumption models. On the other hand,

the **challenges** indicated for the increase of the ambition include: significant investment challenge for EU industry, services, transport and energy sections, structural shift and a change in skills requirements in the economy, significant need of labour reallocation across sectors and regions, as well as, reduced lead-time for devising and implementing measures and for the economic actors to adjust.

Figure 2-1 The most selected option(s) by Member States on new EU climate targets

GHG emission reduction target	Renewable energy target	Energy efficiency target
• It should remain unchanged with a target to reduce GHG emissions in the EU by at least 40% compared to 1990 levels (6 Member States, 43%) • It should be increased to at least 55% (6 Member States, 43%)	• Achieve at least a share of 32% renewable energy in the final energy consumption in the EU by 2030, i.e. unchanged from the level already agreed (5 Member States, 36%)	• Achieve at least 32.5% energy efficiency (in both primary and final energy consumption) by 2030, i.e. unchanged from the level already agreed (5 Member States, 36%)

With regards to the renewable energy and energy efficiency ambition, as shown in Figure 2-1, **out of the EU Member State national authorities that provided answers to this question, five argue for the achievement of at least a share of 32% renewable energy in the final energy consumption in the EU by 2030** (i.e. unchanged from the level already agreed). These are: the government of Czechia, the Ministries of Economy and Environment of Slovakia, Ministry of Environment of Estonia, and the Ministry of Energy, Commerce & Industry of Cyprus). By contrast, **two EU national Member State authorities would prefer to achieve an even higher level of ambition than at least a share of 40% renewable energy in the final energy consumption in the EU by 2030,** namely, the Ministry for Ecological Transition and Demographic Change in Spain and **the** Ministry of Environment of Lithuania.

Moreover, concerning the energy efficiency target, **out of the EU Member State national authorities that provided answers to this question, five argue to achieve at least 32.5% energy efficiency (in both primary and final energy consumption) by 2030** (i.e. unchanged from the level already agreed). These are: the government of Czechia, the Ministries of Economy and Environment of Slovakia, Ministry of Environment of Estonia, and the Ministry of Energy, Commerce & Industry in Cyprus. By contrast, **two EU national MS authorities would prefer to achieve at least 35% energy efficiency (in both primary and final energy consumption) by 2030**, namely, the Ministry for Ecological Transition and Demographic Change in Spain**,** Ministry of Environment of Lithuania.

With regards to the sectors considered to be needing most efforts to reduce GHG emissions to achieve new EU targets, Member States strongly prioritised the mobility and transport sector, followed by industry and energy supply. Forestry and Services (including ICT) were deemed the least important.

On increasing the ambition of key climate legislation in order to achieve increased climate targets of 50-55% by 2030, Member States prioritised increasing the ambition of the EU ETS. On increasing the EU ETS' ambition, they prioritised strengthening the Market Stability Reserve rules and introducing a pricing policy.

When looking at the role of the LULUCF sector to achieving the 2030 and 2050 climate targets, Member States perceived the most relevant actions to be the development of an EU methodology to certify carbon

dioxide removal credits at the level of farmers and foresters and increasing the ambition of LULUCF removals across the whole sector.

Finally, on international climate diplomacy, the questionnaire asked stakeholders which regions/groups should be prioritised in the EU's climate diplomacy and cooperation efforts. Member States prioritised East Asia (including China), the G20/G7 and South Asia (including India).

Responses provided by Business associations

An analysis was conducted solely on business association responses to the questionnaire. In this case, business association refers to a stakeholder that selected the stakeholder type "business association" in the survey. There were a total of 196 stakeholders that provided a response as a business association.

Responding business associations were mostly based in Belgium (95 stakeholders, 48%) and Germany (32 stakeholders, 16%). The rest were split across a variety of Member States, while only 10 (5%) were from non-EU countries. In addition to these stakeholders were mostly active in the manufacturing (41 stakeholders, 23%), electricity/gas (34 stakeholders, 19%), and transport (21 stakeholders, 12%) sectors.

On the new EU climate targets, business associations had differing opinions. The most selected options are displayed in the table below. Regarding the overall climate ambition, business associations responded with answers split almost equally across the three possible answers, with only a margin more selecting the most ambitious option. For renewable energy, the largest group selected the most ambitious option, however there were also large groups split evenly amongst the less ambitious options. For energy efficiency the largest share favoured the current targets, while answers of smaller groups split across other more ambitious options.

Figure 2-2 The most selected option(s) by Business Associations on new EU climate targets

Overall GHG emission reduction target	Renewable energy target	Energy efficiency target
• It should be increased to at least 55% (42 Business associations, 34%)	• Achieve even higher level of ambition than at least a share of 40% renewable energy in the final energy (44 Business associations, 26%)	• Achieve at least 32.5% energy efficiency (in both primary and final energy consumption) by 2030, i.e. unchanged from the level already agreed (42 Business associations, 29%)

When asked about the main opportunities and challenges for setting more ambitious 2030 targets, business associations had differing opinions. Business associations perceived that the target would allow a more gradual pathway to reaching a Climate Neutral EU by 2050 (105 stakeholders, 14%), as **the most relevant opportunity**. Three other options were the second most selected, with all three having the same number of stakeholders selecting them (88 stakeholders, 11%). This included higher targets growing the EU economy on new circular production and consumption options, creating new green jobs, and it will improve health via lower pollution for citizens. **The most selected challenges** included the targets representing a significant investment challenge (119 stakeholders, 19%) and it if the EU acts alone it could lose out on international competitiveness (87 stakeholders, 14%). **Business associations mostly agreed that the opportunities outweighed the challenges** (86 stakeholders, 53%).

Stakeholders were asked to prioritise which sectors they considered most efforts necessary to reduce GHG emissions to achieve new EU targets. Business associations strongly prioritised the energy supply industry, and mobility and transport sectors. Forestry and Services (including ICT) were deemed the least important.

On increasing the ambition of key climate legislation in order to achieve increased climate targets of 50-55% by 2030, business associations prioritised increasing the ambition of the Effort Sharing Regulation. On increasing the EU ETS' ambition, they prioritised increasing the linear reduction factor (55 stakeholders, 30%).

When looking at the role of the LULUCF sector to achieving the 2030 and 2050 climate targets, business associations perceived the most relevant actions to be the development of an EU methodology to certify carbon dioxide removal credits. They did not perceive more stringent LULUCF account rules for the generation of credits as relevant.

Finally, on international climate diplomacy, the questionnaire asked stakeholders which regions/groups should be prioritised in the EU's climate diplomacy and cooperation efforts. Business associations prioritised the G20/G7 (67, stakeholders, 17%) and East Asia (including China) (57 stakeholders, 15%).

Responses provided by Trade unions

An analysis was conducted solely on trade union responses to the questionnaire. In this case, trade union refers to a stakeholder that selected the stakeholder type "trade union" in the survey. There were a total of 8 stakeholders that provided a response as a trade union.

Trade unions were mostly from Belgium (3 stakeholders, 38%). Other countries included France (2 stakeholders, 25%), Finland (1 stakeholder, 12%), Germany (1 stakeholder, 12%), and Lithuania (1 stakeholder, 12%). Some of these stakeholders selected which sector these trade unions were within. Agriculture, Hunting and Forestry was the most selected option (3 stakeholders, 50%), other (2 stakeholders, 33%), and electricity/gas (1 stakeholder, 17%).

On the new EU climate targets, trade unions were greatly split in opinion across the different targets. The most selected options are displayed in the table below. For the overall climate ambition, exactly half of the responding trade unions wanted the most ambition emission reduction target of 55%. However, on renewable energy targets, the largest group selected I do not know or had no opinion. The next largest group, however, selected keeping the target at the already agreed level of 32% (2 stakeholders, 29%). On energy efficiency, trade unions were evenly split across keeping the current ambition of 32.5%, increasing to a target of 35% or did not know (2 stakeholders, 33% each).

Figure 2-3 The most selected option(s) by Trade Unions on new EU climate targets

Overall GHG emission reduction target	Renewable energy target	Energy efficiency target
• It should be increased to at least 55% (3 Trade unions, 50%)	• Do not know / Do not have an opinion (3 Trade unions, 43%)	• Achieve at least 32.5% energy efficiency (in both primary and final energy consumption) by 2030, i.e. unchanged from the level already agreed (2 Trade unions, 33%) • Achieve at least 35% energy efficiency (in both primary and final energy consumption) by 2030 (2 Trade unions, 33%) • Do not know / Do not have an opinion (2 Trade unions, 33%)

The trade unions further provided responses to the questionnaire on the main opportunities and challenges for setting more ambitious 2030 targets. On opportunities trade unions had a high response rate (+50%) for all opportunities. For challenges there was a greater divergence in trade unions opinions. Trade unions perceived that increased targets would allow a more gradual pathway to reaching a Climate Neutral EU by 2050 (8 stakeholders, 14%), and it will improve health via lower pollution for citizens (7 stakeholders, 12%), **as the most relevant opportunities**. **The most selected challenges** included that targets would lead to a decline in jobs in the fossil fuel sector, owing to new skill requirements (7 stakeholders, 18%), it may lead to societal inequalities due to higher costs for green products (6 stakeholders, 15%), and if the EU acts alone it may lose competitiveness (6 stakeholders, 15%). **Trade unions mostly agreed that the opportunities outweighed the challenges or did not know** (3 stakeholders, 42% each).

The questionnaire asked stakeholders to prioritise which sectors they considered most efforts necessary to reduce GHG emissions to achieve new EU targets. Trade unions had a mix of opinions leading to no strong prioritisation. Nevertheless, the most prioritised sectors included buildings, mobility and transport, and energy supply. Forestry and Services (including ICT) were deemed the least important sectors.

On increasing the ambition of key climate legislation in order to achieve increased climate targets of 50-55% by 2030, trade unions found the EU ETS, ESR and LULUCF Regulation as in need of further ambition. Nevertheless, the EU ETS was prioritised. On increasing the EU ETS' ambition, they prioritised introducing a pricing policy (4 stakeholders, 44%).

When looking at the role of the LULUCF sector to achieving the 2030 and 2050 climate targets, trade unions mostly had a more moderate response to most possible actions (i.e. perceiving them as neither relevant or irrelevant). The most relevant action for trade unions was developing an EU methodology to certify carbon dioxide removal credits at the level of farmers and foresters. The least relevant according to trade unions was increasing the existing flexibility in how LULUCF credits are used towards climate targets.

Finally, on international climate diplomacy, the questionnaire asked stakeholders which regions/groups should be prioritised in the EU's climate diplomacy and cooperation efforts. Trade unions prioritised South East Asia (including India) (4 stakeholders, 15%).

Responses provided by NGOs

An analysis was conducted solely on NGO responses to the questionnaire. In this case, NGO refers to a stakeholder that selected the stakeholder type "Non-governmental organisation (NGO)" in the survey. There were a total of 123 stakeholders that provided a response as an NGO.

NGOs responded mostly from Belgium (30 stakeholders, 24%) or Germany (27 stakeholders, 22%). The high response rate from Belgium is largely owing to the high proportion of EU-focused NGOs that are based in Brussels. Some of these stakeholders selected which sector these NGOs were active in. While most stakeholders selected the option "Other" (57 stakeholders, 46%), other sectors represented were: Agriculture, Hunting and Forestry (10 stakeholders, 8%), health and social work (7 stakeholders, 6%), transport, storage and communication (7 stakeholders, 6%), and education (6 stakeholders, 5%).

On the new EU targets, NGOs were extremely ambitious across the different targets. The most selected options are displayed in the table below. For all options NGOs selected the most ambitious option possible for the EU in the overall GHG emission reduction target, renewable energy target and energy efficiency target.

Figure 2-4 The most selected option(s) by NGOs on new EU climate targets

Overall GHG emission reduction target	Renewable energy target	Energy efficiency target
• It should be increased to at least 55% (86 NGOs, 70%)	• Achieve even higher level of ambition than at least a share of 40% renewable energy in the final energy (73 NGOs, 68%)	• Achieve even higher level of ambition than at least 40% energy efficiency (in both primary and final energy consumption) by 2030 (67 NGOs, 63%)

The NGOs further provided responses on the main opportunities and challenges for setting more ambitious 2030 targets. On opportunities, NGOs had a high response rate for most options (>60 stakeholders). The **most selected opportunities** include that the targets will lower pollution and improve health of citizens (100 stakeholders, 14%) and it will help mitigate future costs associated with climate change (89 stakeholders, 12%). The **most selected challenges** include that targets will likely lead to a structural shift and changing skill requirements in the economy (82 stakeholders, 23%), and that the simultaneous transition to climate neutral, circular and digital economy and society may lead to significant labour reallocation across sectors, occupations and regions (71 stakeholders, 20%). **NGOs overwhelmingly agreed that the opportunities outweighed the challenges** (99 stakeholders, 85%).

The questionnaire asked stakeholders to prioritise which sectors they considered to need most efforts to reduce GHG emissions to achieve new EU targets. NGOs prioritised the energy supply and mobility/transport sectors as the most important. In contrast, the least prioritised sectors were Waste Management and Services (including ICT).

On increasing the ambition of key climate legislation in order to achieve increased climate targets of 50-55% by 2030, NGOs found the EU ETS, ESR and LULUCF Regulation as all in need of significant increase of ambition. Nevertheless, the EU ETS was the most prioritised. On increasing the EU ETS' ambition, they prioritised reducing or eliminating the share of free allocation (58 stakeholders, 28%), and introducing a pricing policy (50 stakeholders, 24%).

When looking at the role of the LULUCF sector to achieving the 2030 and 2050 climate targets, NGOs mostly saw action most relevant for in making LULUCF accounting rules more stringent and increasing the ambition of LULUCF removals across the whole sector. The only not relevant measure according to NGOs was increasing the existing flexibility in how LULUCF credits are used towards climate targets.

Finally, on international climate diplomacy, the questionnaire asked stakeholders which regions/groups should be prioritised in the EU's climate diplomacy and cooperation efforts. NGOs prioritised International Financial Institutions (55 stakeholders, 12%), and the G20/G7 (53 stakeholders, 11%).

3 Results of the OPC

This section will provide the results of the 2030 Climate Target Plan Open Public Consultation.

3.1 PART I - General feedback

Part I of the questionnaire provides all stakeholders the chance to express their views on the overall EU climate ambition. It is divided in 4 sections and inquires information on the views of stakeholders on the following:

1. Overall climate ambition for 2030.
2. Sectoral action to reduce GHG emissions by 2030.
3. Enabling conditions and other policies.
4. Additional information (and attachments).

No in-depth knowledge of EU climate policies is needed to provide answers to this section. Responses are analysed in the subsequent sections of this report.

Respondent Profile

The section "About you" in the questionnaire allowed respondents to provide background information about themselves. Stakeholders were asked broad questions on their name, type, language of contribution, country of origin and sector of activity. Further, more detailed, questions were asked specifically for organisations and public authorities to better specify the size/focus of their organisation or work.

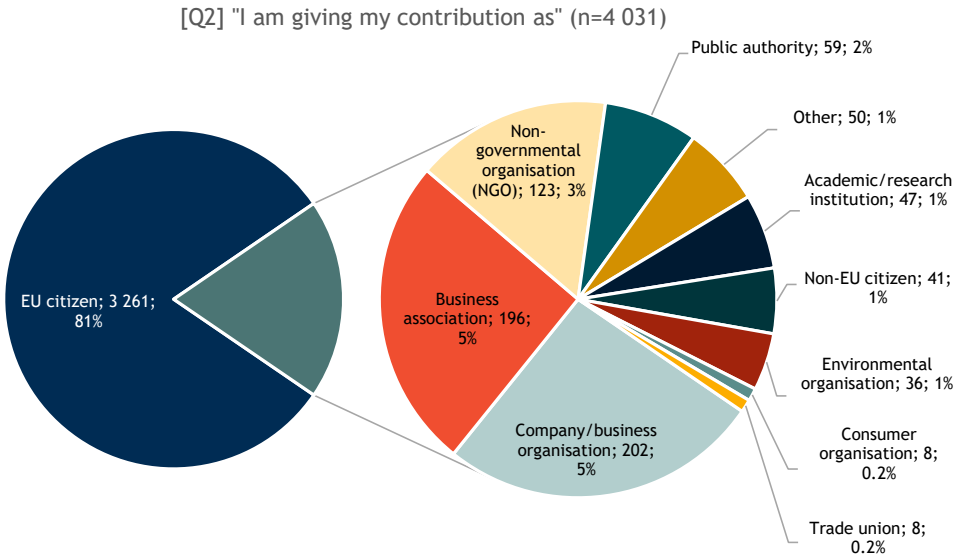
Results are described below.

Stakeholder coverage [Q2]

The second question [Q2] provides an overview of the types of stakeholders answering the public consultation. The large majority of stakeholders (Figure 3-1) responded as "EU citizens" (3 261 stakeholders, 81%). This highlights that most stakeholders provided their response in a personal capacity, rather than representing their various organisations.

Beyond EU citizens, the next largest stakeholder response types were company/businesses, Non-Governmental Organisations (NGOs), and public authorities (a total 580 stakeholders, or around 14% of responses). Consumer organisations (8 stakeholders, 0.2%) and trade unions (8 stakeholders, 0.2%) were the least represented groups.

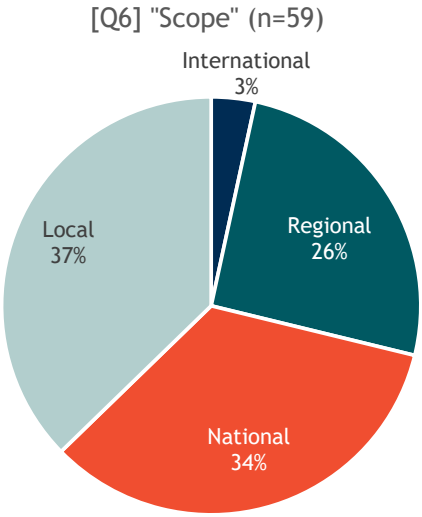
Figure 3-1 Responses from [Q2] of the questionnaire



Public authority coverage [Q6]

In the sixth question [Q6], public authorities were able to provide the scope of their work. The results (Figure 3-2) show that from the total group of public authorities, the largest share belongs to local authorities (22 stakeholders, 37%), followed by national authorities (20 stakeholders, 34%) and regional authorities (15 stakeholders, 25%). International public authorities constitute the smallest percentage (2 stakeholders, 3%).

Figure 3-2 Responses to [Q6] of the questionnaire

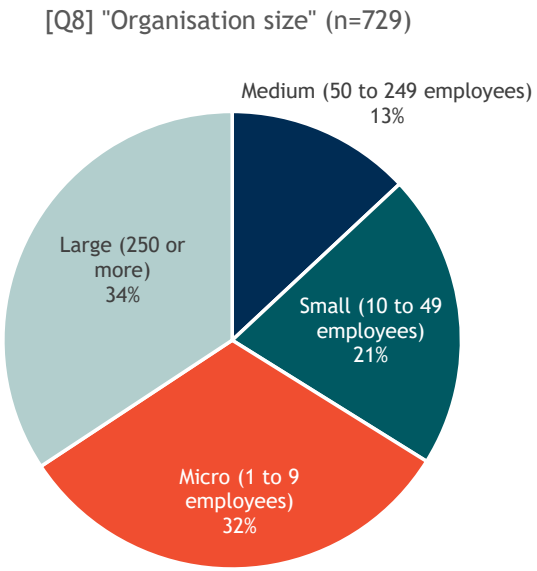


Organisation size [Q8]

In [Q8], all organisations – *i.e.* all professional stakeholders/or all stakeholders not responding as individuals (EU and Non-EU citizens) – were able to provide insight into the size of their organisation. As shown in

Figure 3-3, most of the respondents to this question were large organisations (250 stakeholders, 34%), followed by micro (232 stakeholders, 32%) and small organisations (152 stakeholders, 21%). A smaller group of stakeholders (95 stakeholders, 13%) belong to medium-sized organisations.

Figure 3-3 Responses to [Q8] of the questionnaire



Country of origin [Q10]

In [Q10], stakeholders were further able to provide information on their country of origin. In response to this, stakeholders were able to provide any response from all EU-recognised states. Figure 3-4 provides an overview of the top 10 respondent countries of origin. The highest responding countries were Germany (2 136 stakeholders, 53%), which matches the high German language response rate (see [Q1]). Following this, France (521 stakeholders, 13%) and Belgium (323 stakeholders, 8%) had the next highest response rates. The high response rate from Belgium is owing to the high proportion of EU-focused business associations, companies and NGOs that are based in Brussels (151 stakeholders, 47% of responses). Similarly, the high response rate from Germany is largely due to the large response from citizens residing there (1 972 stakeholders, 61%).

Figure 3-4 Responses to [Q10] focused on top 10 responses

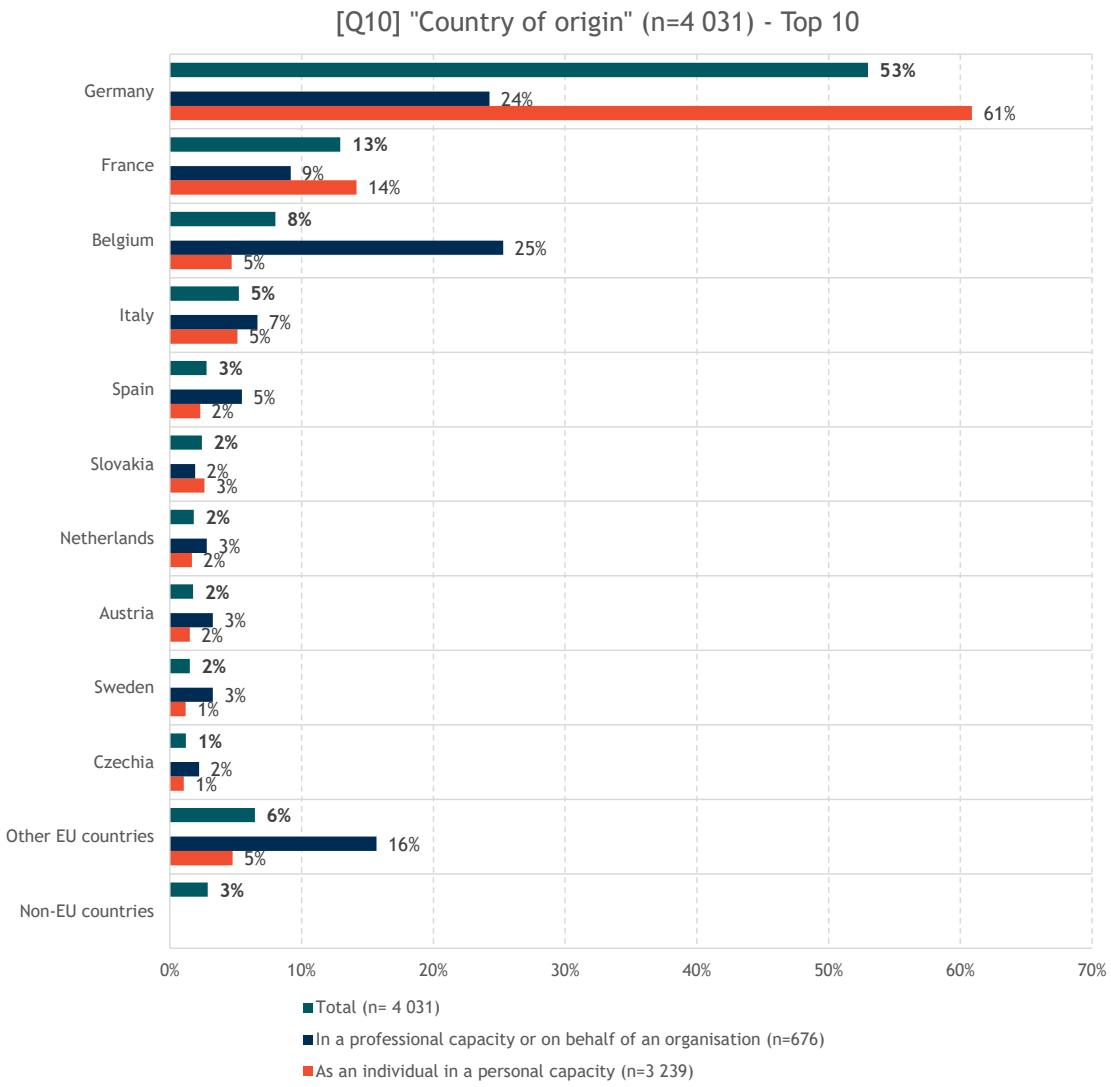
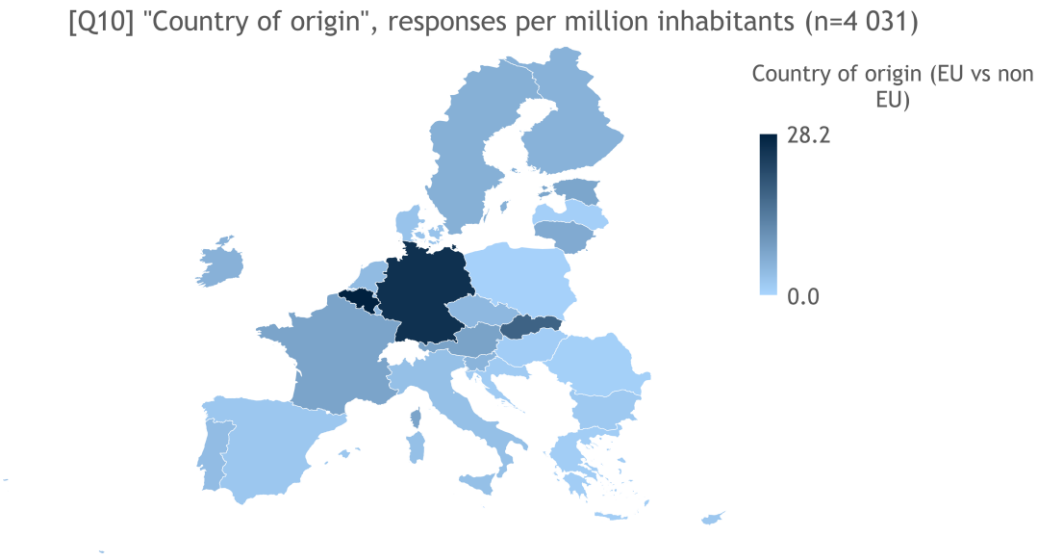


Figure 3-5 Map of responses to [Q10] of the Questionnaire, responses per million inhabitants



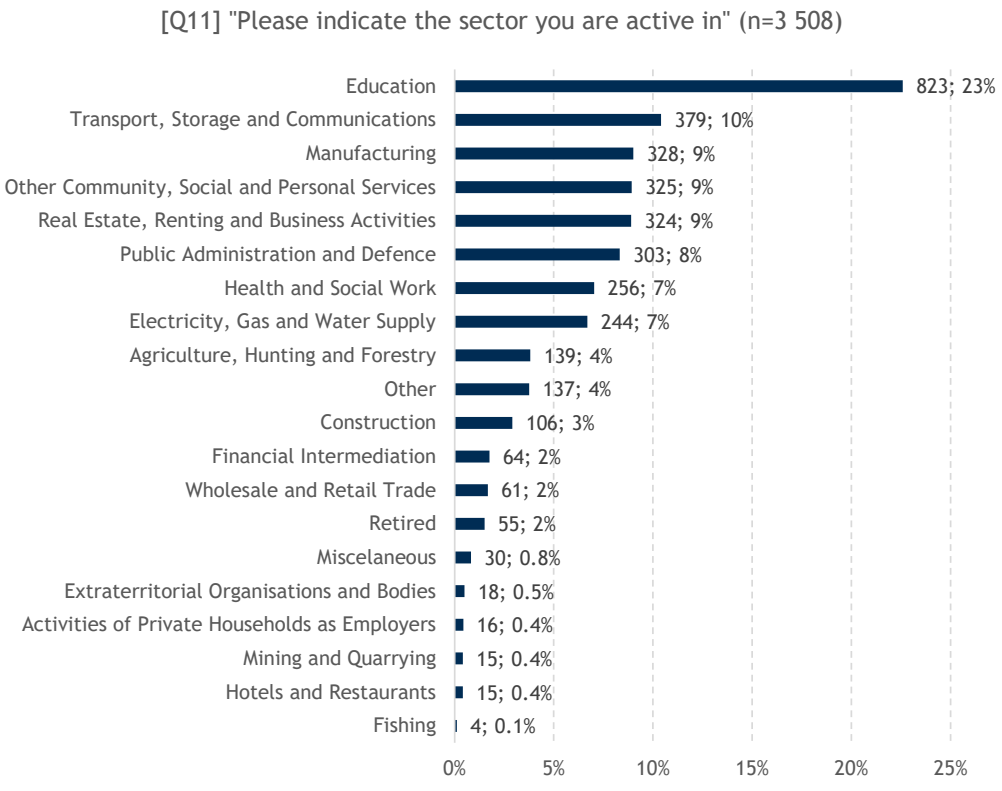
Sectors of activity [Q11]

Finally, stakeholders provided information on the sector in which they are professionally active in. First, in [Q11], stakeholders could select from a list of given sectors; additionally, in [Q11-1] stakeholders could provide complementary information in case they had chosen "Other" in question [11]. "Other" was selected by a large share of the stakeholders (1 096 stakeholders, 31%). From these, only some provided more information (984 stakeholders, 28% of responses).

As the analysis of the results showed, most of the responses in the open field could be traced back to the listed options for [Q11]. Therefore, when applicable, responses given in the open field under question [Q11-1] were allocated to the corresponding sector, according to the NACE (Nomenclature of Economic Activities)[4]. Additionally, a category was created to group the retired stakeholders (55 stakeholders, 2%). Some responses (30 stakeholders, 7%) were identified as *miscellaneous* meaning that the answers do not allow for a clear analysis.

The results are depicted in Figure 3-6 most common sector of activity of respondents was Education (823 stakeholders, 23%). Other large response groups included Transport, Storage and Communications (379 stakeholders, 10%), Manufacturing (328 stakeholders, 9%), Other Community, Social and Personal Services (325 stakeholders, 9%), and Real State, Renting and Business Activities (324 stakeholders, 9%).

Figure 3-6 Responses to [Q11] of the questionnaire

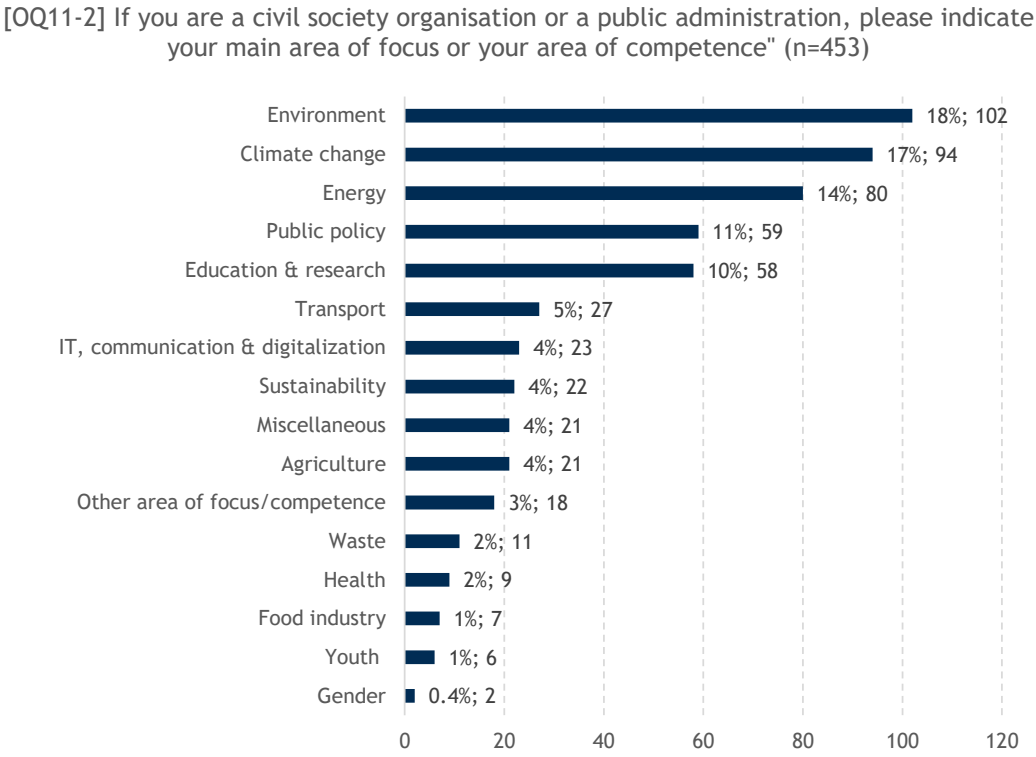


[4] List of NACE codes, available at: https://ec.europa.eu/competition/mergers/cases/index/nace_all.html. Last accessed 13/07/2020.

Area of focus or competence of civil society organisations and public administrations [Q11-2]

If stakeholders were responding as civil society organisations or public administrations, they were asked what their main area of focus or competence was. Stakeholders were able to provide an open response to this. In total, 453 stakeholders provided a response. These areas were categorised as displayed in Figure 3-7. Environment (102 stakeholders, 18%), Climate change (94 stakeholders, 17%) and Energy (80 stakeholders, 14%) are the three most represented areas of focus. Few responses (21 stakeholders, 4%) were identified as *miscellaneous*, meaning that the answers do not allow for a clear analysis.

Figure 3-7 Responses to [Q11-2] of the questionnaire



Overall climate ambition for 2030, opportunities and challenges

The first section of the general part of the questionnaire was focused on the **overall climate ambition for 2030** and inquired the **desired level of ambition**, as well as **challenges and opportunities** associated to an increased climate ambition.

Desired ambition for the new EU 2030 climate target [Q13]

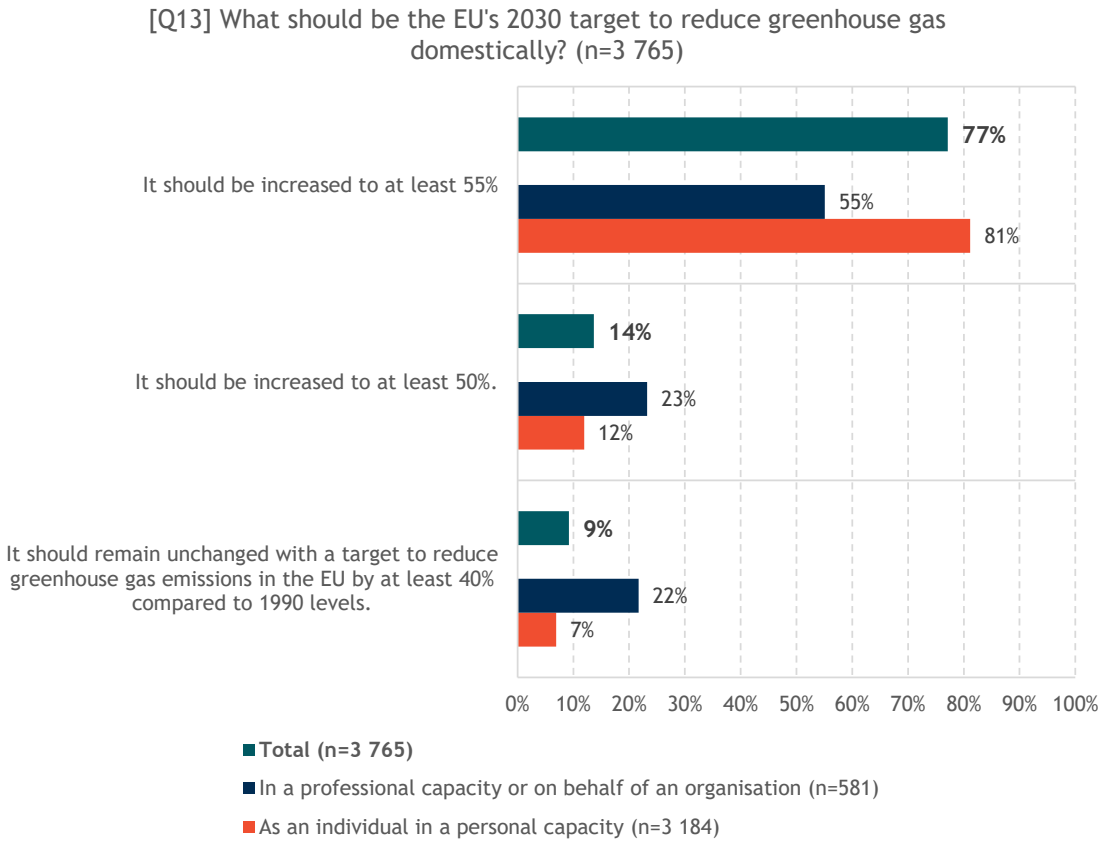
In [Q13], stakeholders are asked to provide their opinion on their desired EU 2030 target for domestic GHG emissions reduction based on three options:

- Maintain the current objective (40% reduction compared to 1990);
- To increase the ambition (50% reduction compared to 1990);
- To increase the ambition (55% reduction compared to 1990).

As shown in Figure 3-8, an overwhelming number of stakeholders (2 904 stakeholders, 77%) believe that the EU GHG reduction target should be increased to at least 55%, compared to 1990. A smaller proportion (515 stakeholders, 14%) stated the target should be increased to at least 50%, while the smallest response rate (346 stakeholders, 9%) stated that it should remain unchanged. While the great majority of individual

responses opted for at least a 55% increase (2 584 stakeholders, 81%), around a half (320 stakeholders, 55%) of the professional stakeholders chose this option; however, the latter were more in favour of the 50% increase (135 stakeholders, 23%) than the individuals (380 stakeholders, 12%), as well as for the option to leave the target unchanged (126 stakeholders, 22% of professional stakeholders compared to 220 stakeholders, 7% of individual replies)

Figure 3-8 Responses to [Q13] of the questionnaire



A correlation analysis on the desired ambition for the new EU 2030 climate target **[Q13] by stakeholder type** [Q2] was provided, see Annex D for detailed figures. Stakeholder types responded in a similar fashion to the overall response: most preferred an increased 55% target, then a 50% target, and the least preferred to not change the target. Consumer organisations (4 stakeholders, 57%) and business associations (40 stakeholders, 29%) were the most likely to prefer not changing the target. However, consumer organisation stakeholders were the only category that had a majority requesting this.

A similar correlation has been carried out, to compare stakeholders' country of origin [Q10] and the desired ambition for the new EU 2030 climate target [Q13]. The data is displayed in Table 3-1. It provides the percentage of stakeholders *per country* which provided each response. In most countries, stakeholders have selected the most ambitious target of 55%. The countries with highest proportions of stakeholders selecting the most ambitious target included Germany (88%) and Denmark (86%). There were some Member States (Bulgaria, Cyprus, Czechia, Estonia, and Latvia) that had >50% of their stakeholders requesting that the targets remain unchanged at 40%.

Table 3-1 Correlation of responses from [Q10] and [Q13]

Member State	EU Climate Target 2030		
	It should remain unchanged at 40%	It should be increased to at least 50%	It should be increased to at least 55%
Austria (n=64)	14%	19%	67%
Belgium (n=273)	7%	22%	71%
Bulgaria (n=10)	50%	30%	20%
Croatia (n=7)	14%	43%	43%
Cyprus (n=2)	50%	0%	50%
Czechia (n=47)	57%	21%	21%
Denmark (n=14)	14%	0%	86%
Estonia (n=8)	50%	0%	50%
Finland (n=22)	18%	9%	73%
France (n=510)	7%	24%	70%
Germany (n=2 028)	6%	7%	88%
Greece (n=13)	31%	23%	46%
Hungary (n=10)	10%	20%	70%
Ireland (n=24)	29%	21%	50%
Italy (n=201)	8%	27%	65%
Latvia (n=2)	50%	50%	0%
Lithuania (n=18)	17%	17%	67%
Luxembourg (n=3)	33%	33%	33%
Malta (n=0)	0%	0%	0%
Netherlands (n=60)	37%	10%	53%
Poland (n=25)	48%	12%	40%
Portugal (n=41)	2%	37%	61%
Romania (n=19)	47%	26%	26%
Slovakia (n=98)	19%	18%	62%
Slovenia (n=11)	18%	9%	73%
Spain (n=104)	7%	22%	71%
Sweden (n=53)	9%	19%	72%
Non-EU countries (n=98)	10%	19%	70%

Note: the figure indicates the percentage of respondents compared to the total response provided by respondents from the same country of origin (i.e. Austria: 75% of the 16 Austrian respondents suggested the target should be raised to 55% or more).

Opportunities related to a higher climate ambition by 2030 [Q14]

Stakeholders were also asked what opportunities [Q14] they would consider most relevant for the undertaking of a higher climate ambition by 2030. Stakeholders could select multiple options from two precompiled lists.

For the **opportunities**, a total 3 890 stakeholders selected 21 723 responses.

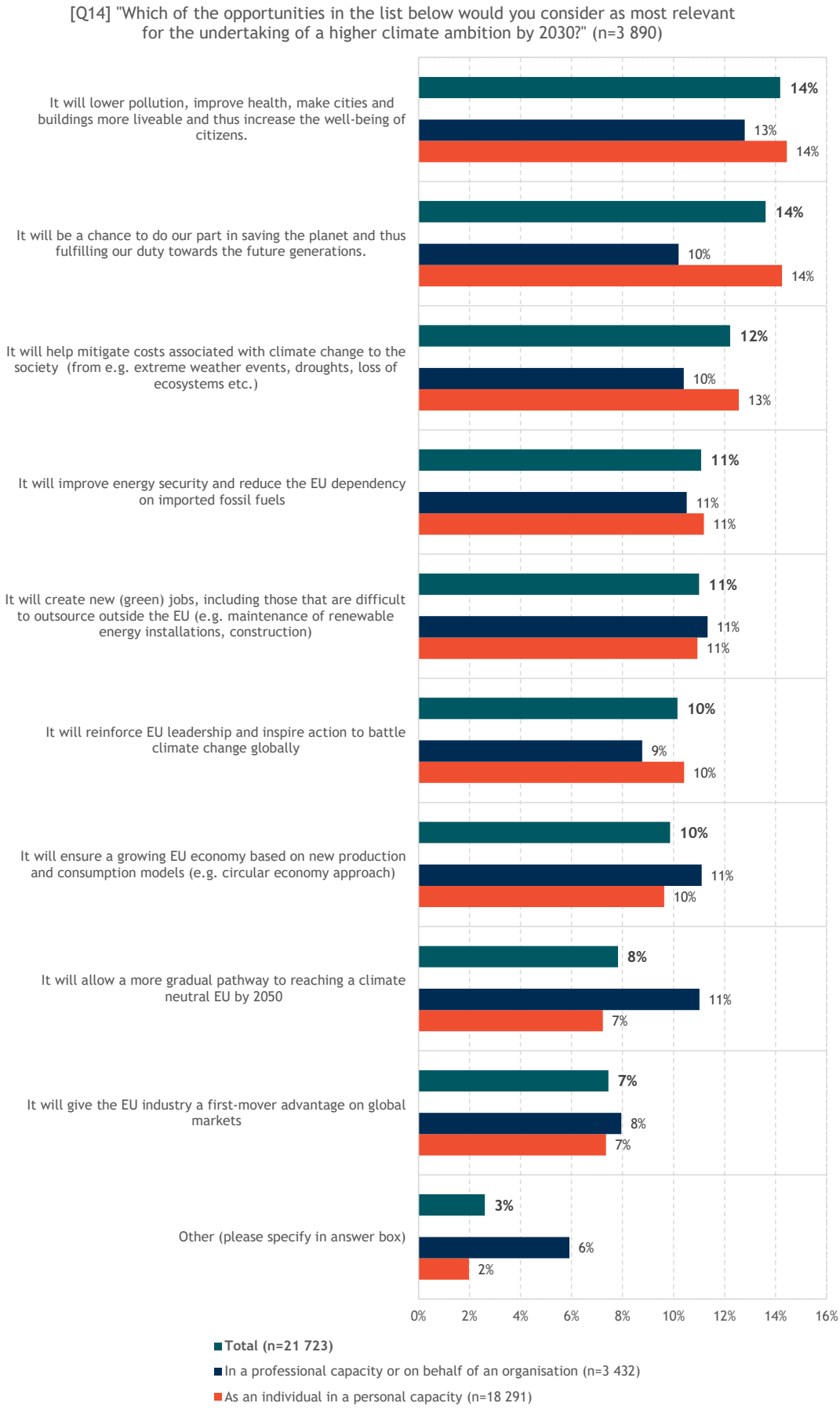
As presented in Figure 3-9, stakeholders believe the two best opportunities in achieving a higher climate ambition included:

- 'Lowering pollution to improve health and wellbeing' (3 081 stakeholders, 14%);
- 'Doing our duty for future generations' (2 957 stakeholders, 14%).

However, almost all options were selected by at least 50% of the total 3 890 stakeholders. The two options that received fewer than 50% affirmative responses included:

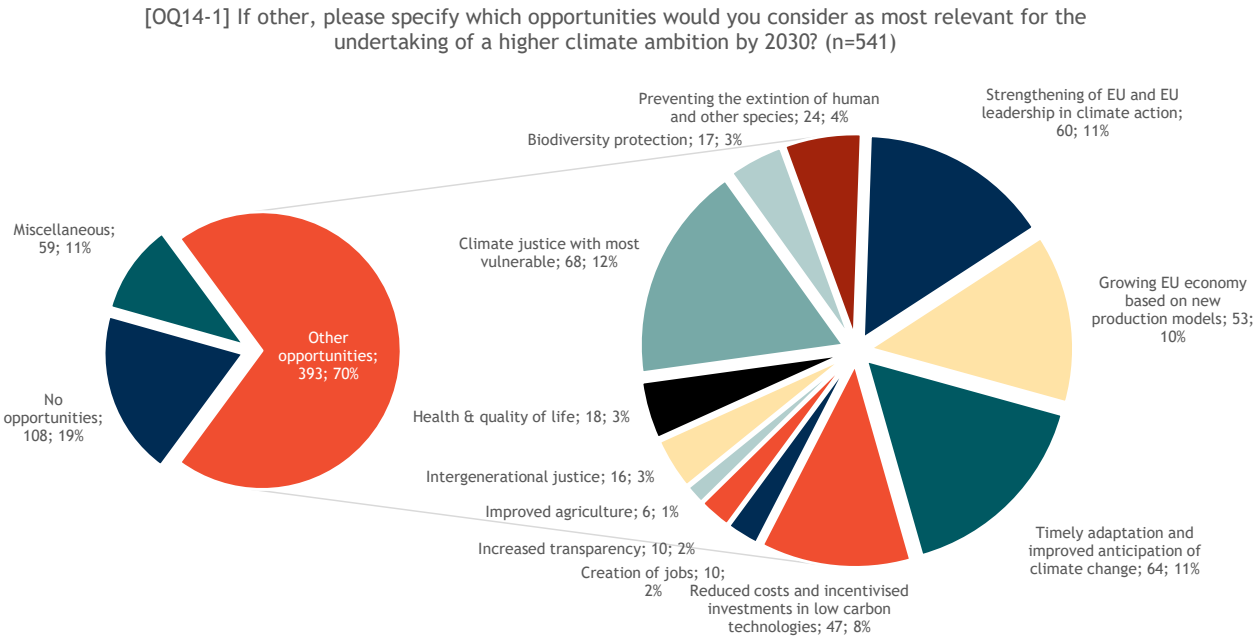
- 'A more steady pathway to climate neutrality by 2050' (1 700 stakeholders, 8%);
- 'Ensuring a competitive "first-mover" industry' (1 618 stakeholders, 7%).

Figure 3-9 Responses to [Q14] to the questionnaire



A small group of respondents (565 stakeholders, 3%) selected the option "Other (please specify)". From these some (541 stakeholders, 2.5%) provided a short **open response** to specify their opinion about further opportunities. A total of 560 opportunities were identified (some respondents indicated more than one opportunity).

Figure 3-10 Responses to [Q14-1] of the questionnaire



As shown in Figure 3-10 on the left side, some of the analysed answers (108 stakeholders, 19%) indicated that there are **no opportunities** of a higher climate ambition, and some (59 stakeholders, 11%) were categorised as '*miscellaneous*', meaning that the answers do not allow for a clear analysis. A larger share of answers (393 stakeholders, 70%) suggested that there are **further opportunities** not mentioned in the options provided in question [Q14] or reiterated some of them. Among the main opportunities raised were the following:

- **Climate justice with most vulnerable:** considered by the majority of the answers (68 stakeholders, 12%) as the most relevant opportunity of a higher climate ambition. Many indicated that a higher climate ambition would lead to making progress towards a fairer distribution of burdens arisen from climate change and to differentiating historical responsibility. From the respondents highlighting climate justice as an opportunity, some supporting Campaign 4 (29 stakeholders, 1%) provided the following coordinated answer: *"1 000's of economists' worldwide support engaging all of society in decarbonisation: citizens; families; business; industry and government. By placing an equal and increasing cost on all GHG emissions and returning all net revenue equally to citizens in the economy".*
- **Ensure a growing EU economy based on new production models:** reiterated by the majority of the answers (53 stakeholders or 10% of responses) as a relevant opportunity of a higher climate ambition. Many indicated that a higher climate ambition would lead to the transformation of current business models, economic concepts, and consumption patterns towards more sustainability.
- **Strengthening of the EU leadership in climate action:** considered by some of the provided comments (60 stakeholders, 11%) as an important opportunity of a higher climate ambition. In

general, the respondents emphasised the EU's responsibility to lead on climate action and the benefits of a coordinated climate action at EU level.

- **Reduced costs and incentivised investments in low carbon technologies:** indicated in some of the provided answers (47 stakeholders, 8%) as an important opportunity. According to the answers, ambitious targets will increase the funding allocated to climate action and the deployment of low carbon technologies, reducing costs and attracting investments;
- **Timely adaptation and improved anticipation of the effects of climate change:** indicated in some of the provided answers (64 stakeholders, 6%) as an important opportunity of a higher climate ambition. In general, the respondents expressed that ambitious climate targets will allow society to be more resilient and to prevent future negative effects of climate change. From the respondents highlighting this as an opportunity, some supporters of Campaign 3 (29 stakeholders, 5%) provided the following **coordinated answer**: *"The UNEP Emission Gap Report shows that current NDCs cumulatively limit temperature rise only to 3.2°C by the end of the century. To keep temperature increase to 1.5°C, the EU needs to achieve at least -65% emission reductions by 2030 to avert the tremendous costs of inaction";*

A correlation analysis of stakeholder types [Q2] and their views on the opportunities related to a higher climate ambition [Q14] was provided, see Annex D for detailed figures. Overall, professional stakeholders had similar responses to those replying in a personal capacity. However professional stakeholders were more inclined to select 'a steadier pathway to climate neutrality by 2050' (378 stakeholders, 11% of professional responses). This was the third-most selected answer by professional stakeholders.

Furthermore, creating new green jobs, which was the fifth most selected option overall, was the most popular choice for companies/business organisations (112 stakeholders, 12%). Business associations were much less likely to select the 2030 targets helping to do our duty towards future generations (51 stakeholders, 7%) or that it will reinforce EU leadership to inspire global climate action (54 stakeholders, 7%). Furthermore, environmental organisations were much less likely to favour the 2030 targets making a more gradual pathway towards reaching climate neutrality in the EU by 2050 (16 stakeholders, 7%).

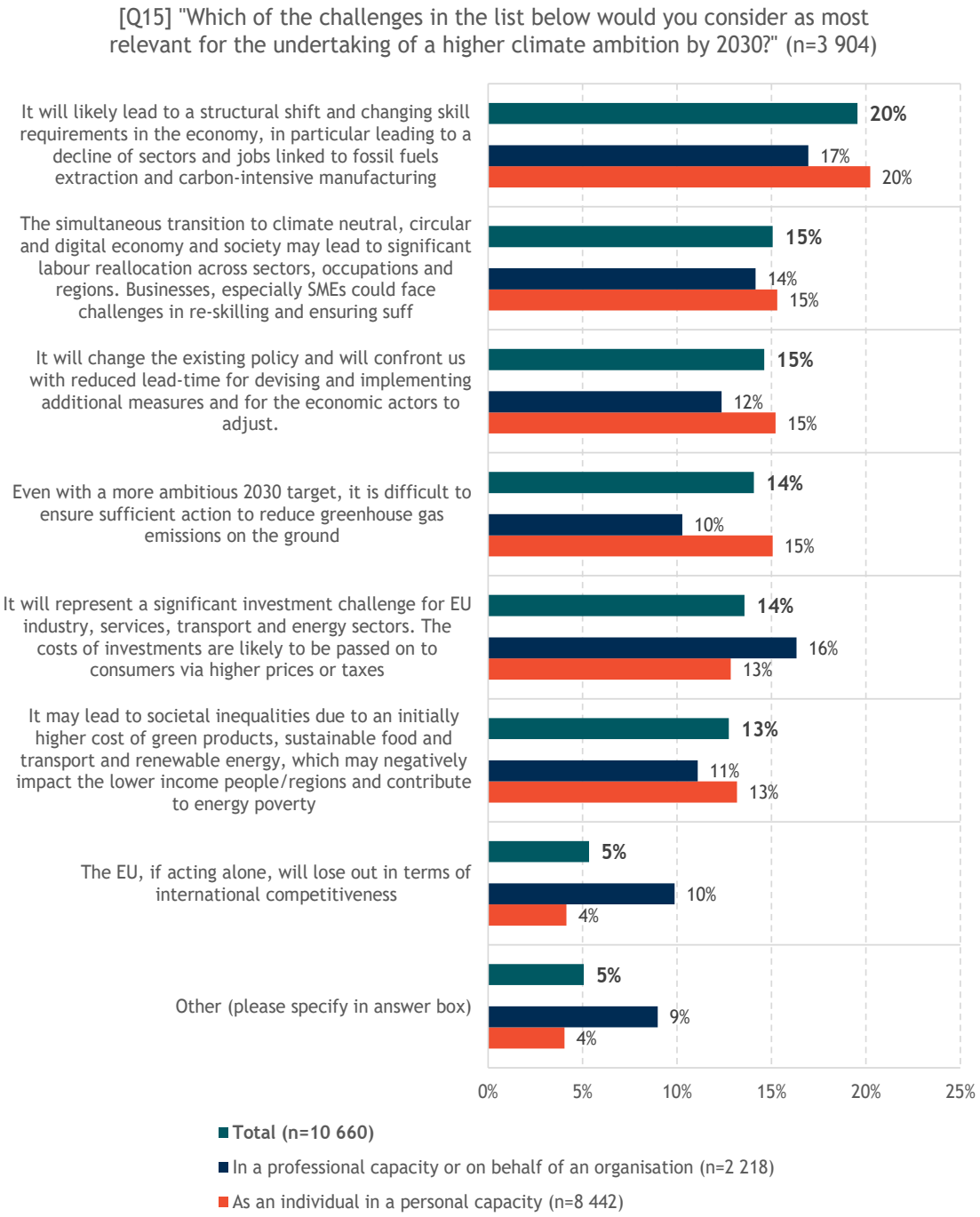
Challenges related to a higher climate ambition for 2030 [Q15]

For the main **challenges** for undertaking a higher climate ambition, a total of 3 904 stakeholders chose 10 660 responses.

As depicted in Figure 3-11, the main challenges perceived by stakeholders include:

- A decline in jobs in sectors not a part of the economic structural shift' (2 084 stakeholders, 20%);
- Difficulties in reskilling labour during the transition (1 606 stakeholders, 15%); and
- It will change the existing policy framework leaving less time to create and implement new measures or for economics to adjust (1 558 stakeholders, 15%).

Figure 3-11 Responses to [Q15] of the questionnaire



The option **"Other (please specify)"** was selected by a small group of stakeholders (540 stakeholders, 5%). Some of the stakeholders selecting this option (532 stakeholders, 5%) also provided a short open response to specify their opinion. A total of 548 responses were identified (some respondents indicated more than one challenge).

Figure 3-12 Responses to [Q15-1] of the questionnaire

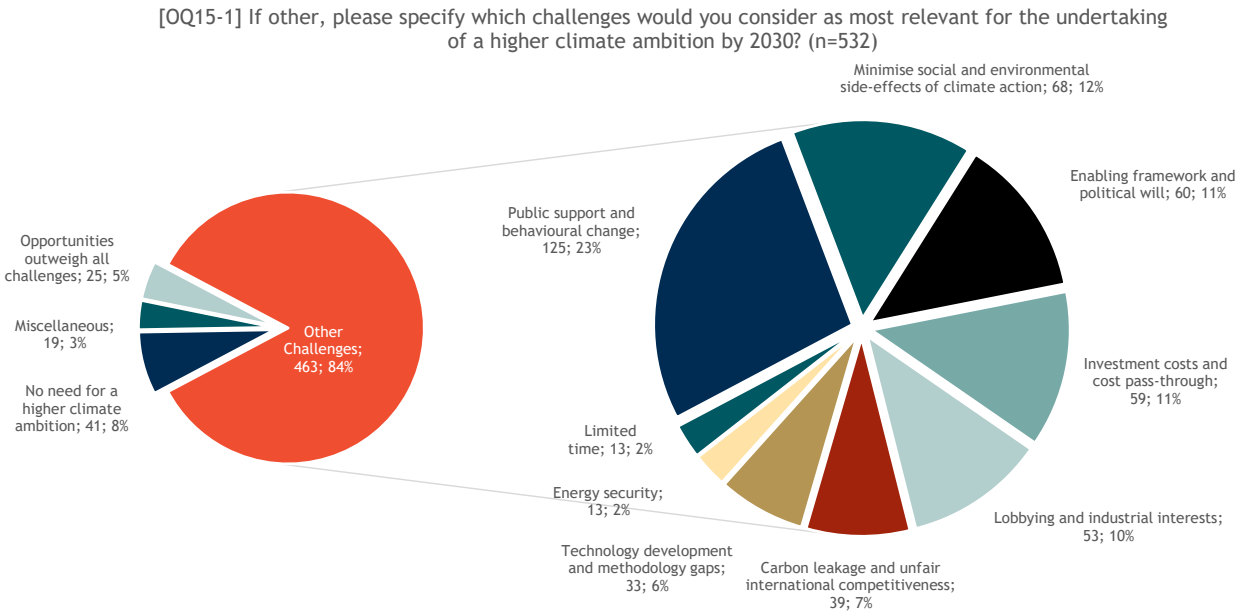


Figure 3-12 on the left side shows that most responses suggested **further challenges** not mentioned in the options provided in question [Q15] or reiterated some of them (438 stakeholders, 79%). However, some responses also suggested that there is **no need for a higher climate ambition** (41 stakeholders, 8%). Other responses (25 stakeholders, 5%) did not indicate further challenges, as they supported the statement that **opportunities outweigh all challenges** (25 stakeholders, 5%). A small share of the responses (19 stakeholders, 3%) was categorised as '*miscellaneous'*, meaning that the answers do not allow for a clear analysis. Among the **further challenges** raised in the provided comments were the following:

- **Public support and behavioural change** were stressed by the majority of the stakeholders (125 stakeholders, 23%) as a relevant challenge of a higher climate ambition. Many indicated that a higher climate ambition would require social acceptance and change of personal lifestyles, which may require time. From the respondents indicating this challenge, some supporters of Campaign 4 (8 stakeholders, 1%) provided the following coordinated answer: *"Public support over a 30 year period is needed to maintain political will and provide the long term investment signal industry requires. Policy needs to be transparent, fair and understandable by voters. Global scalability with ease/speed of implementation and resistance to corruption also matter"*;
- **Minimise social and environmental side-effects of climate action** was also considered according to some of the respondents (68 stakeholders, 12%) as one of the most relevant challenges of increasing the climate ambition. From the respondents indicating this challenge, some supporters of Campaign 3 (17 stakeholders, 3%) provided the following coordinated answer: *"Financial support by governments and companies is necessary to help the regions affected to transition away from unavoidable job losses and reduce social marginalisation of the most vulnerable. as much as possible"*;
- **Enabling framework and political will** was the third most mentioned (60 stakeholders, 11%) challenge in the answers provided. The respondents indicating this challenge highlighted the need for policy coherence of enabling frameworks at different governance levels and for a variety of sectors;
- **Investment costs and costs pass-through** was considered according to some of the stakeholders providing a response (59 stakeholders, 11%) as one of the most relevant challenges of a higher

climate ambition. In general, the respondents emphasised their concern about high costs and the consequent potential negative effects on consumers;

- **Lobbying and industrial interests** was indicated in some of the provided responses (53 stakeholders, 10%) as a relevant challenge of a higher climate ambition. In general, the respondents expressed their concern about specific sectors that can potentially block and delay climate action.

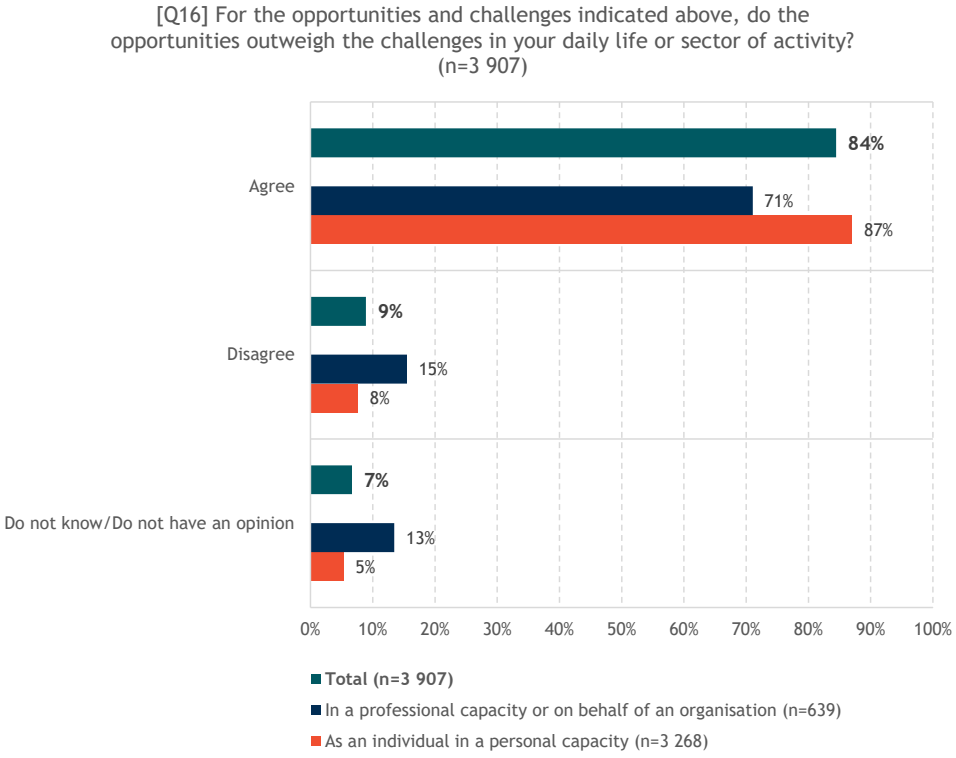
A correlation analysis of stakeholder types [Q2] and their views on the challenges related to a higher climate ambition for 2030 [Q15] was provided, see Annex D for detailed figures. Both private individuals and professional stakeholders selected the largest challenge being that the transition will lead to a decline of sectors linked to fossil fuel extraction and carbon-intense manufacturing. Business associations (80 stakeholders, 12%) and consumer organisations (3 stakeholders, 13%) were proportionally the least likely groups to select this option. Both perceived the investment gap as the largest challenge. Academic stakeholders were proportionally most likely to perceive the largest challenge being that the transition could make it difficult for businesses (especially SMEs) to reskill employees (31 stakeholders, 20%). Business associations had a proportionally low response to this challenge (68 stakeholders, 10%).

Relative weight of opportunities versus challenges [Q16]

In [Q16], stakeholders were further asked whether based on the opportunities [Q14] and challenges [Q15] noted above, the opportunities outweigh the challenges in their daily life or in their sector of activity.

As shown in Figure 3-13, stakeholders overwhelmingly agreed that the opportunities outweigh the challenges (3 299 stakeholders, 84%). Smaller groups of stakeholders had disagreed (348 stakeholders, 9%), or no opinion or did not know (260 stakeholders, 7%).

Figure 3-13 Responses to [Q16] of the questionnaire



A correlation analysis of stakeholder types [Q2] and their views on the relative weight of opportunities versus challenges [Q16] was provided, see Annex D for detailed figures. The trend presented above remains consistent for most stakeholder types. Consumer organisations was the only

group which was divided on the issue and had 50% (4 stakeholders) both agreeing and disagreeing that the opportunities outweighed the challenges.

Sectoral action and potential to reduce greenhouse gas emissions by 2030

This section of the questionnaire provided a sectoral focus on the completion of the 2030 GHG emission reduction targets.

It allowed stakeholders to prioritise sectors where efforts should be focused to reduce emissions, as well as, providing responses on how various sectors should focus their efforts to reduce emissions.

These sectors included:

- The energy system;
- Fossil fuels;
- Buildings;
- Industry;
- Road transport; and
- Agriculture, forestry, and land use.

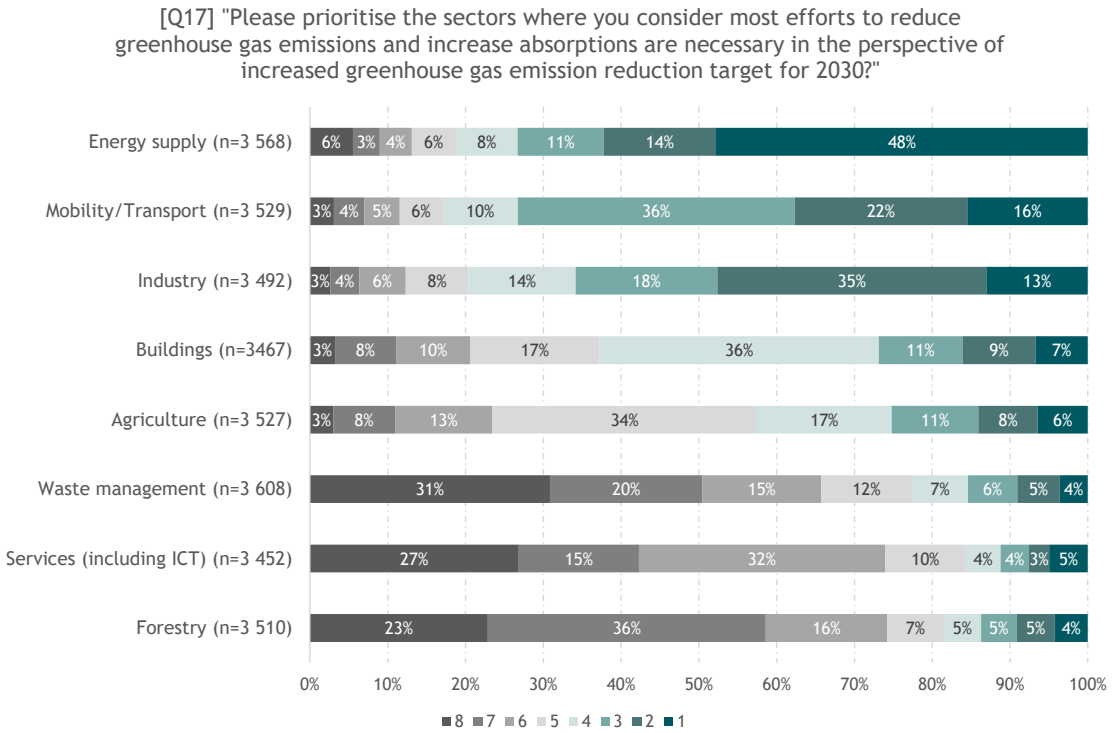
Prioritisation of sectors where efforts to reduce GHG emissions are necessary [Q17]

The first question of this section [Q17] provided stakeholders a chance to prioritise the sectors where they considered most efforts to reduce GHG emissions necessary to increase the 2030 target. Stakeholders provide a ranking for each sector, ranging from 1 (most important) to 8 (least important).

As displayed in **Error! Reference source not found.**, respondents consider the most important sectors to be 'energy supply' (1 705 stakeholders, 48% rating 1), 'mobility and transport' (547 stakeholders, 16% rating 1), and 'industry' (455 stakeholders, 13% rating 1).

The least prioritised sectors among all stakeholders included 'forestry' (803 stakeholders, 23% rating 8), and 'service industry (including ICT)' (927 stakeholders, 27% rating 8). The 'waste management', although having the highest negative rating (1 113 stakeholders, 31% rating 8), the average rating was more positive than forestry and the service industry.

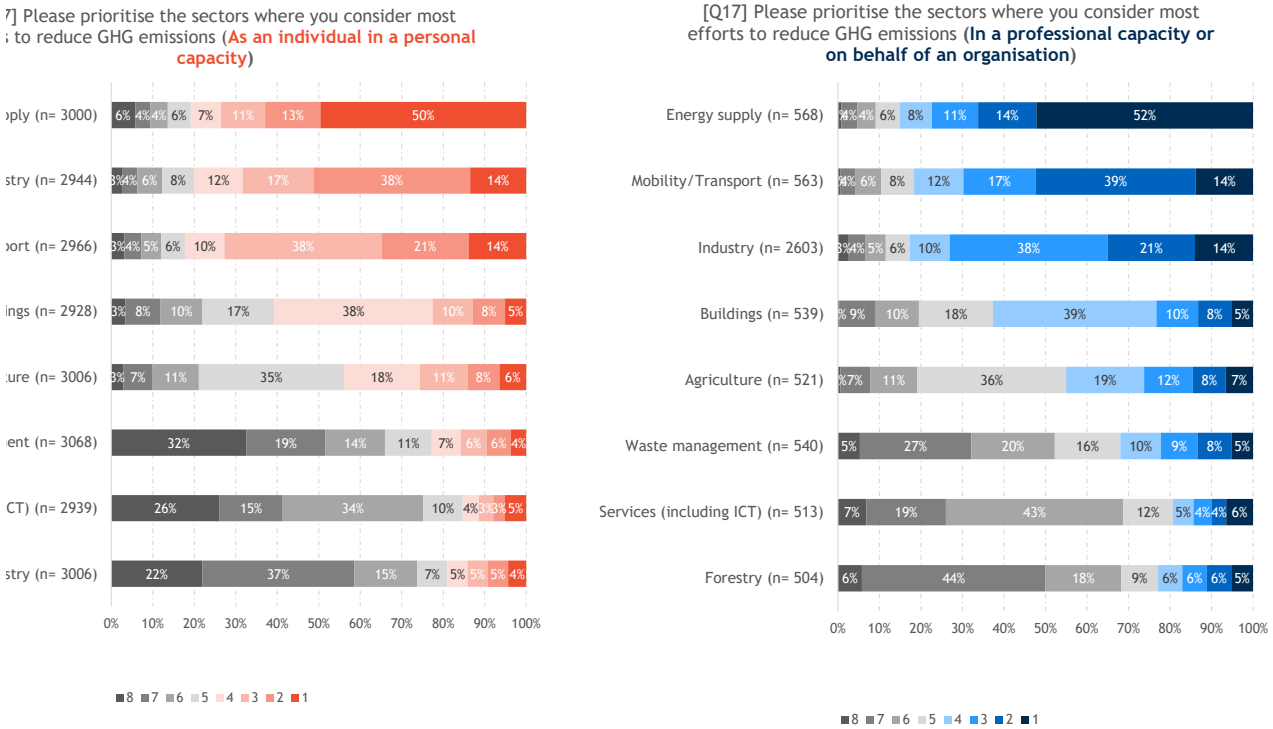
Figure 3-14 Responses to [Q17] of the questionnaire



Notes: figures show percentage of total responses, per sector, indicating the level of importance of the sector from 'most important' (1) to 'least important' (8). They were ordered using a weighted average.

A correlation analysis of stakeholder types [Q2] and their views on the prioritisation of sectors to reduce GHG emissions [Q17] was provided, see Annex D for detailed figures. The figure below, shows the prioritisation of sectors by private individuals and professional stakeholders. This highlights that both groups had remarkably similar responses for the different sectors. This trend was further apparent within the different types of professional stakeholders.

Figure 3-15 Responses to [Q17] of the questionnaire split by those responding as private individuals and professional stakeholders.



Notes: figures show percentage of total responses, per sector, indicating the level of importance of the sector from 'most important' (1) to 'least important' (8). They were ordered using a weighted average.

Main drivers of the necessary energy transition [Q18]

In [Q18], stakeholders were asked which main drivers were necessary for the energy transition to facilitate the 2030 GHG emission reduction target. Stakeholders could select multiple options. A total of 3 908 stakeholders chose 17 574 responses.

As shown in Figure 3-16, the preferred options emerged to be the following:

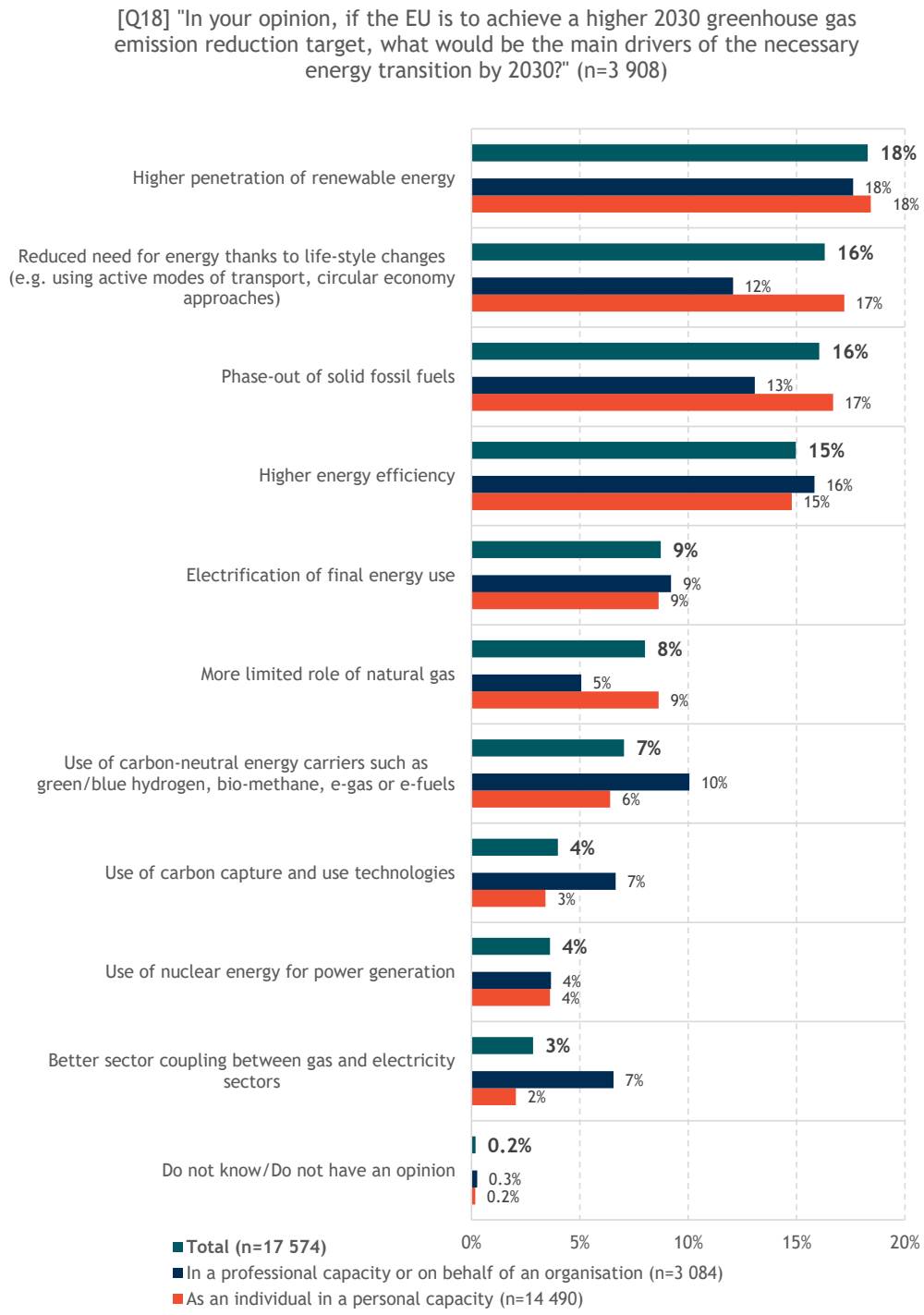
- Higher penetration of renewable energy (3 213 stakeholders, 18%);
- Decrease energy use due to life-style changes (2 864 stakeholders, 16%);
- Phase-out of solid fossil fuels (2 820 stakeholders, 16%); and
- Higher energy efficiency (2 629 stakeholders, 15%).

The least voted drivers included:

- Use of Carbon Capture and Use (CCU) technologies (700 stakeholders, 4%);
- Use of nuclear energy for power generation (637 stakeholders, 4% responses); and
- Better sector coupling between gas and electricity (499 stakeholders, 3%).

There were few stakeholders that did not know or did not have an opinion on this issue (33 stakeholders, <1% of responses).

Figure 3-16 Responses to [Q18] of the questionnaire



A correlation analysis of stakeholder types [Q2] and their views on the main drivers of the necessary energy transition [Q18] was provided, see Annex D for detailed figures. Generally, professional stakeholders followed the similar trends as private individuals. A more limited role for natural gas was selected by proportionally fewer professional stakeholders than those replying in an individual capacity. Trade Unions (1 stakeholder, 2%), business associations (25 stakeholders, 2%), and companies (25 stakeholders, 3%) were proportionally the least likely to provide a response here. The main professional stakeholder that selected this option highly was environmental organisations (20 stakeholders, 12%).

Although still receiving a lower share of responses, better gas and electricity sector coupling and use of CCUS technologies had proportionally higher responses by professional stakeholders. Within this business associations and companies were the main respondents, proportionally. However, it is important to note that these were not the most selected drivers by these stakeholders.

Required EU renewable energy ambition for 2030 [Q19]

Regarding the EU renewable energy ambition [Q19], stakeholders were provided an opportunity to state what ambition they perceived as necessary, to achieve the overall 2030 targets and to facilitate climate neutrality by 2050. Stakeholders could select one single option. A total of 3 799 stakeholders provided a response.

As depicted in Figure 3-17 and the most selected options were:

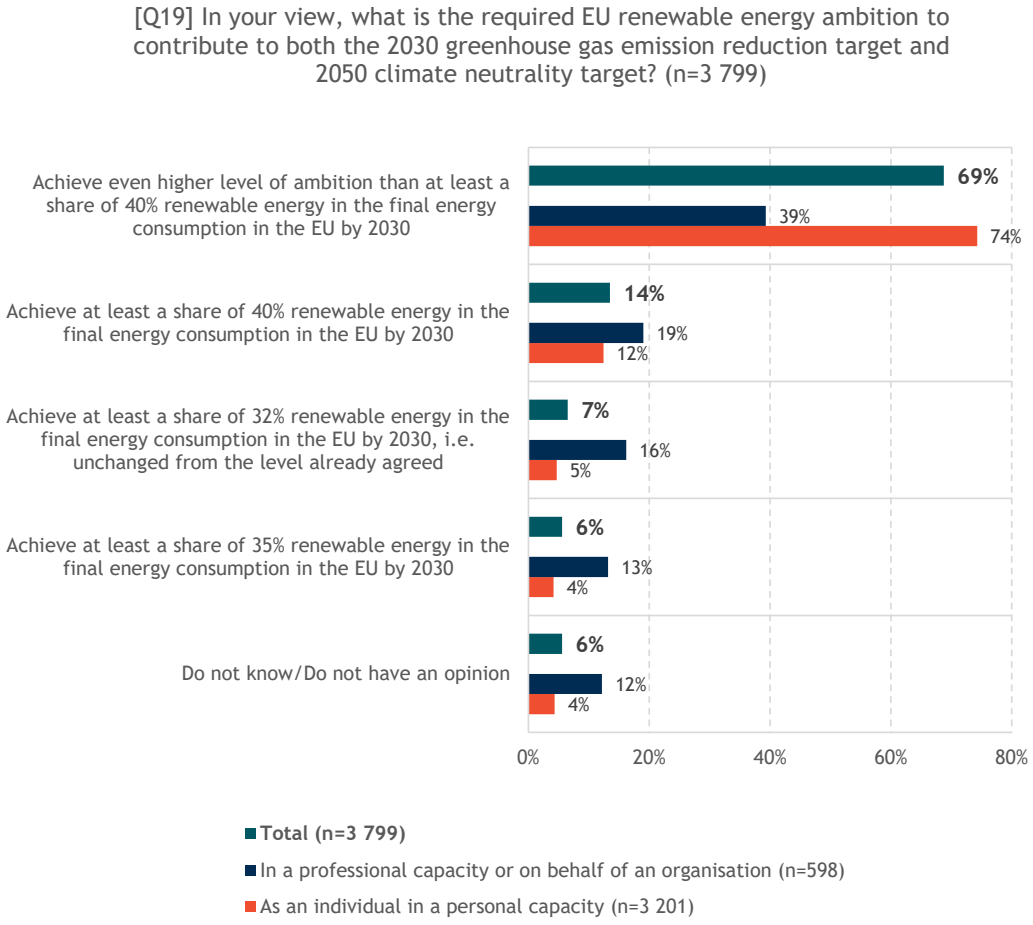
- An ambition of a share of renewable energy in the final energy consumption by 2030 greater than 40% (2 613 stakeholders, 69%);
- An increased ambition of 40% renewable energy (513 stakeholders, 14%).

The least voted options included:

- Should remain unchanged at 32% (247 stakeholders, 7%); or
- The ambition should be either minimally increased to 35% (213 stakeholders, 6%).

Relatively few stakeholders (213 stakeholders, 6%) did not have an opinion or did not know.

Figure 3-17 Responses to [Q19] of the questionnaire



A correlation analysis of stakeholder types [Q2] and their views on the required EU renewable energy ambition for 2030 [Q19] was provided, see Annex D for detailed figures. Broadly, the accumulative professional stakeholder response followed the trend presented for the total. NGOs were the most unanimous in their response that a renewable energy target should be at least 40% total final energy consumption by 2030 (73 stakeholders, 68%). Business associations and company stakeholders were more split on their perception of renewable energy targets. There was a near even split between all the options presented above. However, the largest option selected by such stakeholders was at least a target of 40%.

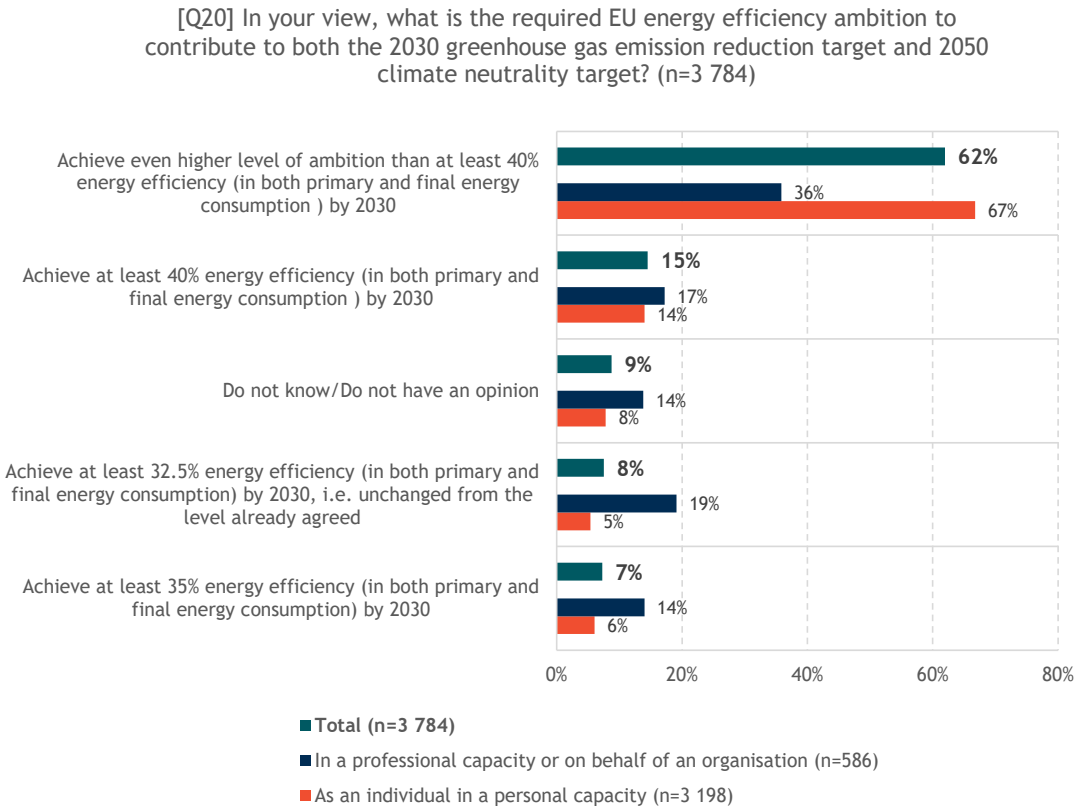
Required EU energy efficiency ambition for 2030 [Q20]

In a similar vein, in [Q20], stakeholders were asked what they perceived the necessary ambition for energy efficiency by 2030 would be. A total of 3 784 stakeholders provided a response, the data is provided in Figure 3-18. A similar trend as with the question above can be noted [Q19].

The largest share of stakeholders (2 345 stakeholders, 62%) perceived that a maximum increase in ambition (increased to 'greater than 40%' for energy efficiency by 2030) was required.

Comparatively, few believe that an ambition 'equal to 40%' for energy efficiency is required (549 stakeholders, 15%), had no opinion or did not know (331 stakeholders, not increase at all (284 stakeholders, 9%), or it should only marginally increase to 35% (275 stakeholders, 7%).

Figure 3-18 Responses to [Q20] of the questionnaire



A correlation analysis of stakeholder types [Q2] and their views on the required EU energy efficiency ambition for 2030 [Q20] was provided, see Annex D for detailed figures. Broad trends in response types were similar for those replying in an individual capacity and professional stakeholders. Similarly to the

previous question, on renewable energy targets, NGOs were proportionally the largest proponents of an energy efficiency target of at least 40% (67 stakeholders, 63%). Business associations (42 stakeholders, 28%) and companies (42 stakeholders, 26%) were most likely to select to keep the current energy efficiency target (32.5%). However, companies had a high proportion that also favoured more ambitious targets of at least 40% (40 stakeholders, 25%).

Fossil fuels in relation to the existing GHG emission reduction targets for 2030 and 2050 [Q21]

In [Q21], stakeholders were subsequently asked their opinions on the role of solid fossil fuels and about their assumed incompatibility with the EU's 2050 climate neutrality objective.

Stakeholders were provided with a list of possible future interventions in this field which could contribute to the reduction of GHG emissions for 2030 and 2050. Stakeholders could provide multiple responses. A total of 849 stakeholders chose 3 341 responses.

As depicted in Figure 3-19, the most interventions rated as most important, included:

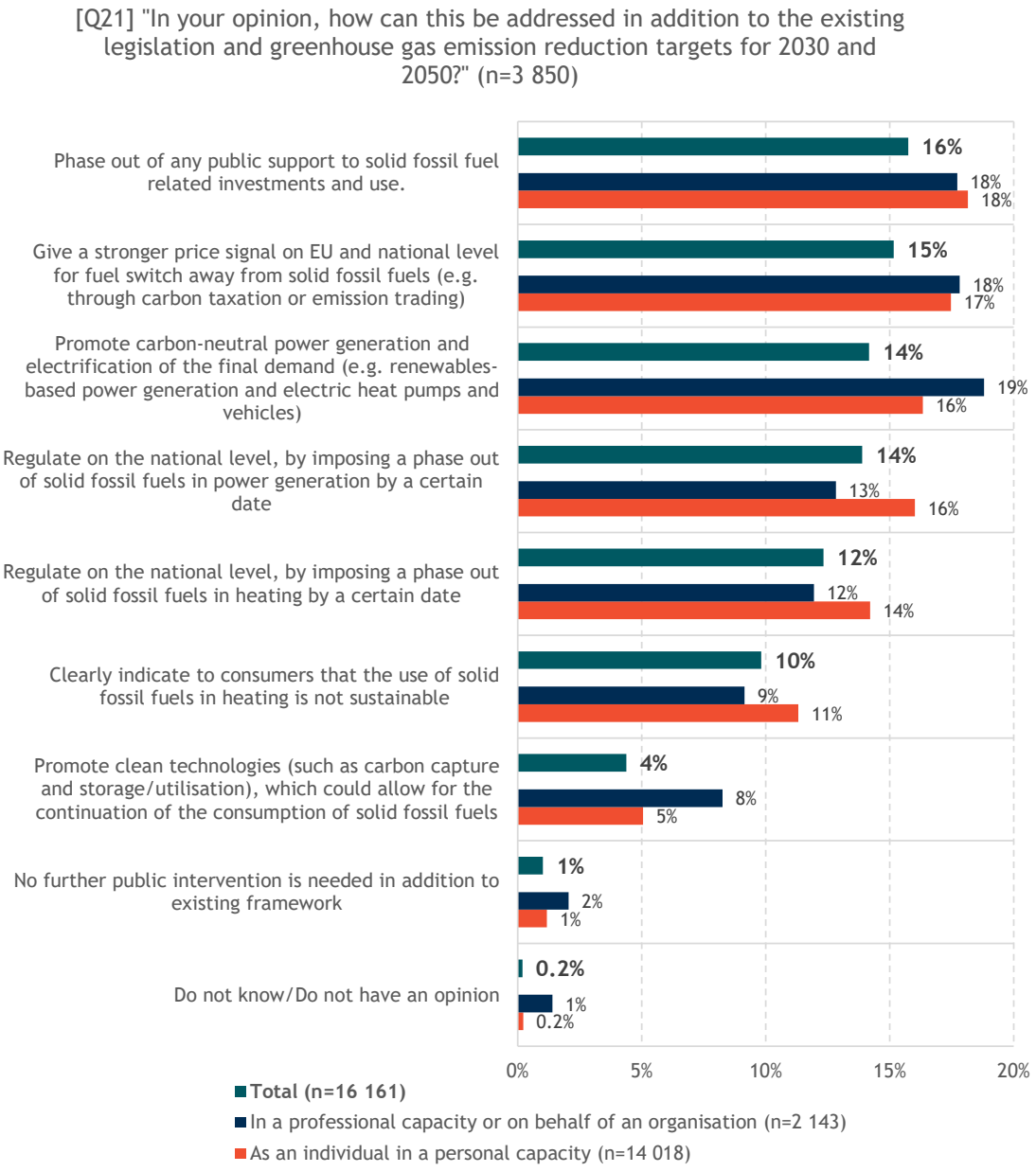
- The phase-out of public support on fossil-fuel investments (2 925 stakeholders, 16%);
- Stronger price signalling on an EU and national level (2 832 stakeholders, 15%);
- Promoting carbon-neutral power generation and electrification (2 694 stakeholders, 14%); and
- Nationally regulating the phase-out (2 521 stakeholders, 14%).

The least selected interventions included:

- Indicating to consumers that fossil fuel consumption for heating is not sustainable (1 783 stakeholders, 10%);
- Promoting clean technologies such as Carbon Capture, Utilisation and Storage (CCUS) for fossil fuel sectors to use (886 stakeholders, 4%).

Very few stakeholders believed that no interventions were required (209 stakeholders, 1%). Even fewer (62 stakeholders, <1%) did not have an opinion or did not know.

Figure 3-19 Responses to [Q21] of the questionnaire



A correlation analysis of stakeholder types [Q2] and their views on fossil fuels in relation to the existing GHG emission reduction targets [Q21] was provided, see Annex D for detailed figures. No significant variation as to the responses given by stakeholders responding on a personal capacity. The promotion of clean technologies (CCUS), though representing a small portion of stakeholder, was most favoured proportionally by Business associations (54 stakeholders, 13%). The stakeholders that least favoured this option compared to their total responses were environmental organisations (4 stakeholders, 3%), while no trade union stakeholders selected the concept. Trade unions (6 stakeholders, 23%) and consumer organisations (5 stakeholders, 19%) were much more inclined than the average to select to clearly indicate to consumers that fossil fuels in heating is not sustainable.

Natural and other gases in relation to the 2030 and 2050 climate targets [Q22]

In [Q22], stakeholders were followingly asked whether natural gas, as well as other gases, can help the EU energy system to decarbonise and to meet its 2030 and 2050 targets. A total of 850 stakeholders provided a response.

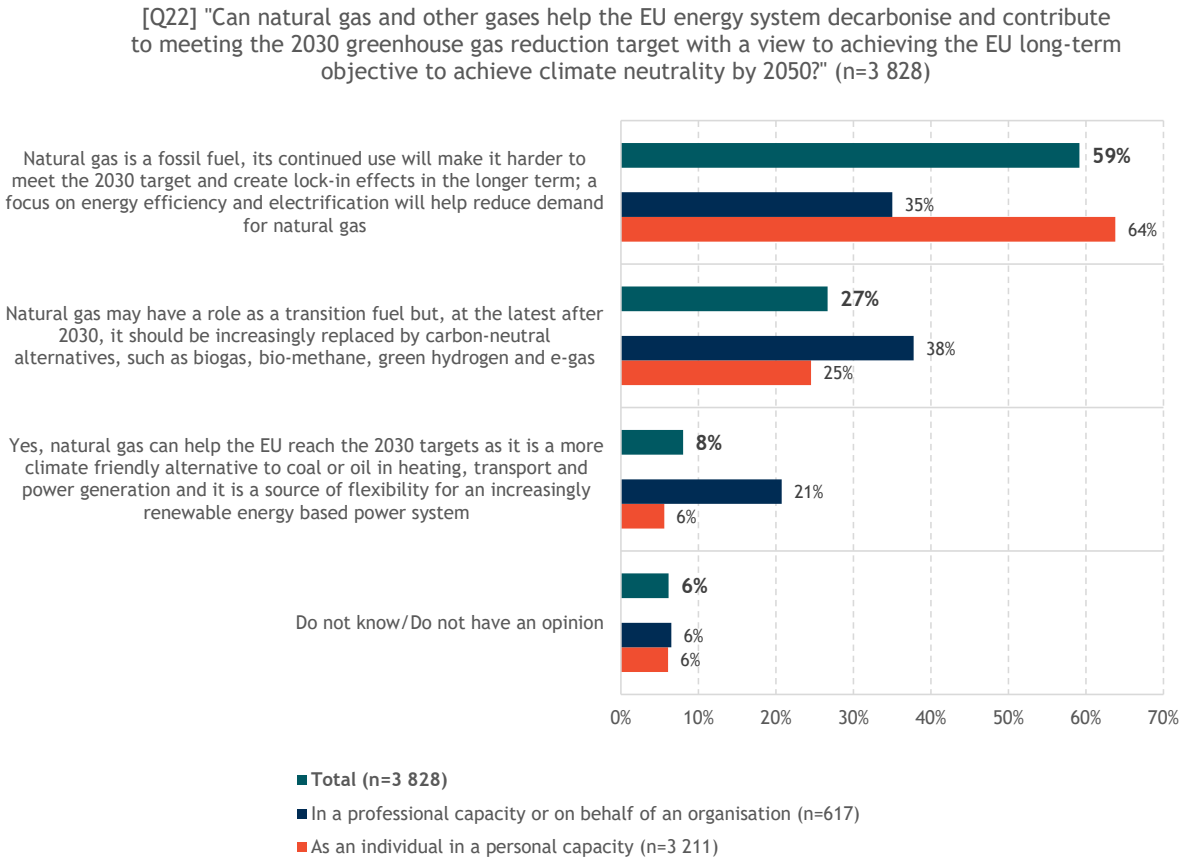
As shown in Figure 3-20, on this topic most stakeholders believed that natural gas' continued use will create issues for achieving the 2030 climate ambitions, and that the focus should be on energy efficiency and electrification (2 265 stakeholders, 59%)

Under half this number of stakeholders believed that natural gas could be used as a transitional fuel that should be, when possible, replaced by carbon-neutral alternatives (1 021 stakeholders, 27%). This was the most popular response for professional stakeholders (233 stakeholders, 38% of professional responses).

Very few stakeholders believe that natural gas can help the EU in achieving its 2030 target, being more climate friendly than alternatives like coal or oil (307 stakeholders, 8%). Once more professional stakeholders had a higher response rate here to those responding in a personal capacity (128 stakeholders, 21% of professional responses).

Very few stakeholders did not know or had no opinion (235 stakeholders, 6%).

Figure 3-20 Responses to [Q22] of the questionnaire



A correlation analysis of stakeholder types [Q2] and their views on natural and other gases in relation to the climate targets [Q22] was provided, see Annex D for detailed figures. The responses by private

individual and professional stakeholder diverge reasonably, as noted in Figure 3-20. Within professional stakeholder responses, there was a large divergence between those that perceived no use for natural gases for 2030 targets and those that perceived it as a transition fuel. The stakeholder types most prominently favouring natural gas a transition fuel included trade unions (6 stakeholders, 86%), public authorities (28 stakeholders, 57%), academics (20 stakeholders 48%), companies (75 stakeholders, 44%), consumer organisations (3 stakeholders, 43%) and business associations (63 stakeholders, 40%). The largest proponents that natural gas will hinder 2030 targets included environmental organisations (26 stakeholders, 81%), NGOs (72 stakeholders, 67%), academics (18 stakeholders, 42%), and consumer organisations (3 stakeholders, 43%). Finally, the only stakeholder types with high proportions perceiving natural gas as useful for 2030 targets included business associations (60 stakeholders, 38%), and companies (44 stakeholders, 26%).

Role of residential buildings [Q23]

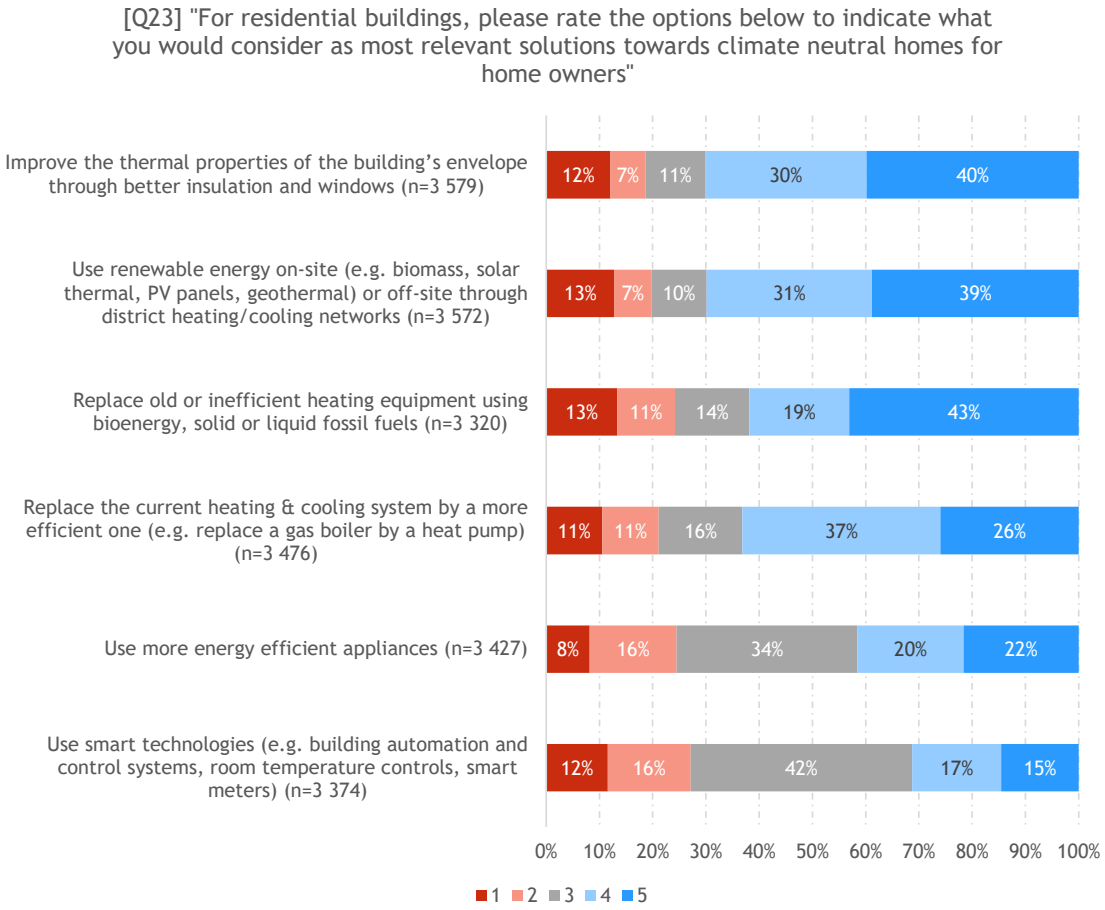
The next sector that stakeholders could provide a response to was on the role of the building sector [Q23]. Buildings today are responsible for 40% of the final energy consumption. Furthermore, they emit 13% of the total GHG emissions in the EU.

In [Q23] stakeholders were provided an opportunity to rate a list of options from 1 (little relevance) to 5 (very relevant) for solutions towards creating climate neutral homes for residential buildings.

Figure 3-21 shows the most and least rated options selected by stakeholders. The analysis shows that improving thermal properties of buildings ('better isolation') is rated most relevant (1 426 stakeholders, 40% rating 5). 'Increased renewable energy use on-site' was also positively regarded (1 386 stakeholders, 39% rating 5).

None of the options included had a majority share of responses with a low rating (ratings of either 1 or 2). However, there were several where there was a broader spread of opinion. The least important option, as perceived by all stakeholders, was the use of smart technology and replacing old or inefficient heating equipment. This mostly as it had the highest mid-rating, i.e. neither positive or negative (1 404 stakeholders, 42% rating 3).

Figure 3-21 Responses to [Q23] of the questionnaire



Notes: figures show percentage of total responses, per answer, indicating the level of relevance of the answer from 'very relevant' (5) to 'little relevance' (1). They were ordered using a weighted average.

A correlation analysis of stakeholder types [Q2] and their views on the role of residential buildings [Q2 and [Q23] was provided, see Annex D for detailed figures. The outcomes highlight that the opinions of individuals and professional stakeholders are very similar. Professional stakeholders, on average, perceived all measures to be slightly more important than for private individuals. The only strong divergence in response rate was trade unions, who strongly favoured replacing the current heating and cooling system with a more efficient one.

Role of non-residential buildings [Q24]

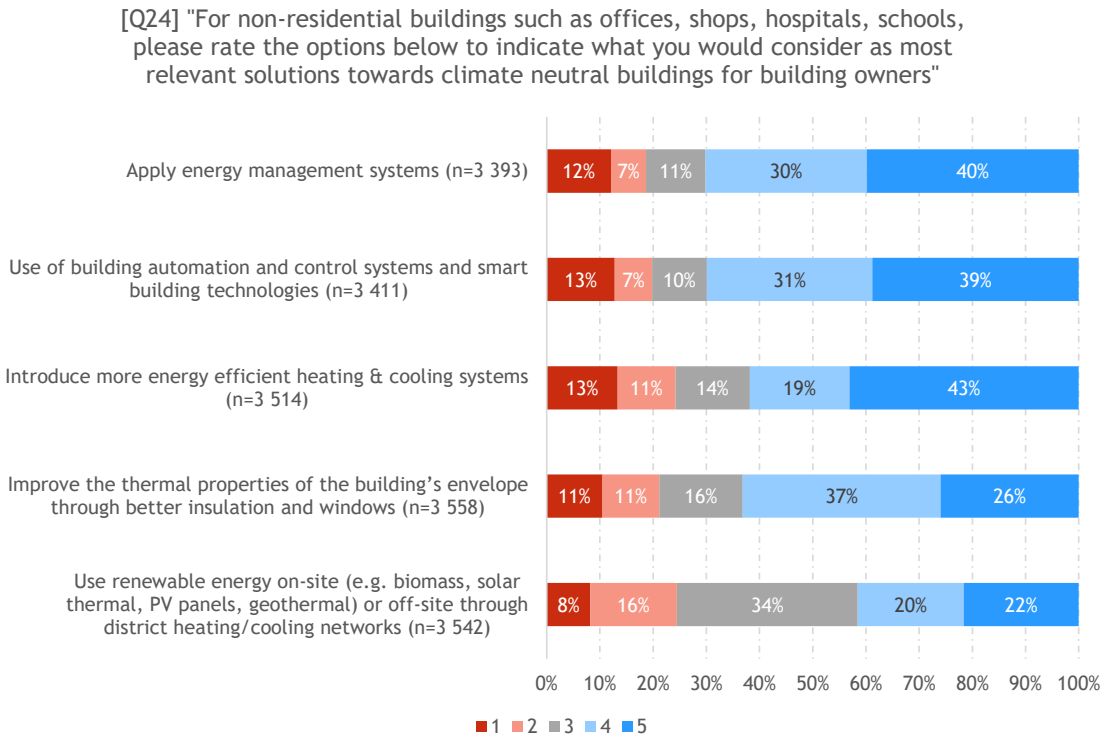
The following question [Q24] asked respondents to prioritise a set of solutions related to non-residential buildings, in achieving climate neutrality. Once again stakeholders were provided an opportunity to rate a list of options from 1 (little relevance) to 5 (very relevant) for solutions towards creating climate neutral homes for residential buildings.

The data is provided in Figure 3-22. For non-residential buildings, the stakeholders rated applying energy management systems as the most important (1 426 stakeholders, 40% rating 5). The use of building automation and smart building technology was also positively rated (1 386 stakeholders, 39% rating 5), this contrasts with the views of stakeholders to the previous question on residential buildings.

No options for non-residential buildings were rated overwhelmingly as 'not important'. Nevertheless, the use of renewable energy on-site was the least positively selected option. Once again it was because most

stakeholders neither perceived the option as important or not important (1 164 stakeholders, 34% rating 3).

Figure 3-22 Responses to [Q24] of the questionnaire



Notes: figures show percentage of total responses, per answer, indicating the level of relevance of the answer from 'very relevant' (5) to 'little relevance' (1). They were ordered using a weighted average.

A correlation analysis of stakeholder types [Q2] and their views on the role of non-residential buildings [Q24] was provided, see Annex D for detailed figures. A similar trend to the previous question on residential buildings can be observed, with professional stakeholders seeing all measures as averagely more relevant. NGO's were generally more strongly positive towards perceiving improved thermal properties, introducing energy efficiency, heating and cooling systems and using renewable energy on site for non-residential buildings as relevant.

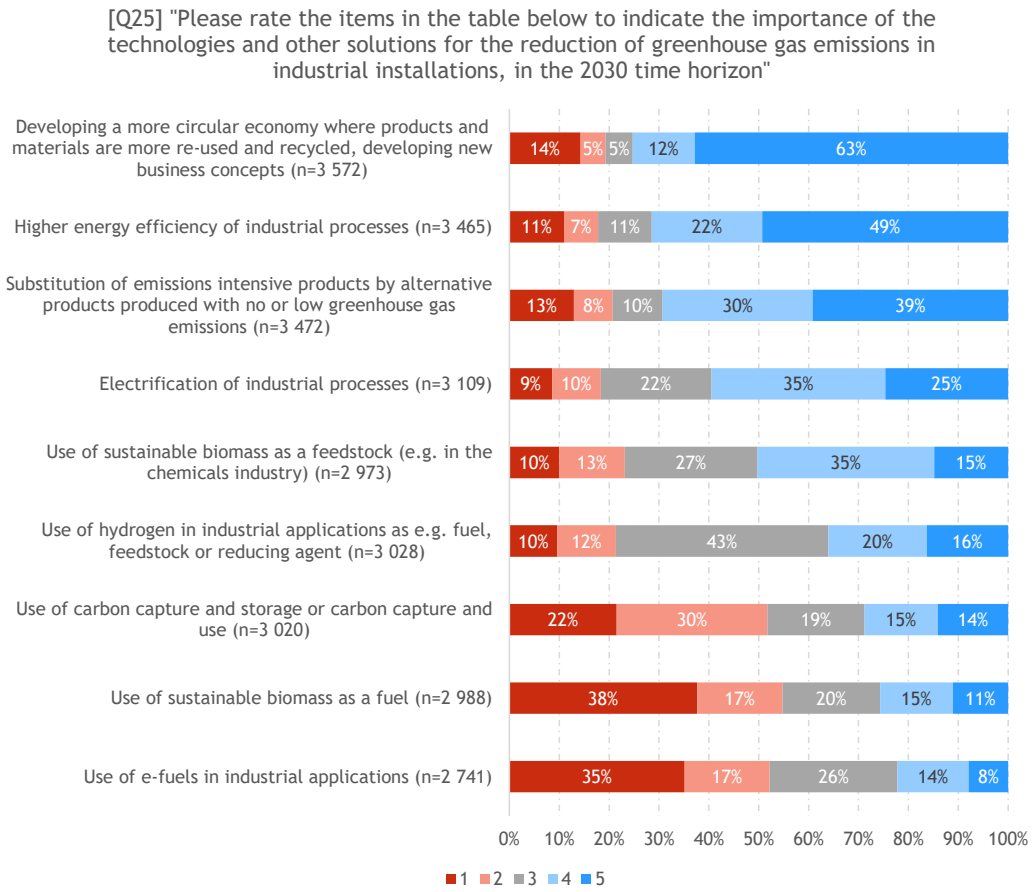
Role of industry [Q25]

On the role of the industry in the completion of the EU's 2030 and 2050 climate ambition, stakeholders were provided the opportunity in [Q25] to prioritise a list of solutions to reduce GHG emissions in industrial installations. The question allowed stakeholders to prioritise from 1 ('little relevance') to 5 ('very relevant').

According to Figure 3-23, stakeholders perceived the most important measures for industry were developing the circular economy (2 245 stakeholders, 63% rating 5), higher energy efficiency of industrial processes (1 709 stakeholders, 49% rating 5), and substituting intensive-emission products with alternative low-emission products (1 360 stakeholders, 39% rating 5) .

On the contrary, stakeholders perceive the least important measures for industry as the use of e-fuels (963 stakeholders, 35% rating 1), the use of sustainable biofuel (1 125 stakeholders, 38% rating 1), and use of CCUS (650 stakeholders, 22% rating 1).

Figure 3-23 Responses to [Q25] of the questionnaire



Notes: figures show percentage of total responses, per answer, indicating the level of relevance of the answer from 'very relevant' (5) to 'little relevance' (1). They were ordered using a weighted average.

A correlation analysis of stakeholder types [Q2] and their views on the role of industry [Q25] was provided, see Annex D for detailed figures. There was only a marginal difference in the average response, when comparing all personal and professional stakeholders. Professional stakeholders on average perceived all the measures as more relevant than private individuals.

The use of CCUS had a relatively negative perception by all stakeholders, however, for business associations, companies and especially, trade unions, it was seen as a relevant measure for industry. Trade unions were also very positive about the use of synthetic e-fuels and sustainable biomass, the two least favoured options by all other stakeholder types.

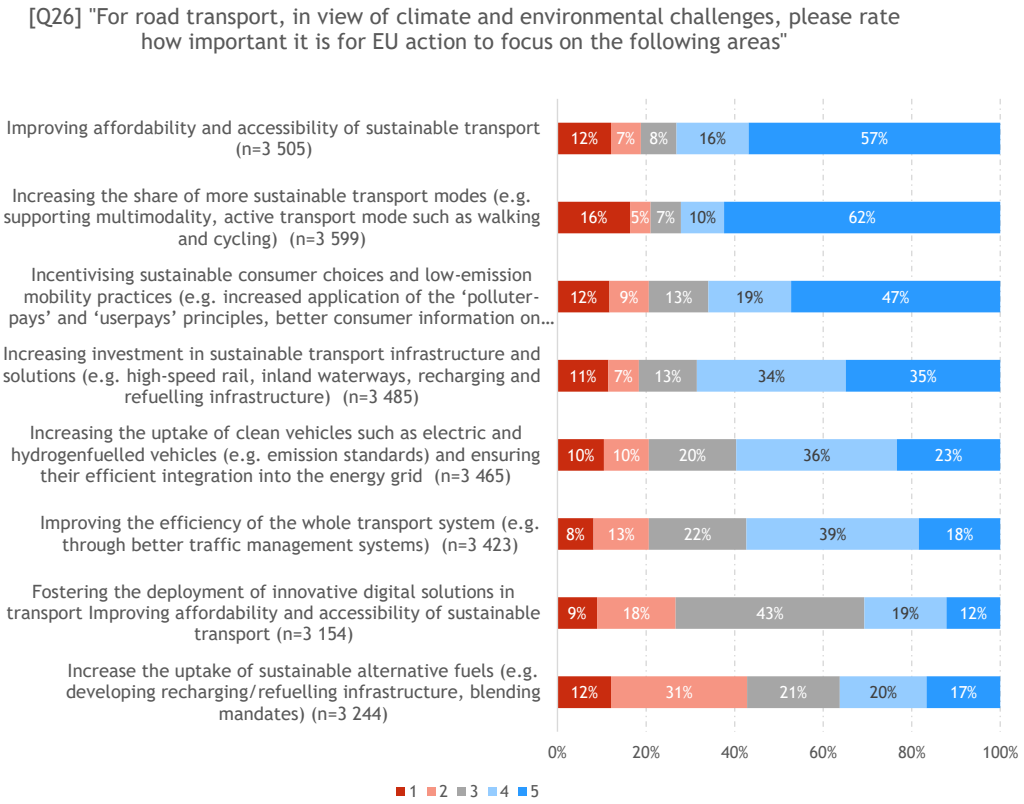
Role of mobility: road transport [Q26]

This section of the questionnaire focused on road transport. Stakeholders were able to prioritise a list of EU actions that could be implemented in this sector. Respondents could rank solutions from 1 ('little importance') to 5 ('very important').

According to Figure 3-24, the most perceived important areas to focus on was improving the system for sustainable transport methods: improved affordability, larger share, and increased investment for sustainable transport. Particularly, the increased share of sustainable transport modes received the most positive responses (2 246 stakeholders, 62% rating 5). However, it was not the most positively perceive area of focus, as some of the stakeholders perceived this as not as important (589 stakeholders, 16% rating 1).

On the contrary, none of the areas of focus received an overwhelming negative reaction from all stakeholders (ratings of 1-2). The ones that stakeholders deemed least important include an increase uptake of sustainable fuels (392 stakeholders, 12% rating 1 and 996 stakeholders, 31% rating 2), and fostering digital solutions to improve affordability of sustainable transport (560 stakeholders, 18% rating 2; and 1 344 stakeholders, 43% rating 3)

Figure 3-24 Responses to [Q26] of the questionnaire



Notes: figures show percentage of total responses, per answer, indicating the level of relevance of the answer from 'very important' (5) to 'little importance' (1). They were ordered using a weighted average.

A correlation analysis of stakeholder types [Q2] and their views on the role of road transport [Q26] was provided, see Annex D for detailed figures. The most favoured measures for road transport were similar for both private and professional stakeholders. However, professional stakeholders were on average perceiving all measures as more relevant than private individuals. The largest contrast is with the professionals' perceived relevance for the uptake of sustainable alternative fuels, something private individuals did not perceive as very important. The main professional advocates for this were business associations, companies and trade unions.

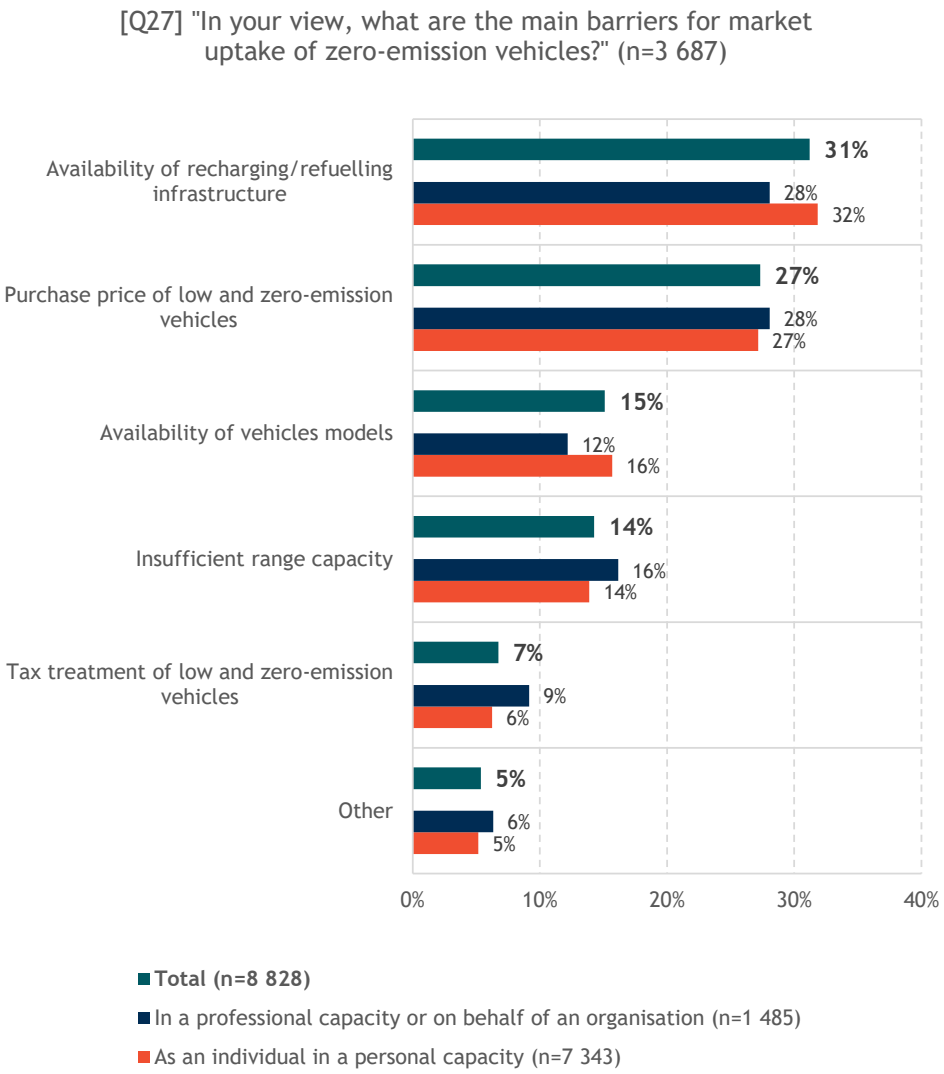
Barriers for market uptake of zero-emission vehicles [Q27]

Following this, [Q27] asked respondents what the main barriers were for the market uptake of zero-emission vehicles. Stakeholders were provided a list of options, in which they could select multiple options. A total of 3 687 stakeholders chose 8 828 responses.

In line with the previous question, Figure 3-25 shows that most stakeholders perceived the availability of recharging and refuelling infrastructure as the main barrier to their uptake (2 755 stakeholders, 31%). Another main barrier addressed by a large share of stakeholders was the purchase price (affordability) of low and zero-emission vehicles (2 412 stakeholders, 27%).

Insufficient range capacity (1 260 stakeholders, 14%), tax treatment of low and zero-emission vehicles (595 stakeholders, 7%), as well as "other" barriers (473 stakeholders, 5%) were selected by the fewest stakeholders.

Figure 3-25 Responses to [Q27] of the questionnaire



A correlation analysis of stakeholder types [Q2] and their views on the barriers for market uptake of zero-emission vehicles [Q27] was provided, see Annex D for detailed figures. The correlation shows broad trends remain consistent across most stakeholder groups. The response rates by both private and professional stakeholders were relatively similar, with no outstanding differentiations in average responses between stakeholder types.

Role of agriculture, forestry and land use [Q28]

Land use can contribute to reducing greenhouse gas emissions by substituting carbon intensive fuels and fossil fuels by biomass and by increasing absorption of CO_2 in soil carbon and biomass. On the other hand, agriculture practices emit themselves greenhouse gas emissions, and wood harvesting and agriculture practices release CO_2 from forests and lands.

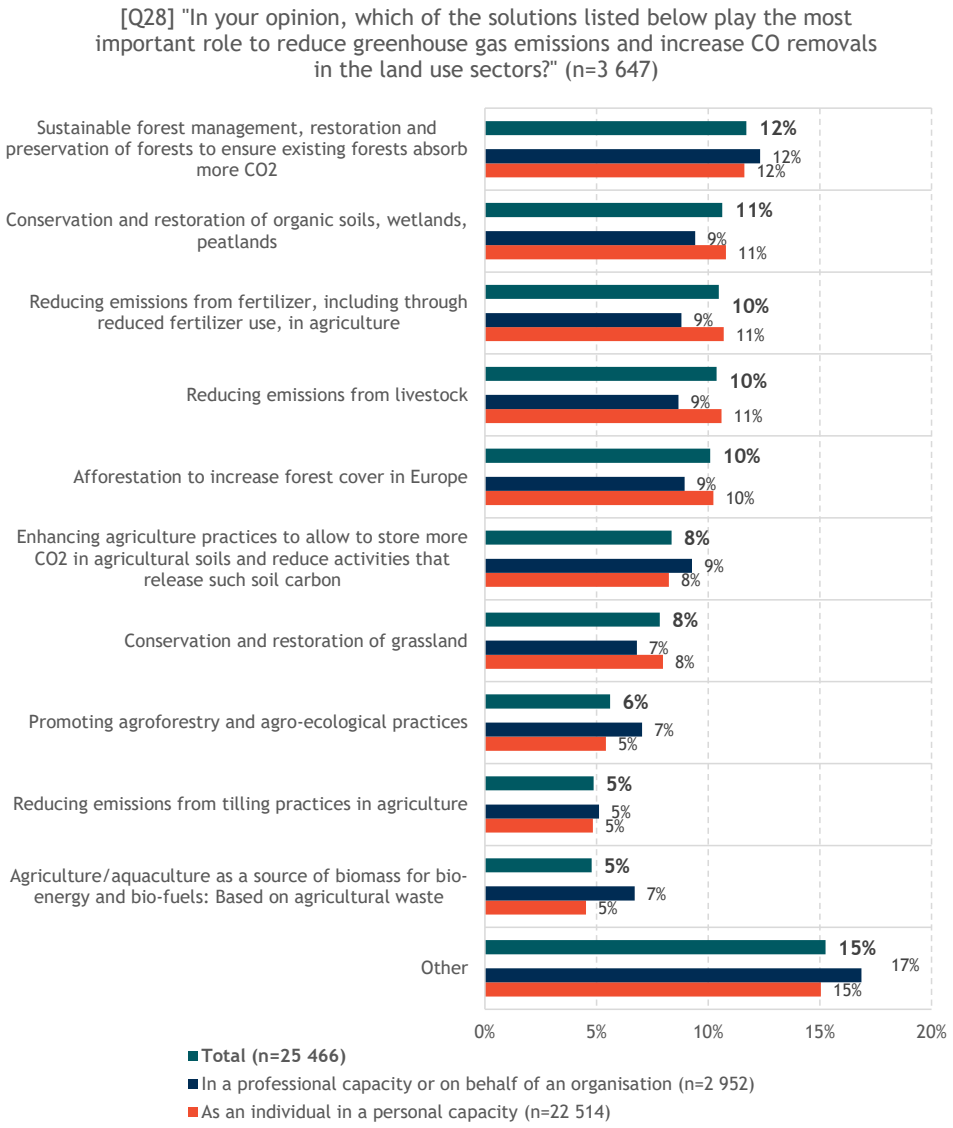
In [Q28], respondents were subsequently asked to prioritise a list of solutions that would facilitate the important role to reduce GHG emissions and increase CO_2 removal in the land use sectors. Respondents could select multiple options from a list of solutions. A total of 3 647 stakeholders chose 25 466 responses.

According to Figure 3-26, in general, stakeholders believed that several solutions should be used to reduce GHG emissions in the agriculture, forestry and land use sector. The most selected solutions included:

- Sustainable forest management, restoration and preservation (2 981 stakeholders, 12%);
- The conservation and restoration of organic soils, wetlands, and peatlands (2 708 stakeholders, 11%); and
- Reducing emissions from fertilisers in agriculture (2 668 stakeholders, 10%).

All other responses had less of stakeholders (<1 200 stakeholders, or <5% of responses) selecting the option as a solution.

Figure 3-26 Responses to [Q28] of the questionnaire: top 10



A correlation analysis of stakeholder types [Q2] and their views on the role of agriculture, forestry and land use [Q28] was provided, see Annex D for detailed figures. Most stakeholder types followed the

trends presented in the overall data. Nevertheless, some small differences can be perceived. Business associations (63 stakeholders, 10%), trade unions (5 stakeholders, 9%) and public authorities (39 stakeholders, 9%), were more likely than others to favour sustainable forest management, restoration and preservation.

Furthermore, NGOs (21 stakeholders, 3%) and environmental organisations (9 stakeholders, 4%) were far less likely to favour ensuring that forests are sources of material for the bioeconomy via sustainable means.

Enabling conditions and other policies

The next section of Part I of the questionnaire focused on the enabling conditions and other policies necessary to achieve the 2030 GHG reduction target.

Consumer choice and behavioural change [Q29]

This section started by focusing on consumer choices and behavioural change. In [Q29], stakeholders were asked if such choices and changes could provide considerable impact to contribute towards GHG emission reductions. Stakeholders were able to select multiple options from a list. A total 3 713 stakeholders chose 17 514 responses.

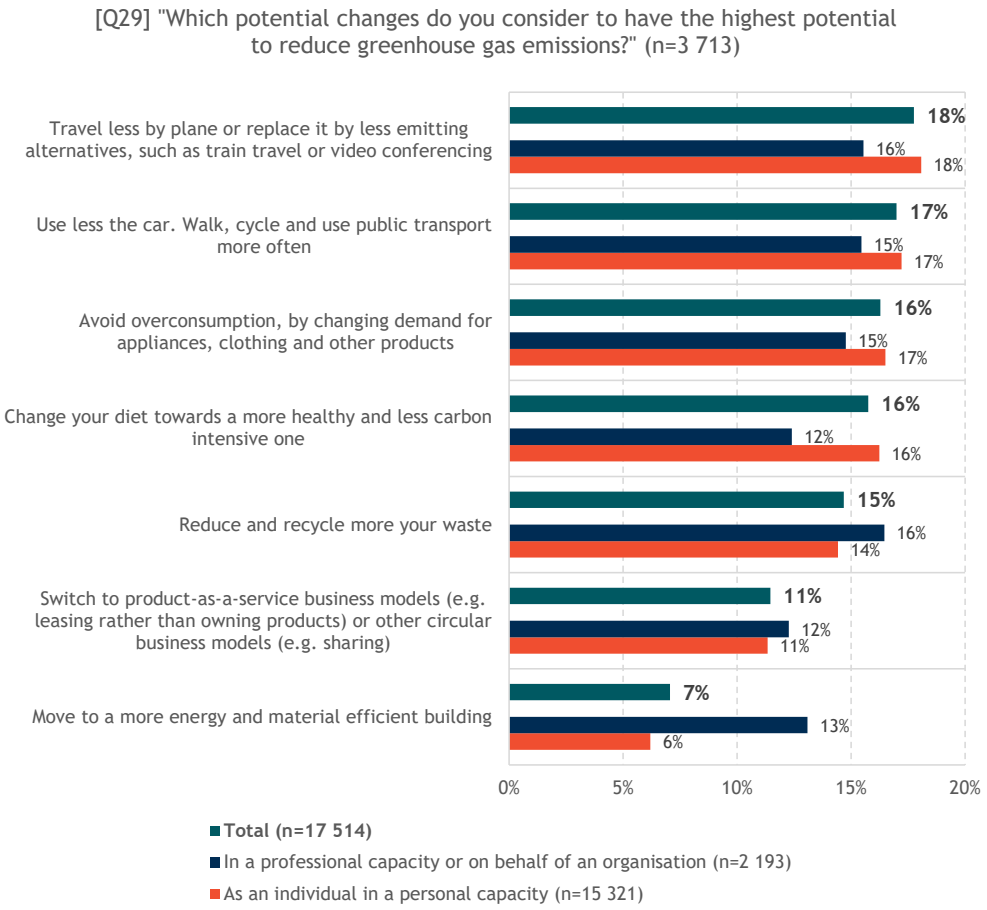
As shown in Figure 3-27, the most selected choices by stakeholders included:

- Travelling less by plane (3 110 stakeholders, 18%);
- Reduced car-use in favour of walking, cycling and the use of public transport (2 976 stakeholders, 17%);
- Avoiding overconsumption (2 853 stakeholders, 16%); and
- Changing dietary habits towards more healthy and less carbon intensive ones (2 760 stakeholders, 16%).

On the contrary, the least selected choices included:

- Switching to product-as-a-service business models and other circular models (2 007 stakeholders, 11%); and
- Moving towards more energy and material efficient buildings (1 236 stakeholders, 7%).

Figure 3-27 Responses to [Q29] of the questionnaire



A correlation analysis of stakeholder types [Q2] and their views on consumer choice and behavioural change [Q29] was provided, see the table below for detailed figures. The data highlights some divergences between different stakeholder types. For example, how private individuals (2 488 stakeholders, 16%) were much more likely to favour changing dietary patterns than companies (35 stakeholders, 10%), proportionally. Furthermore, professional stakeholders were more inclined to find the move to a more energy and material efficient economy as positive. This was particularly the case for business associations (65 stakeholders, 20%). However, environmental organisations were far less likely to select this option (13 stakeholders, 8%).

Table 3-2 Correlation of responses by stakeholder type [Q2] and consumer choice and behavioural change [Q29]

[Q2] Stakeholder Type	Use less the car. Walk, cycle and use public transport more often	Travel less by plane or replace it by less emitting alternatives, such as train travel or video conferencing	Change your diet towards a healthier and less carbon intensive one	Avoid overconsumption, by changing demand for appliances, clothing and other products	Switch to product-as-a-service business models (e.g. leasing rather than owning products) or other circular business models (e.g. sharing)	Move to a more energy and material efficient building	Reduce and recycle more your waste
As an individual in a personal capacity	2 637	2 769	2 488	2 529	1 738	949	2 211
Of which:							
EU citizen	2 606	2 736	2 457	2 503	1 719	936	2 189
Non-EU citizen	31	33	31	26	19	13	22
In a professional capacity or on behalf of an organisation	339	341	272	324	269	287	361
Of which:							
Academic/research institution	33	29	26	33	19	24	29
Business association	42	42	35	38	40	65	64
Company/business organisation	67	73	45	63	62	70	89
Consumer organisation	5	6	4	4	4	3	7
Environmental organisation	27	23	26	26	27	13	23
Non-governmental organisation (NGO)	91	91	84	90	68	70	82
Trade union	3	4	3	4	3	4	3
Other	32	34	22	28	19	19	33
Public authority	39	39	27	38	27	19	31

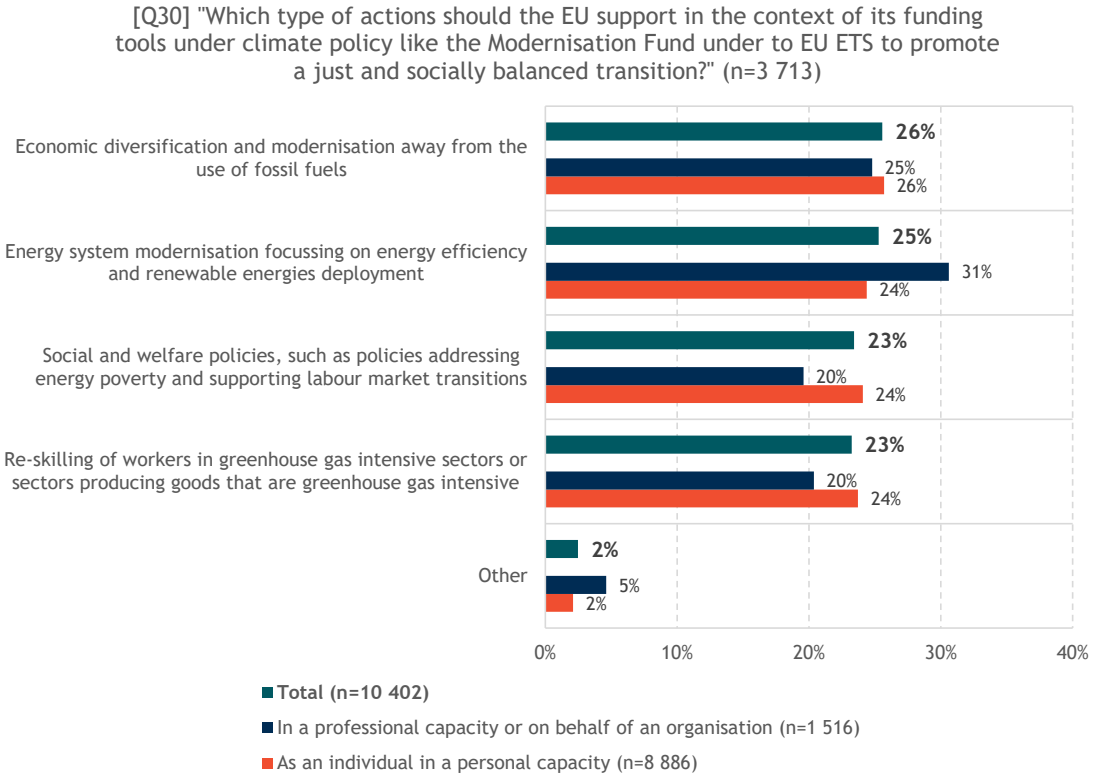
Just transition and employment [Q30]

On the topic of a just transition and employment, in [Q30] the questionnaire asked stakeholders what actions the EU should support in the context of funding tools to promote a just and socially balanced transition. Once more stakeholders could select multiple options from a list of actions. A total of 3 713 stakeholders chose 10 402 responses.

Figure 3-28 shows that there was little variation in the number of stakeholders providing a response to each action. However, the most preferred action, according to respondents, was economic diversification and energy system modernisation (2 659 stakeholders, 26%). Professional stakeholders, however, clearly prioritised modernising the energy system with a focus on renewable energy and energy efficiency (464 stakeholders, 31% of professional responses).

On the contrary, the re-skilling of workers in GHG intensive sectors, was the least selected action (2 417 stakeholders, 23%). A small number of stakeholders (258 stakeholders, 2%) selected "other".

Figure 3-28 Responses to [Q30] of the questionnaire



A correlation analysis of stakeholder types [Q2] and their views on funding tools for the just transition and employment [Q30] was provided, see Annex D for detailed figures. The data for the correlation analysis can be seen in the table below. The main difference from this analysis is that professional stakeholders, proportionally, selected more the option of energy efficiency and renewable energies deployment. This was especially the case for business associations (125 stakeholders, 37%), companies (125 stakeholders, 35%), and consumer organisations (8 stakeholders, 42%).

Furthermore, although reskilling workers was the least selected option by all stakeholders, it had a reasonable number of stakeholders selecting this. The only stakeholder that had a very low proportional response rate was consumer organisations (1 stakeholder, 5%).

Carbon pricing [Q31]

Following this, in [Q31], the questionnaire asked stakeholders which options were more useful for using a carbon pricing instrument. The options had means to use the revenue generated from the carbon pricing. Respondents could select multiple options from a list of means of using carbon pricing. A total 3 671 stakeholders chose 10 523 responses.

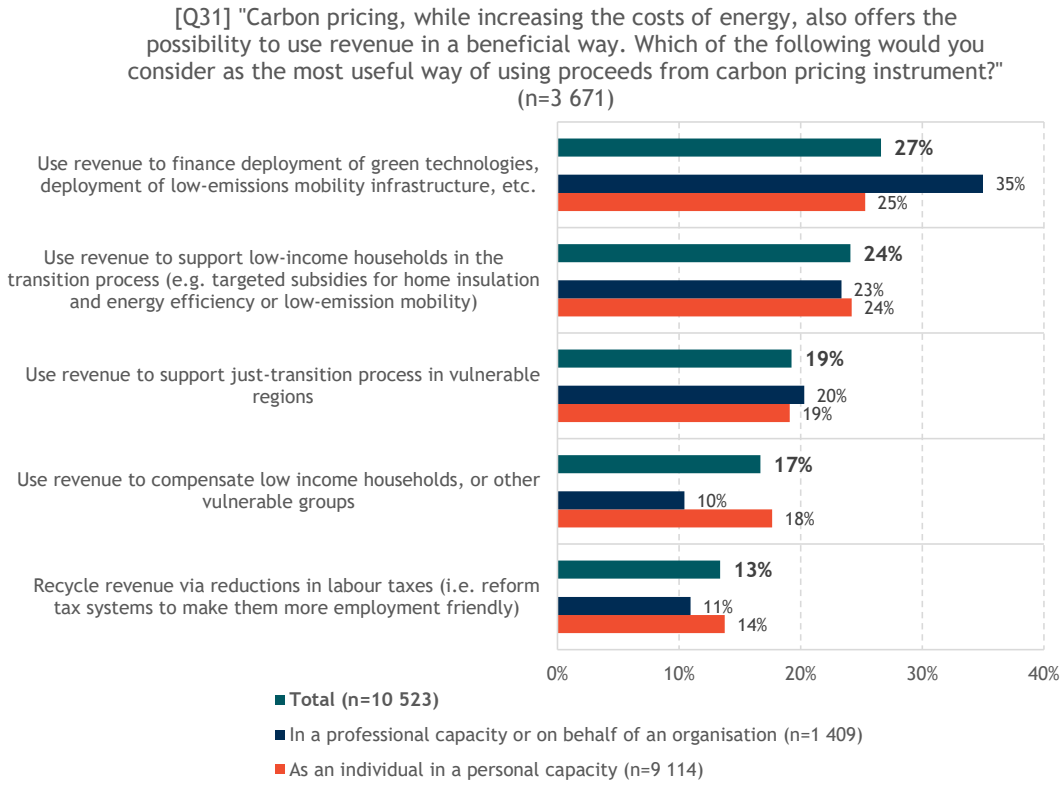
As depicted in Figure 3-29, the most selected choices by stakeholders included:

- Revenue from carbon pricing should be used to finance deployment of green technologies and low-emission mobility infrastructure (2 799 stakeholders, 27%). This was particularly selected by professional stakeholders (493 stakeholders, 35% of professional responses); and
- Support low-income households in the transition (2 534 stakeholders, 24%).

The least selected response was:

- In recycling the revenue via reductions in labour taxes (1 408 stakeholders, 13%).

Figure 3-29 Responses to [Q31] of the questionnaire



A correlation analysis of stakeholder types [Q2] and their views on carbon pricing [Q31] was provided, see Annex D for detailed figures. The main difference was that professional stakeholders were proportionally much more interested in the use of revenue to finance the deployment of green technologies. This was strongly advocated by business associations (138 stakeholders, 42%), companies (137 stakeholders, 42%), and consumer organisations (6 stakeholders, 40%).

In contrast, professional stakeholders were much less in favour of using revenue to compensate low income households and vulnerable group than private individuals (even though both had this as their least selected option). Particularly business associations (26 stakeholders, 8%) and companies (24 stakeholders, 7%) were influential here, with low response rates.

Government research funding [Q32]

Finally, in [Q32] stakeholders were asked about research, innovation, and deployment (RI&D). They were asked in which areas RI&D funding would be most important to achieve GHG emission reductions by 2030, keeping in mind 2050 targets as well. Stakeholders could select at most 5 options from a list. A total of 3 842 stakeholders chose 19 495 responses. This means that each stakeholder selected the maximum 5 options from the list.

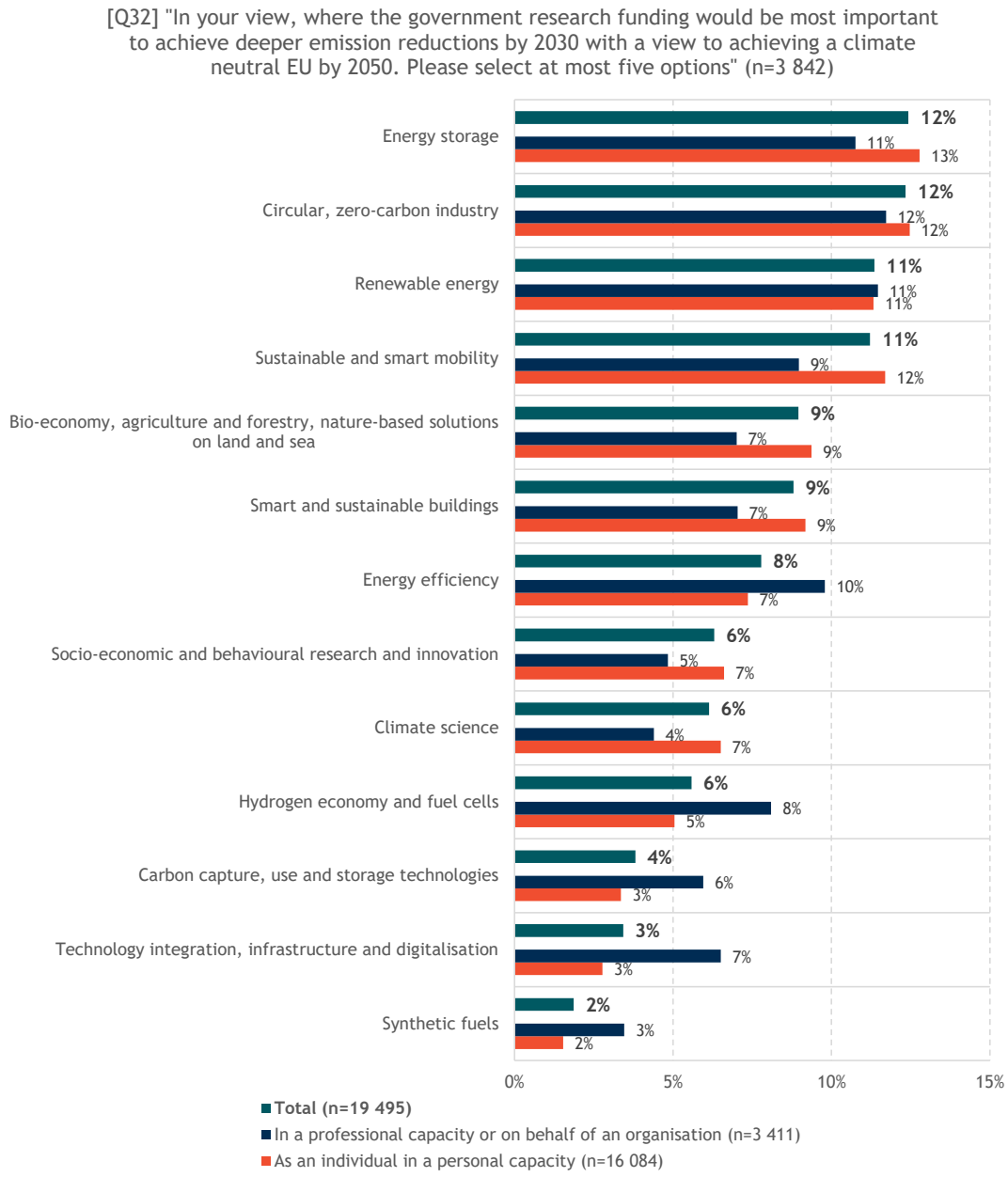
As displayed in Figure 3-30, the most selected choices by stakeholders included:

- Energy storage (2 423 stakeholders, 12%);
- Circular or zero-carbon industry (2 405 stakeholders, 12%); and
- Renewable energy (2 213 stakeholders, 11%).

On the contrary, the least important government funded RD&I areas for achieving the 2030 climate targets for stakeholders included:

- CCUS (743 stakeholders, 4%);
- Technology integration, infrastructure, and digitalisation (668 stakeholders, 3%); and
- Synthetic fuels (364 stakeholders, 2%).

Figure 3-30 Responses to [Q32] of the questionnaire



A correlation analysis of stakeholder types [Q2] and their views on government research funding [Q32] was provided, see Annex D for detailed figures. For professional and individual stakeholders' responses were generally similar, with only some of the less selected research areas have a divergence of opinion. Some differences include business associations (78 stakeholders, 9%), companies (82 stakeholders, 9%) and consumer organisations (3 stakeholders, 8%) focusing more on technology integration, infrastructure, and digitalisation than other types stakeholders. Moreover, business associations (76 stakeholders, 9%) and companies (72 stakeholders, 8%) had larger share of responses for CCUS. This is contrasting with private individuals (540 stakeholders, 3%), NGOs (12 stakeholders, 2%) and environmental organisations (2 stakeholders, 1%).

3.2 PART II – Specific policy design

Part II of the questionnaire is divided in 3 sections and inquires information on the views of stakeholders on the following:

1. **Climate and energy policy design;**
2. **EU policies and outreach towards third countries on climate change policy;**
3. **Additional information (and attachments).**

The questions in the second part of the questionnaire are more policy specific, investigating options on how to improve the design of the existing and any additional climate and energy policies to enable deeper greenhouse gas emission reductions by 2030.

Climate and energy policy design

The first section of Part II of the questionnaire focused on the climate and energy policy design required to achieve the EU's 2030 targets.

The role of different climate policy instruments [Q34]

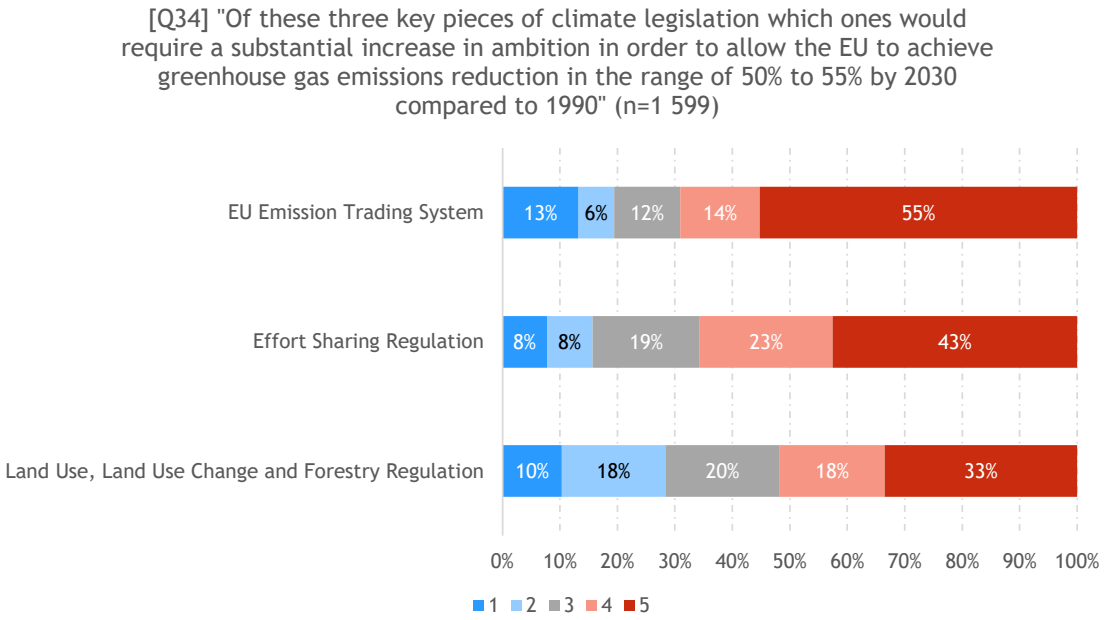
In [Q34] the questionnaire asked respondents to prioritise the three key pieces of climate legislation, regarding achieving a GHG emission reduction range of 50% to 55% by 2030, compared to 1990:

- EU Emission Trading System;
- Effort Sharing Regulation;
- Land Use, Land Use Change and Forestry Regulation.

The ratings spanned from 1 (not important, no increase in climate ambition is needed for this piece of legislation) to 5 (in need of a significant ambition increase). For this, a total of 1 599 stakeholders provided a response.

As shown in Figure 3-31, stakeholders believe that all the three pieces of legislation require an increase in the climate ambition. Although the EU ETS had the highest percentage of stakeholders (883 stakeholders, 55% rating 5) perceiving the legislation really requires an increased climate ambition, it also had more stakeholders noting that it did not require additional ambition (212 stakeholders, 13% rating 1).

Figure 3-31 Responses to [Q34] of the questionnaire



Notes: figures show percentage of total responses, per climate legislation, indicating the level of ambition required per climate legislation from 'in need of a significant ambition increase' (5) to 'not important, no increase in climate ambition is needed for this piece of legislation' (1). They were ordered using a weighted average.

A correlation analysis of stakeholder types [Q2] and their views on the role of different climate policy instruments [Q34] was provided, see Annex D for detailed figures. Some variations between private and professional stakeholders exist, however, generally all three pieces of legislation were relatively regarded as requiring an ambition increase. Academia, for example, was the only stakeholder type that believed on average that the LULUCF Regulation required the most significant ambition increase. NGOs, environment organisations, trade unions and public authorities, although following the trend from the Figure 3-31, were more likely to select that the legislation required more ambition increase.

The EU Emissions Trading System (EU ETS): can it be strengthened [Q35]

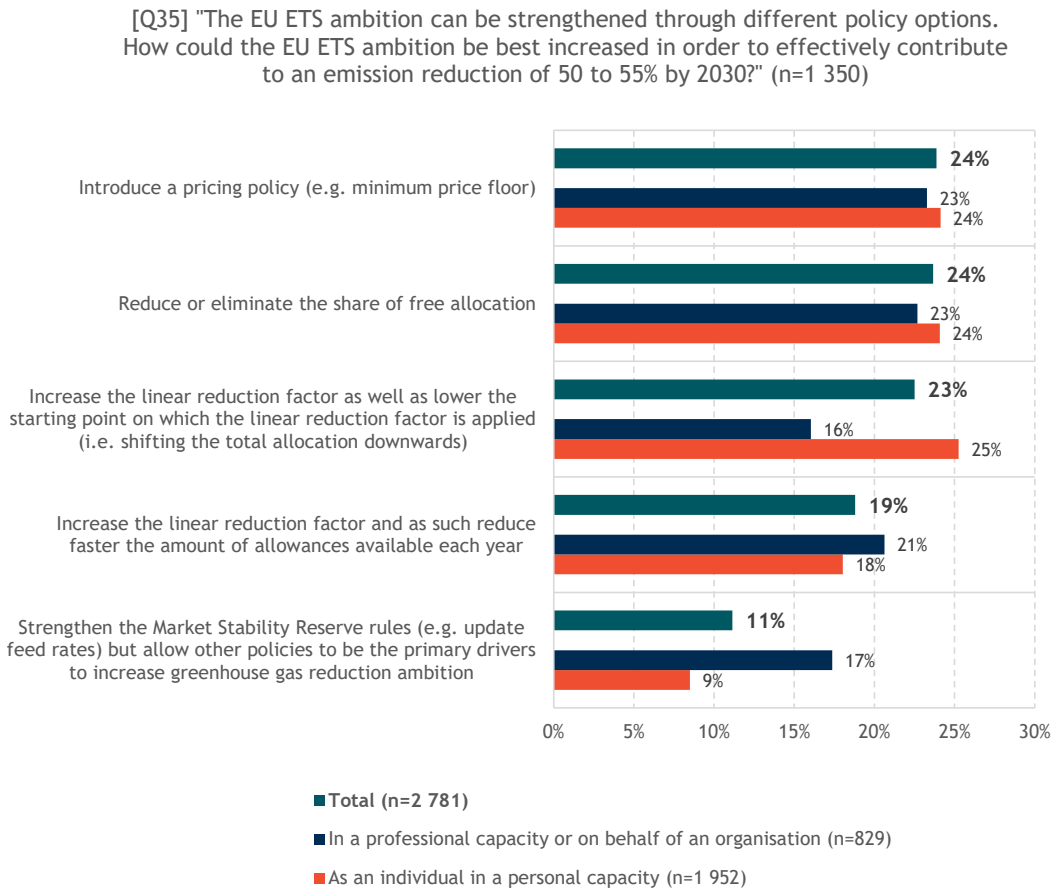
In [Q35] respondents were asked what options could strengthen the EU ETS ambition to be achieve the GHG emission reduction target of 50% to 55% by 2030. Stakeholders could select multiple options from a list. A total 1 350 stakeholders chose 2 781 responses.

According to Figure 3-32, the preferred options emerged to be the following:

- Introducing a pricing policy (644 stakeholders, 24%);
- Reducing or eliminating the share of free allocation (658 stakeholders, 24%);
- Increasing the linear reduction factor (626 stakeholders, 23%).

On the contrary, the lowest selected option was to strengthen the Market Stability Reserve (310 stakeholders, 11%).

Figure 3-32 Responses to [Q35] of the questionnaire



A correlation analysis of stakeholder types [Q2] and their views on the different policy options strengthening the EU ETS [Q35] was provided, see Annex D for detailed figures. Overall, there were only a few minor differences between private and professional stakeholder groups. Private individuals had a higher response rate for an increase in the linear reduction factor and lower starting points to which the reduction factor is applied. This was further selected more by business associations (55 stakeholders, 30%), companies (65 stakeholders, 29%), consumer organisations (1 stakeholder, 50%), and public authorities (12 stakeholders, 23%). Professional stakeholders had a much great share of responses than private individuals for strengthening the Market Stability Reserve rules. Trade unions, on the other hand, were most focused on introducing a pricing policy (4 stakeholders, 44%).

Addressing carbon leakage risk for energy intensive industry [Q36]

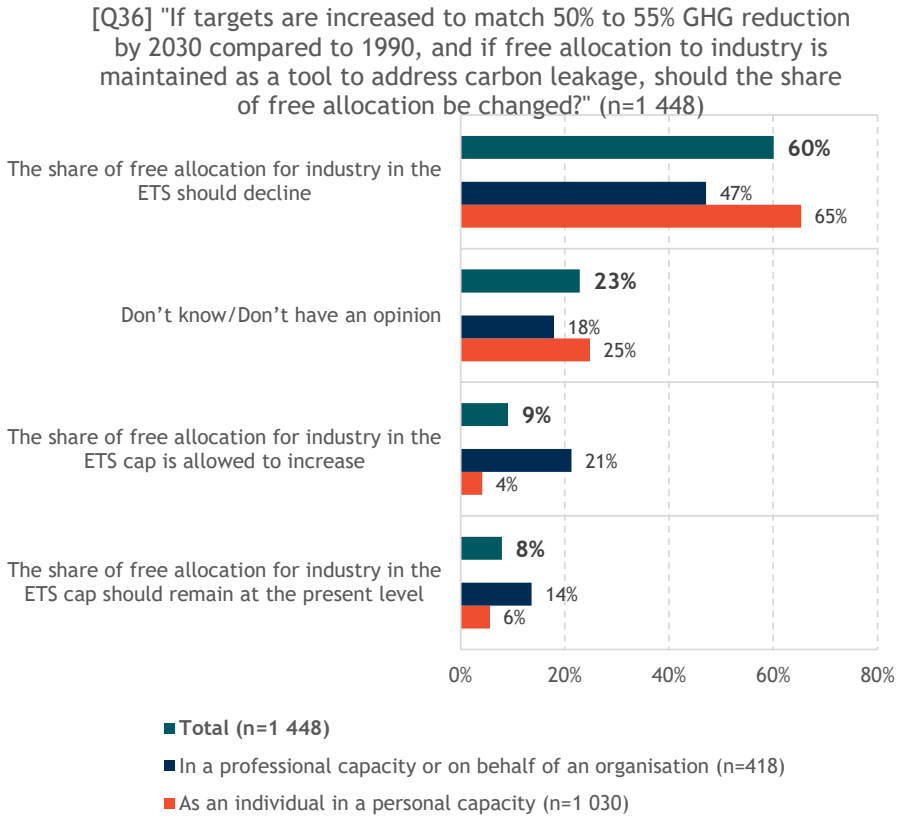
On the topic of addressing carbon leakage risk for energy intensive industry [Q36], stakeholders were asked whether the free allocation to industry should be maintained as a tool to address carbon leakage. Respondents could select one option from the below list on whether the share of free allocation should be changed.

As shown in Figure 3-33, from the 1 448 stakeholders who provided a response to [Q36], the most selected options were:

- The share of free allocation for industry in the ETS should decline (870 stakeholders, 60%);
- Did not know or had no opinion (331 stakeholders, 23%).

Conversely, the share of free allocation for industry in the ETS cap increasing (123 stakeholders, 9%) or remaining the same (115 stakeholders, 8%) were not selected by many stakeholders.

Figure 3-33 Responses to [Q36] of the questionnaire



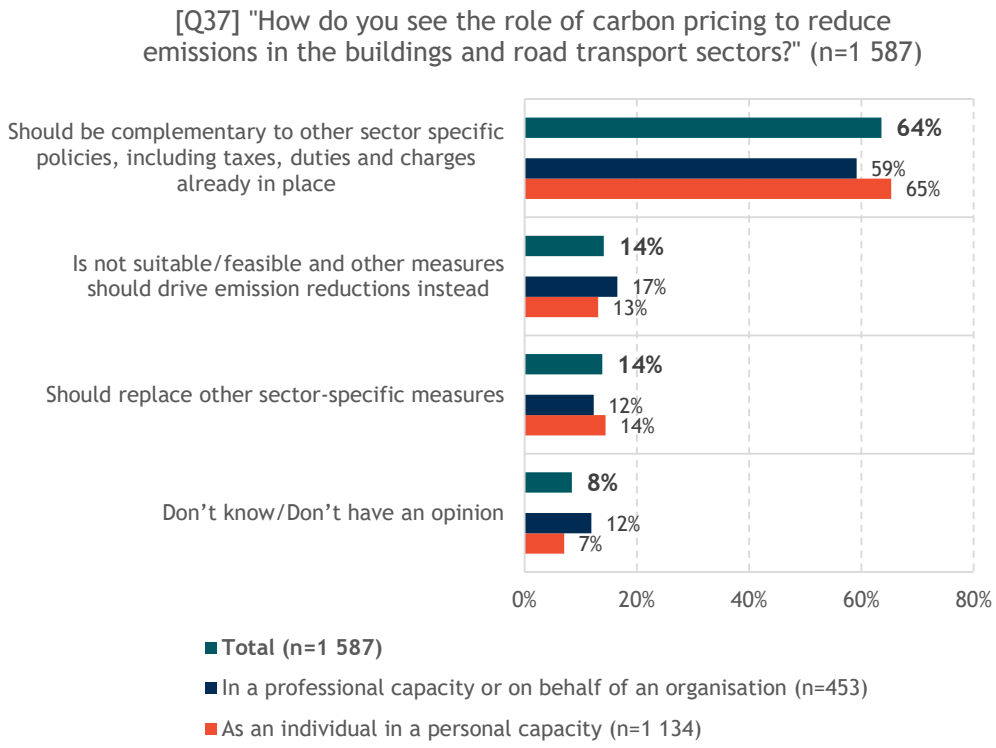
A correlation analysis of stakeholder types [Q2] and their views on addressing carbon leakage risk for energy intensive industry [Q36] was provided, see Annex D for detailed figures. The stakeholders that mostly went against the common responses and had higher proportional selections for an increase in the free allocation for industry in the ETS cap were business associations (43 stakeholders, 37%), companies (34 stakeholders, 26%), and consumer organisations (2 stakeholders, 67%).

The role of carbon pricing to reduce emissions in the buildings and transport sector [Q37]

Stakeholders were asked what the role of carbon pricing to reduce emissions in the buildings and transport sectors would be [Q37]. A total 1 587 stakeholders provided a response.

According to Figure 3-34, the most selected option by stakeholders was that carbon pricing for buildings and road transport should complement other sector specific policies (1 009 stakeholders, 64%). Smaller groups of stakeholders believed that carbon pricing was not suitable (224 stakeholders, 14%), or that it should replace sector-specific measures (220 stakeholders, 14%). Finally, very few stakeholders (134 stakeholders, 8%) did not know or had no opinion.

Figure 3-34 Responses to [Q37] of the questionnaire



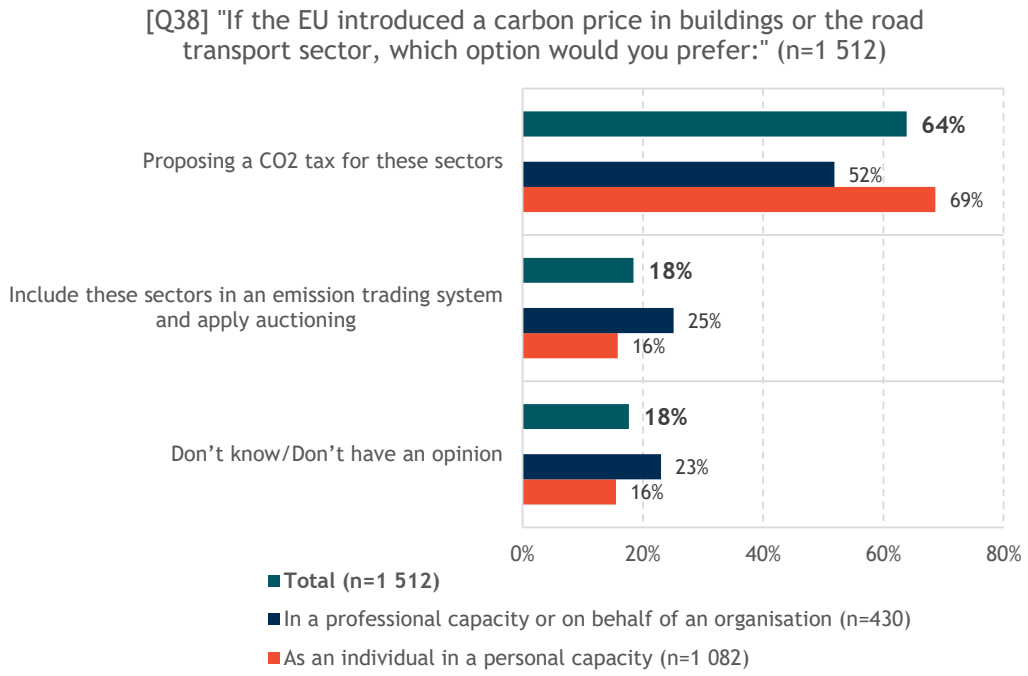
A correlation analysis of stakeholder types [Q2] and their views on the role of carbon pricing in the buildings and transport sector [Q37] was provided, see Annex D for detailed figures. Generally, all stakeholders had similar response rates for the various questions. However, business associations (32 stakeholders, 24%) and consumer organisations (5 stakeholders, 100%) were the only examples that had a higher response rate (than averages) stating that carbon pricing is not suitable.

How to introduce a carbon pricing to reduce emissions in the buildings and transport sector [Q38]

Subsequently, in [Q38] it was asked that if a carbon price were introduced in the buildings or the road transport sector, whether a CO_2 tax or including these sectors in the EU ETS and auctioning system would be preferred. A total 1 512 stakeholders provided a response.

According to Figure 3-35, most stakeholders preferred proposing a CO_2 tax for these sectors (966 stakeholders, 64%). A smaller share believed that these sectors should be included in an emission trading system and auctioning applied (279 stakeholders, 18%) or did not know or had no opinion (267 stakeholders, 8%).

Figure 3-35 Responses to [Q38] of the questionnaire



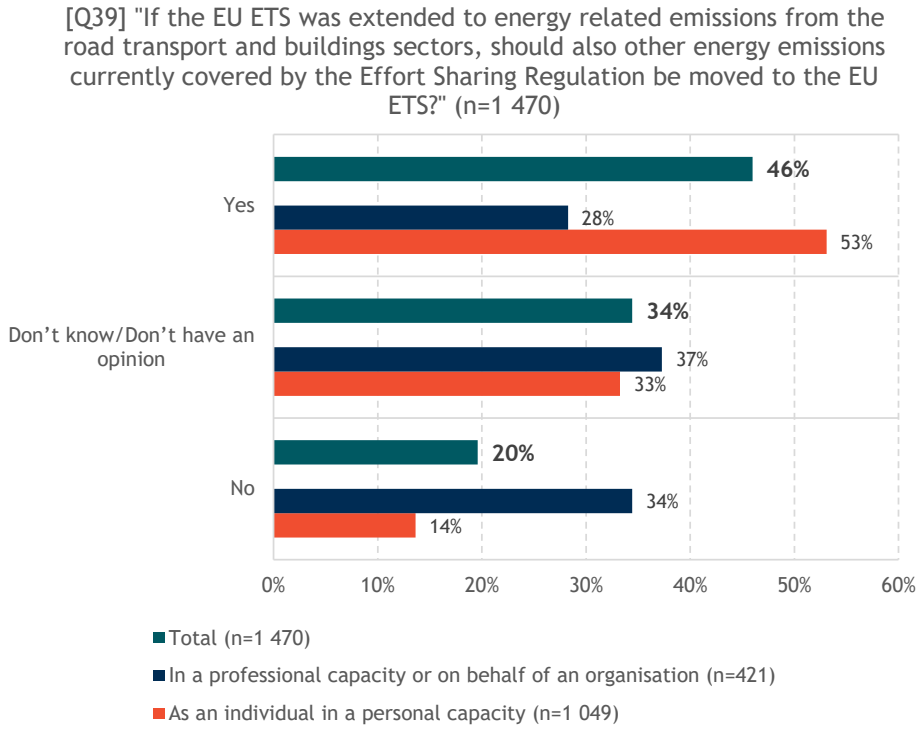
A correlation analysis of stakeholder types [Q2] and their views on how to introduce a carbon pricing in buildings and transport sectors [Q38] was provided, see Annex D for detailed figures. Professional stakeholders were generally less likely to select proposing a CO2 tax for the building and transport sectors. This was mostly because there was a large share of business associations (35 stakeholders, 28%) and companies (48 stakeholders, 38%) stating that these sectors should be in included into an emission trading system with applied auctioning.

Interlinkage with Effort Sharing Regulation [Q39]

The question [Q39] then asked whether other energy emissions currently covered by the ESR should be moved to the EU ETS, assuming that it was already extended to energy emissions from road transport and building sectors. A total of 1 470 stakeholders provided a response.

A shown in the figure below, most stakeholders believed that ESR energy emissions should be moved to the EU ETS for the building and road transport sectors (676 stakeholders, 46%). A smaller share of stakeholders did not know or had no opinion (506 stakeholders, 34%), this share was much higher relative to previous questions and their "I do not know" response rate. Finally, the smallest share of stakeholders thought that ESR energy emissions should not be moved to the EU ETS for buildings and road transport (288 stakeholders, 20%).

Figure 3-36 Responses to [Q39] of the questionnaire



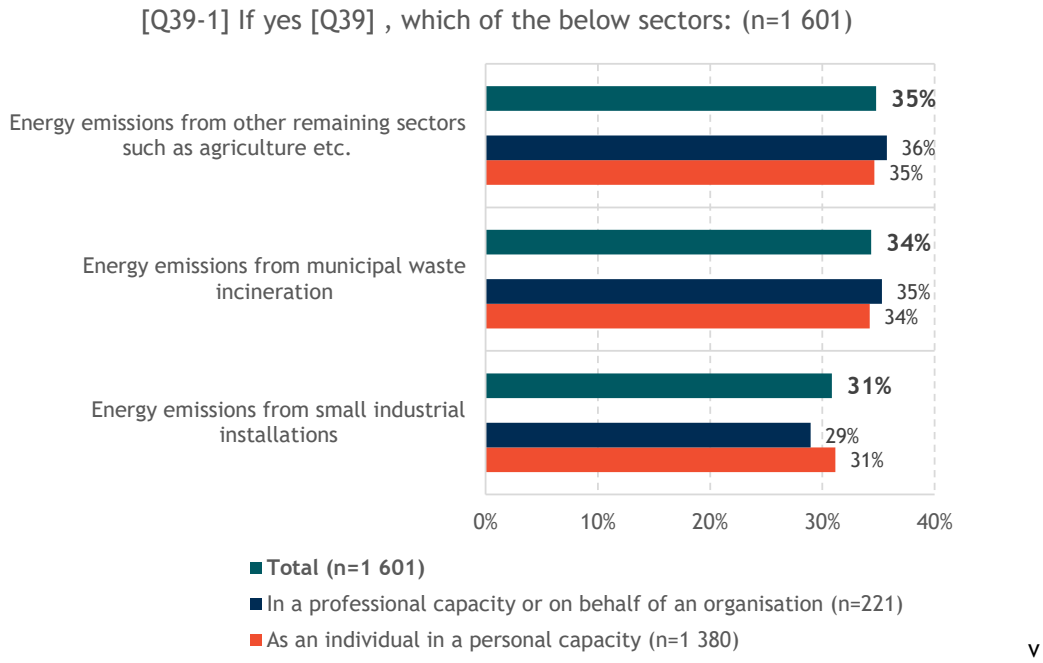
A correlation analysis of stakeholder types [Q2] and their views on the interlinkage with the ESR [Q39] was provided, see Annex D for detailed figures. Here, private, and professional stakeholders had completely diverging opinions, with private stakeholders stating "Yes", with professional stakeholders more likely to not have an opinion or stating "No". Most of the individual professional stakeholder types were generally evenly split between the three options.

Sectors covered by the ERS that the EU ETS should be extended to [Q39-1]

If stakeholders selected "Yes" in [Q39], they could in [Q39-1] select from a list three sectors that the EU ETS should extend to. These included small industrial installations, municipal waste incineration, and other remaining sectors such as agriculture. A total of 1 601 stakeholders provided a response.

The results presented in Figure 3-37 show that opinions were rather split among stakeholders (roughly a third per option). However, most stakeholders believed that the EU ETS should be extended to the energy emissions from other sectors including agriculture (557 stakeholders, 35%). A slightly smaller share believed that the EU ETS should be extended to energy emissions from municipal waste incineration (550 stakeholders, 34%). The smallest share (494 stakeholders, 31%) outlined that the EU ETS should include small industrial installations.

Figure 3-37 Responses to [Q39-1] of the questionnaire



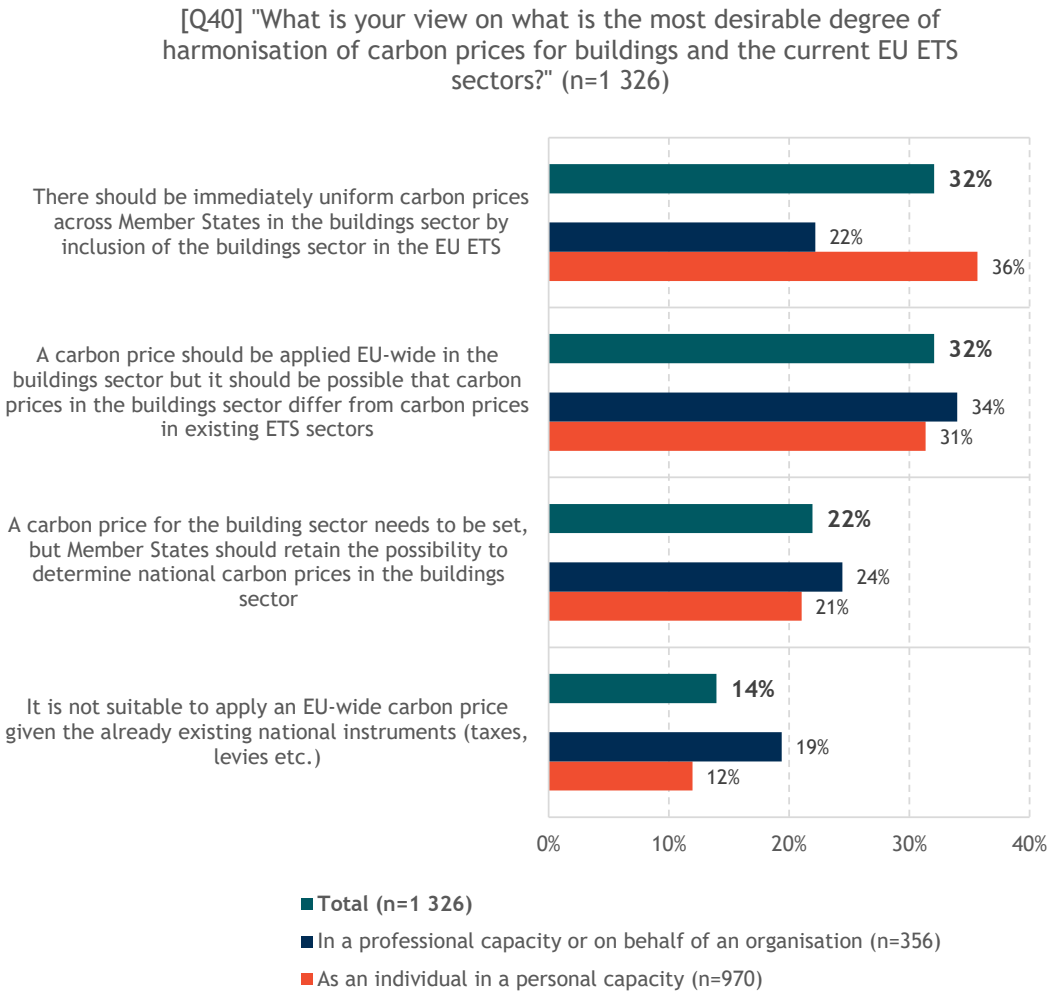
A correlation analysis of stakeholder types [Q2] and their views on the sectors covered by the ERS that EU ETS should be extended to [Q39-1] was provided, see Annex D for detailed figures. Generally, both most stakeholder types had a roughly even split across all three responses. Academics were very unlikely to support energy emissions from small industrial installations (2 stakeholders, 17%). Furthermore, NGOs were heavily in favour of energy emissions from municipal waste incineration (18 stakeholders, 49%).

The harmonisation of carbon prices for the buildings sector and current EU ETS sectors [Q40]

In [Q40], respondents were able to select from a list what their most desirable degree of harmonisation for carbon prices would be. A total 1 326 stakeholder provided a response.

As shown in Figure 3-38, the most selected degree of harmonisation was that there should be immediate uniform carbon price across MS in the buildings sector by including it in the EU ETS (425 stakeholders, 32%), whereas the least desired degree of harmonisation was to not apply EU-wide carbon prices to the buildings sector (185 stakeholders, 14%). Professional stakeholders were far less likely than stakeholders replying in a personal capacity to request immediate uniform carbon prices. Their favoured option was a carbon price being applied EU-wide in the buildings sector but differing from carbon prices in existing ETS sectors (121 stakeholders, 34% of professional responses).

Figure 3-38 Responses to [Q40] of the questionnaire



A correlation analysis of stakeholder types [Q2] and their views on harmonisation of carbon prices for the buildings and ETS sectors [Q40] was provided, see Annex D for detailed figures. It is clear the trends for professional stakeholders was divergent from personal stakeholders. Professional stakeholders were far more likely to favour a carbon price being applied EU-wide in the buildings sector but that it differs from carbon prices existing in ETS sectors. This was mostly favoured by academics (8 stakeholders, 36%), environmental organisations (10 stakeholders, 53%), NGOs (25 stakeholders, 41%), and trade unions (3 stakeholders, 100%). Academics were also split with a large share selecting a carbon price being set but with MS being able to determine the carbon price (8 stakeholders, 36%). Public authorities also favoured this option (10 stakeholders, 40%).

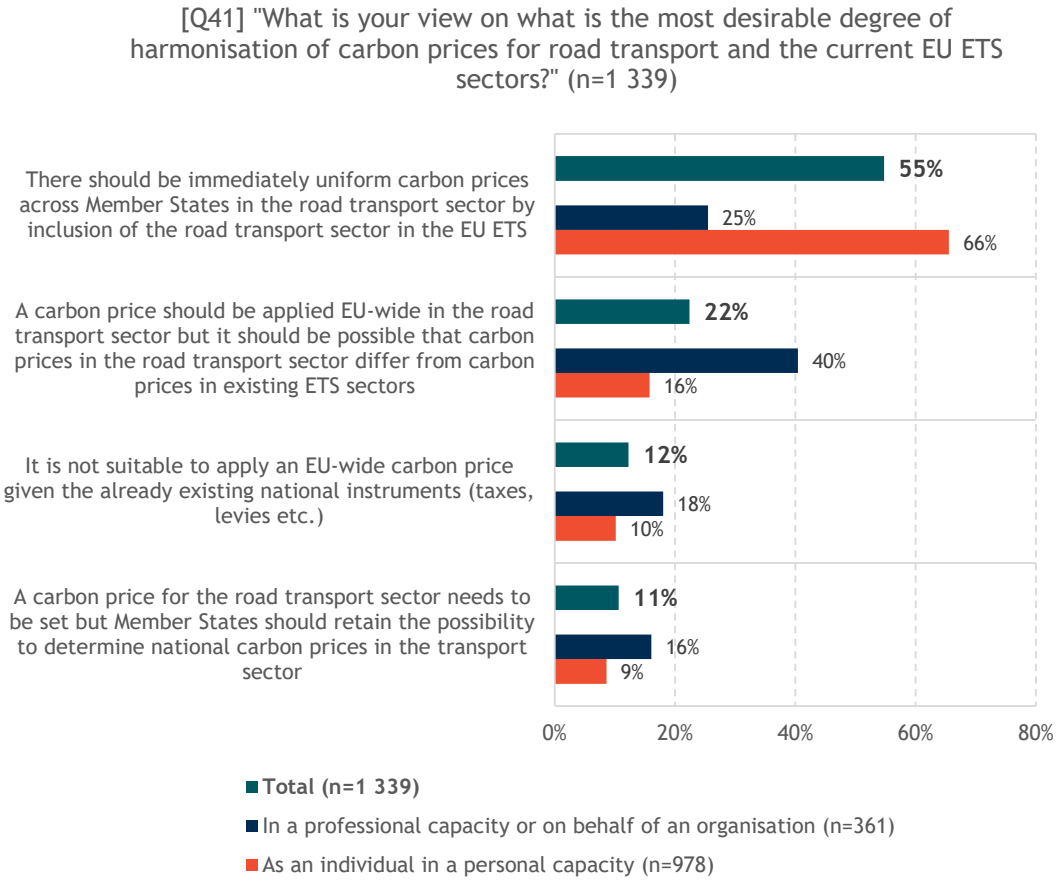
The harmonisation of carbon prices for the road transport sector and current EU ETS sectors [Q41]

In [Q41], stakeholders were asked the same question on the most desirable degree of harmonisation of carbon prices for the road transport sector and the current EU ETS sectors, from a set list of possibilities. A total 1 339 stakeholder provided a response.

Figure 3-39 shows that most stakeholders believed the carbon prices should be immediate and completely harmonised with other EU ETS sectors (733 stakeholders, 55%). The smallest groups selected that it is not suitable for harmonisation EU-wide carbon prices (164 stakeholders, 12%) and that a carbon price for road

transport needs retain the possibility to determine national carbon prices in the sector (142 stakeholders, 11%). Similarly as for the building sector, stakeholders did not favour an immediate uniformity of carbon prices for the road transport sector. Instead, they favoured a carbon price being applied EU-wide while still being possible for the carbon price to differ from existing prices in other EU ETS sectors (146 stakeholders, 40% of professional responses).

Figure 3-39 Responses to [Q41] of the questionnaire



A correlation analysis of stakeholder types [Q2] and their views on harmonisation of carbon prices for the road transport and ETS sectors [Q41] was provided, see Annex D for detailed figures. There was a large divergence over which option was most preferred by private individuals and professional stakeholders, with the former preferring immediate uniform carbon prices being applied for road transport with the EU ETS. Professional stakeholders mostly selected a carbon price being applied EU-wide but being possible that they differ from other ETS sectors. This was the case for academics (9 stakeholders, 39%), business associations (43 stakeholders, 43%), companies (44 stakeholders, 40%), environmental organisations (9 stakeholders, 47%), NGOs (27 stakeholders, 44%), and trade unions (3 stakeholders, 75%).

Opportunities related to the extension of the EU ETS for sectors like buildings and transport [Q42]

In [Q42], stakeholders were further asked what opportunities they see related to the extension of EU ETS to sectors such as buildings and transport. These opportunities could be rated on a scale from 1 ('little relevance') to 5 ('very relevant'). Not all options had to be rated.

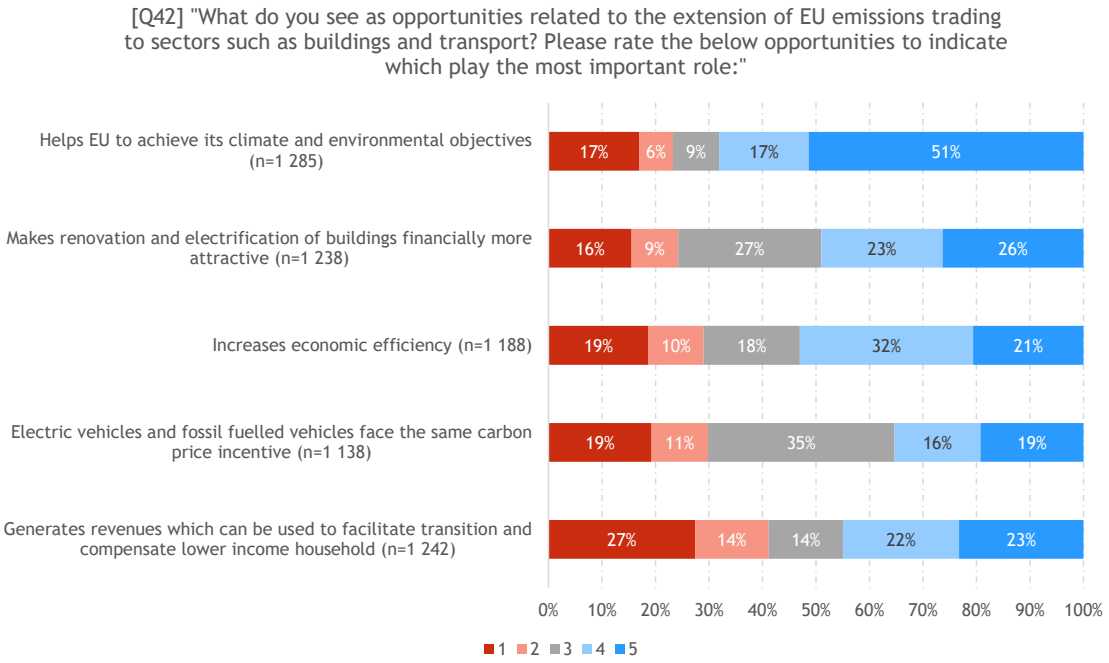
Figure 3-40 highlights that the main opportunities selected by stakeholders are:

- Achieving EU climate and environmental objectives (660 stakeholders, 51% rating 5);
- Making renovation and electrification of buildings financially more attractive (326 stakeholders, 26% rating 5).

The least relevant opportunity as perceived by the stakeholders was:

- Generating revenues which can be used to facilitate the transition and compensate lower income households (340 stakeholders, 27% rating 1).

Figure 3-40 Responses to [Q42] of the questionnaire



Notes: figures show percentage of total responses, per answer, indicating the level of relevance of the answer from 'very relevant' (5) to 'little relevance' (1). They were ordered using a weighted average.

A correlation analysis of stakeholder types [Q2] and their views on the opportunities of the extension of the EU ETS to other sectors [Q42] was provided, see Annex D for detailed figures. Broad trends between personal and professional stakeholders are similar, with professionals usually thinking that opportunities were slightly less relevant. Environmental organisations, consumer organisations and NGOs were more likely to indicate all opportunities were less relevant, particularly for the opportunity that electric vehicles and fossil fuelled vehicles face the same carbon price incentive.

Challenges related to the extension of the EU ETS for sectors like buildings and transport [Q43]

In [Q43], stakeholders were further asked to prioritise the major challenges related to the extension of the EU ETS to sectors such as buildings and transport. The scale was from 1-5, between 'very important' (5) to 'little importance' (1).

As shown in Figure 3-41, the largest challenges selected by stakeholders included:

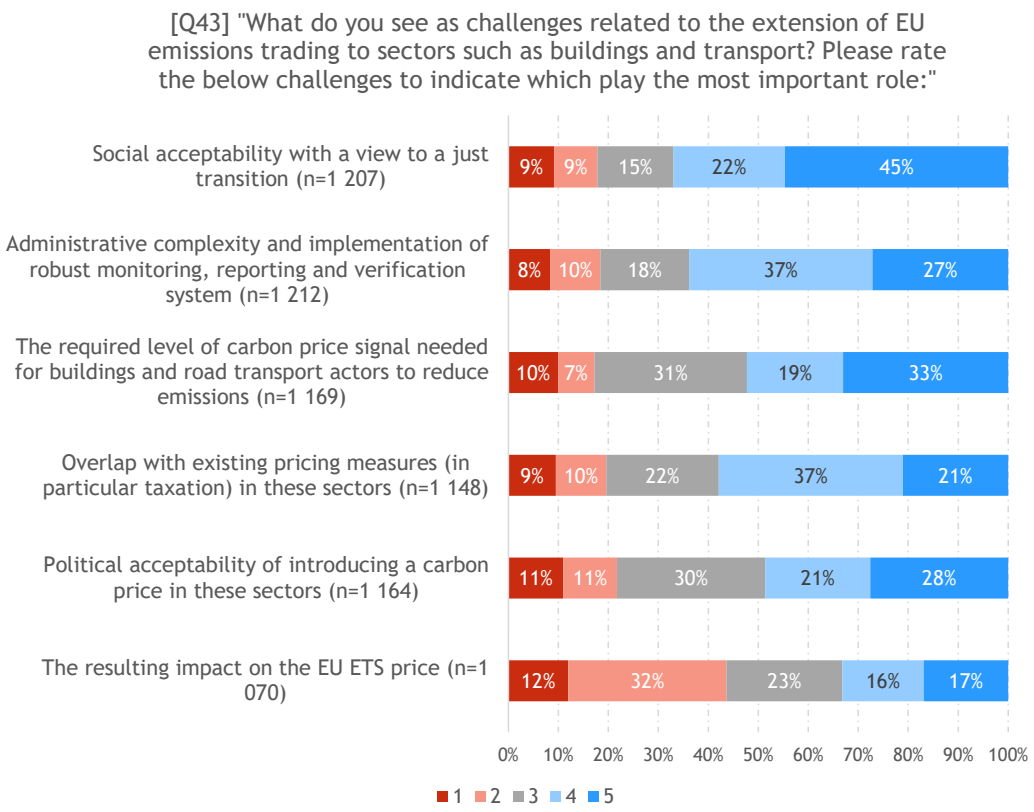
- Social acceptability, regarding a just transition (539 stakeholders, 45% rating 5);
- Administrative complexity and implementation of robust monitoring, reporting and verification systems (329 stakeholders, 27% rating 5); and

- The required level of carbon price signal needed for buildings and road transport actors to reduce emissions (386 stakeholders, 33% rating 5).

The least relevant challenges for stakeholders were:

- Political acceptability of introducing a carbon price in these sectors (339 stakeholders, 32% rating 2); and
- The resulting impact on the EU ETS price (345 stakeholders, 30% rating 3).

Figure 3-41 Responses to [Q43] of the questionnaire



Notes: figures show percentage of total responses, per answer, indicating the level of relevance of the answer from 'very important' (5) to 'little importance' (1). They were ordered using a weighted average.

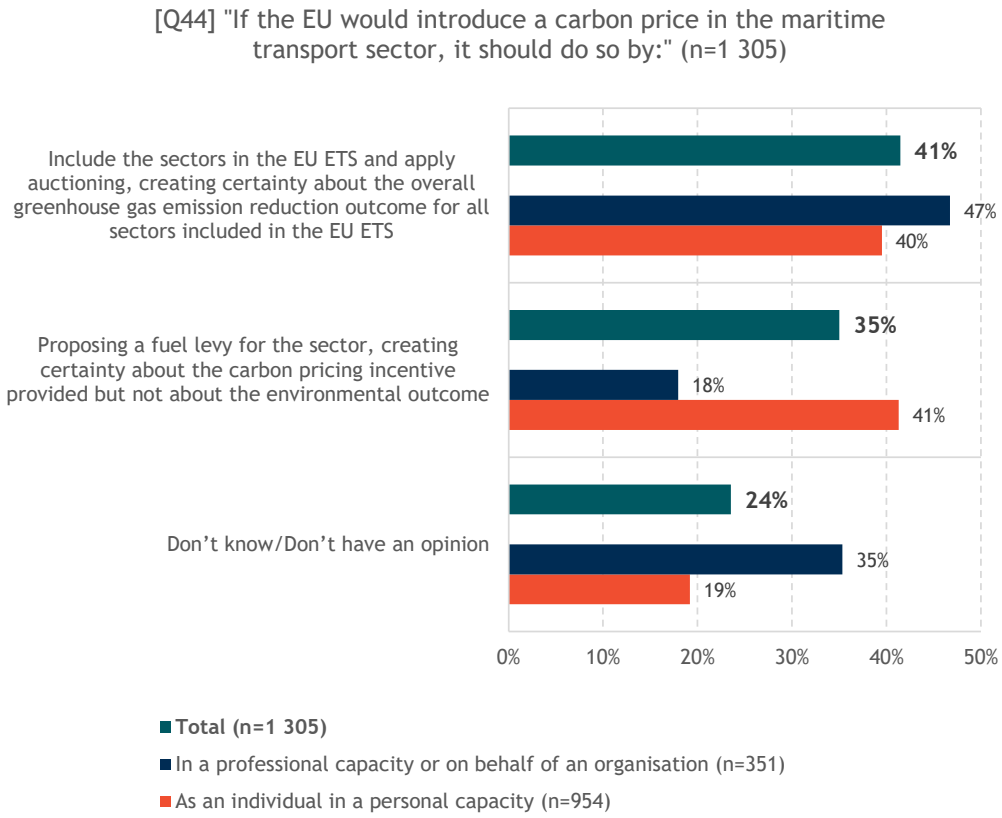
A correlation analysis of stakeholder types [Q2] and their views on the challenges of the extension of the EU ETS to other sectors [Q43] was provided, see Annex D for detailed figures. Response rates by professional and individual responses are similar, however, professionals were perceiving all challenges as slightly more important. This was particularly the case for the resulting impact on the EU ETS price, which individuals and environmental organisations did not believe to be very important. However, business associations, companies, and trade unions perceived this as more important than all other stakeholder types.

How to introduce carbon pricing in the maritime transport sector [Q44]

In [Q44], stakeholders were asked what a carbon price in this sector should do from a preselected list of options. A total of 1 305 stakeholders provided a response.

Figure 3-42 shows that most stakeholders noted the maritime transport sector should be included in the EU ETS (541 stakeholders, 41%), while proposing a fuel levy for the sector was selected by a smaller share (457 stakeholders, 35%).

Figure 3-42 Responses to [Q44] of the questionnaire



A correlation analysis of stakeholder types [Q2] and their views on how to introduce carbon pricing in the maritime transport sector [Q44] was provided, see Annex D for detailed figures. Proportionally, private individuals were more likely to select proposing a fuel levy for the maritime sector. Only trade unions (1 stakeholder, 33%) and consumer organisations (1 stakeholder, 100%) had a high response rate for this question. However, they do not make up a significant share of total responses. Furthermore, professional stakeholders were more likely to say they do not to know than private individuals.

Several professional stakeholders did provide a proportionally large response in favour of including the maritime sector in the EU ETS with auctioning. This included companies (49 stakeholders, 49%), environmental organisations (13 stakeholders, 59%), NGOs (43 stakeholders, 66%), and trade unions (2 stakeholders, 67%).

EU ETS and the maritime transport sector - key aspects to consider [Q45]

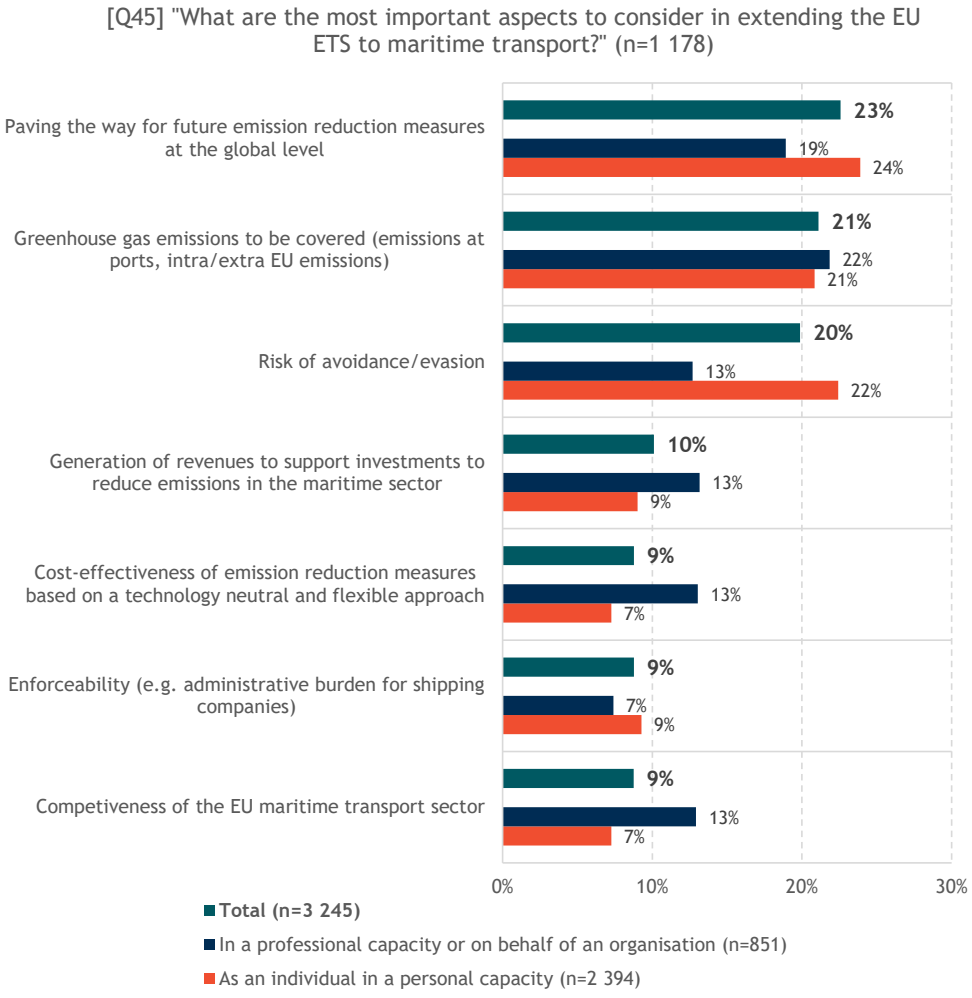
In [Q45], stakeholders could subsequently select (from a preselected list) multiple of the most important aspects to consider in extending the EU ETS to maritime transport A total of 286 stakeholders provided a response.

As shown in Figure 3-43, the most important aspects, as perceived by these stakeholders included:

- Paving a way for future emissions reduction measures at a global level (733 stakeholders, 23%);
- Covering GHG emissions (685 stakeholders, 21%);
- Risk of avoidance/evasion (645 stakeholders, 20%).

Competitiveness, in the case of the maritime transport sector, was the least selected aspect (284 stakeholders, 9%).

Figure 3-43 Responses to [Q45] of the questionnaire



A correlation analysis of stakeholder types [Q2] and their views on the EU ETS and the maritime transport sector-key aspects to consider [Q45] was provided, see Annex D for detailed figures. This question had some minor variation between private and professional stakeholder groups. Academics (14 stakeholders, 27%), environmental organisations (14 stakeholders, 24%), NGOs (48 stakeholders, 24%), and public authorities (16 stakeholders, 23%) had a proportionally high response rate for the maritime sector's GHG emissions being covered by the EU ETS.

The role of the Effort Sharing Regulation (ESR) [Q46]

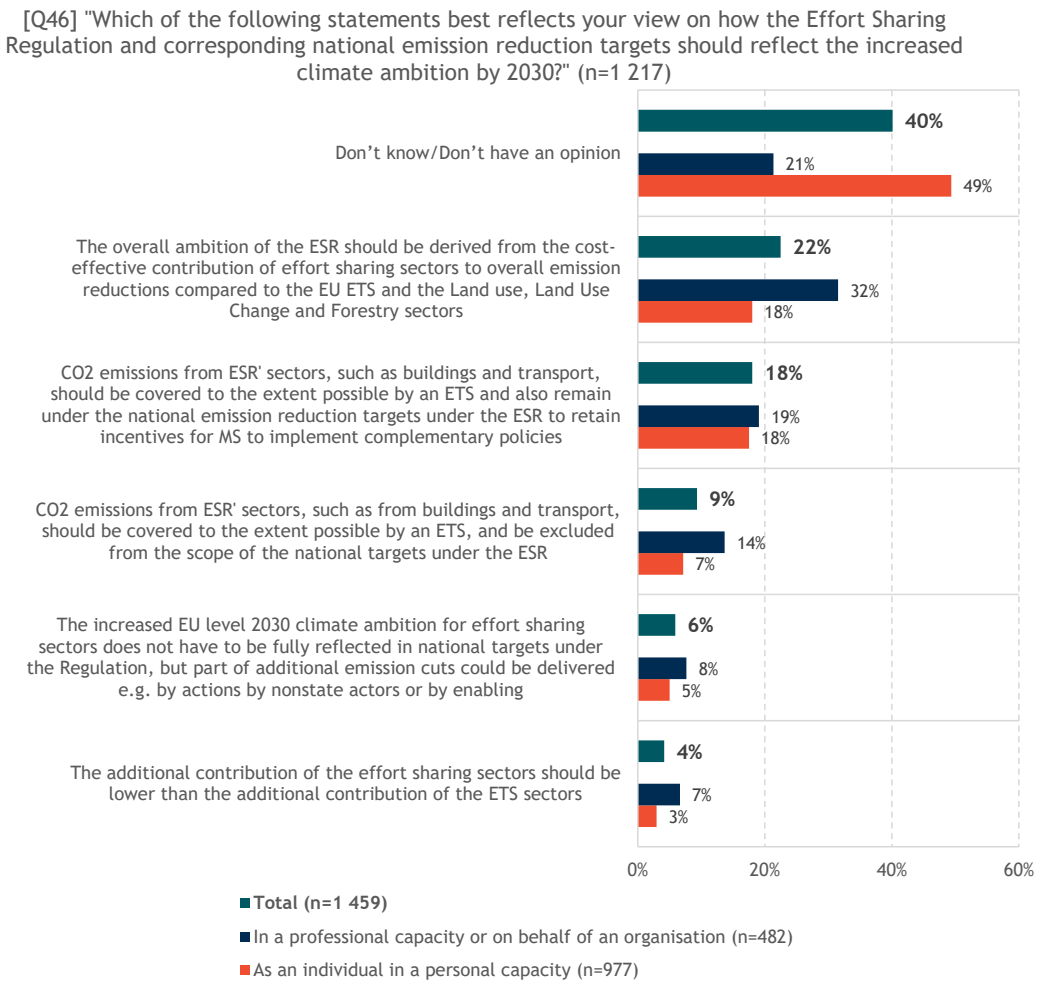
In [Q46], stakeholders were asked from a list of statements, which best reflected their view on how the ESR, and corresponding national emission reduction targets should reflect the increased 2030 target. Stakeholders could select multiple options from a list of statements. A total of 1 217 stakeholders chose 1 459 responses.

According to Figure 3-44, most stakeholders did not have an opinion or did not know (585 stakeholders, 40%). Following this, the most selected options were:

- The ESR should be derived from cost-effective contribution compared to EU ETS and LULUFCF (328 stakeholders, 22%); and
- CO2 emissions from ESR sectors should be covered by EU ETS and ESR to continue the incentivisation of MS policies to reduce emissions (328 stakeholders, 22%).

The least selected option was that the additional contribution of the effort sharing sectors should be lower than the additional contribution of the ETS sectors (61 stakeholders, 4%).

Figure 3-44 Responses to [Q46] of the questionnaire



A correlation analysis of stakeholder types [Q2] and their views on the role of the ESR [Q46] was provided, see Annex D for detailed figures. It shows that most of the respondents that did not know or had no opinion were personal stakeholders. Professional stakeholders had more respondents proportionally state that overall ambition of the ESR should derive from contribution of effort sharing sectors to the overall reductions compared to the EU ETS and LULUCF sectors. This was particularly the case for companies (59 stakeholders, 37%), NGOs (23 stakeholders, 34%), and trade unions (3 stakeholders, 50%).

Elements of the Effort Sharing Regulation (ESR) to be adapted if targets are increased [Q47]

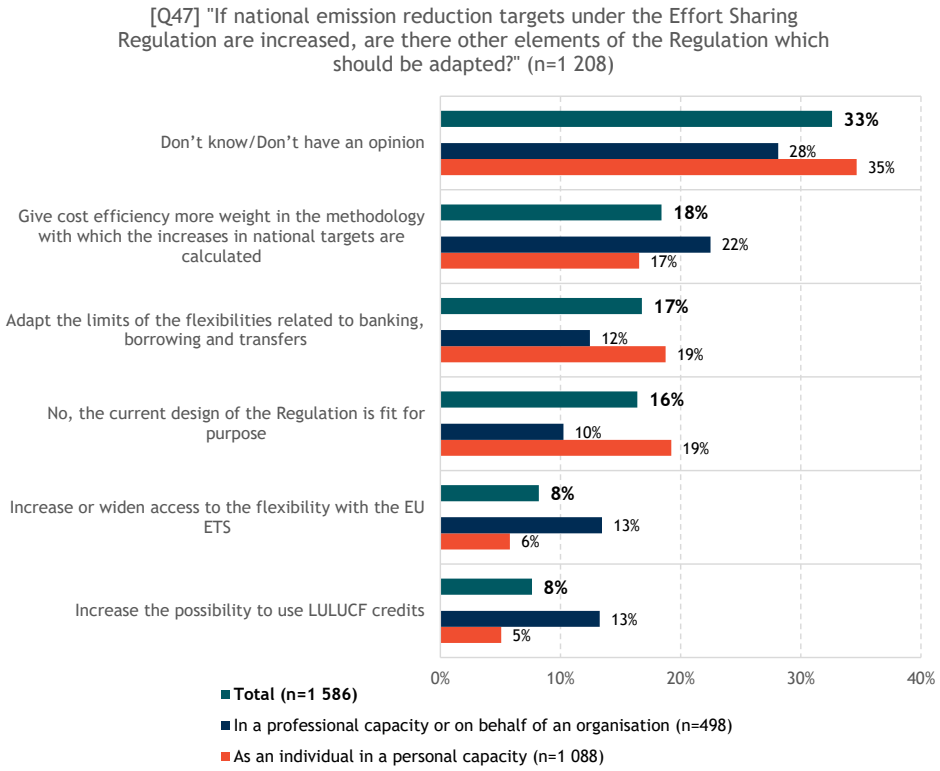
In [Q47], the questionnaire asked that if national emission reduction targets under the ESR were increased, should other elements of the Regulation be adapted. Stakeholders could select multiple options from a preselected list. From this, 1 280 stakeholders chose 1 586 responses.
According to the results depicted in Figure 3-45, stakeholders mostly did not know or did not have an opinion (517 stakeholders, 33%). Following this, the most selected options were:

- Giving cost efficiency more weight in the methodology (292 stakeholders, 18%); and
- Adapting the limits of the flexibilities relating to banking, borrowing and transfers (266 stakeholders, 17%).

The least selected options included:

- Increasing the possibility use LULUCF credits (121 stakeholders, 8%); and
- Increasing the access to the flexibility of the EU ETS (130 stakeholders, 8%).

Figure 3-45 Responses to [Q47] of the questionnaire



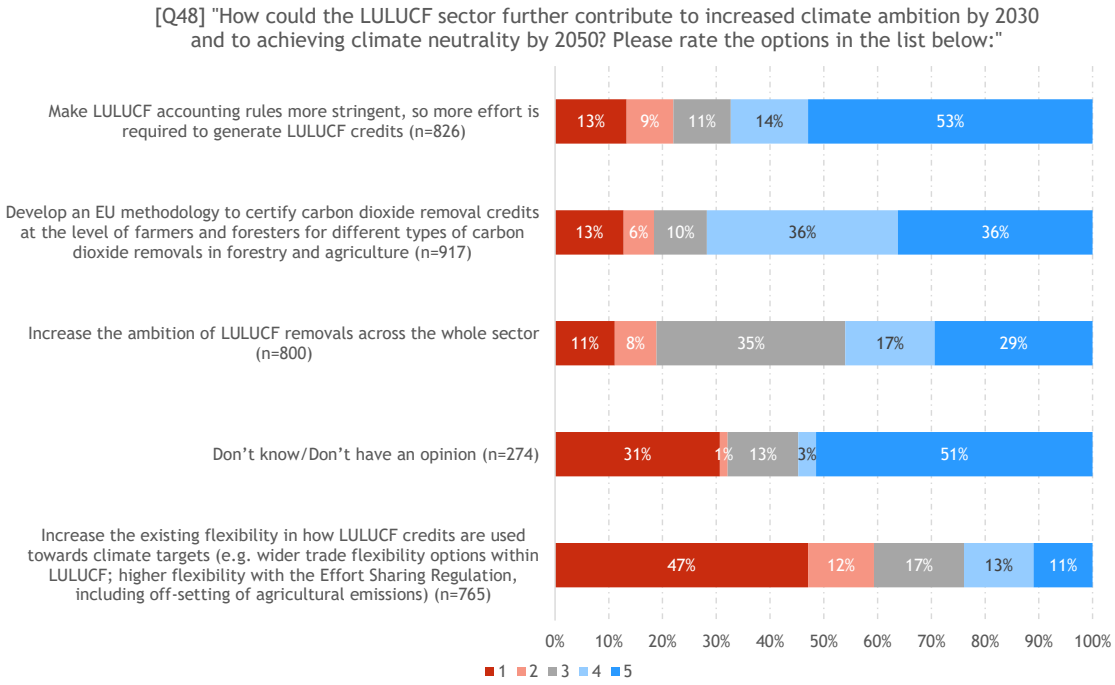
A correlation analysis of stakeholder types [Q2] and their views on the elements of the (ESR) to be adapted if targets are increased [Q47] was provided, see Annex D for detailed figures. There were minor deviations between private individual and professional stakeholder responses. Environmental organisations proportionally was the group that mostly selected that the current design of the ESR is fit for purpose (8 stakeholders, 44%). Consumer organisations (2 stakeholders, 67%), trade unions (14 stakeholders, 33%), and public authorities (10 stakeholders, 28%) had proportionally high response rates for making the ESR methodology for calculating national targets a stronger focus on cost efficiency.

The role of the Regulation on LULUCF [Q48]

In [Q48], stakeholders could prioritise how the LULUCF sector could further contribute towards the 2030 and 2050 climate ambition targets. The prioritisation allowed stakeholders to rank options from 1 (little relevance) to 5 (very relevant).

As shown in Figure 3-46, stakeholders on average prioritised making the LULUCF accounting rules more stringent, so more effort is required to generate LULUCF credits (437 stakeholders, 53% rating 5). The least prioritised option was to increase the existing flexibility in how LULUCF credits are used towards climate targets (360 stakeholders, 47% rating 1). There was a small group of stakeholders that did not know or had no opinion (274 stakeholders).

Figure 3-46 Responses to [Q48] of the questionnaire



Notes: figures show percentage of total responses, per answer, indicating the level of relevance of the answer from 'very relevant' (5) to 'little relevance' (1). They were ordered using a weighted average.

A correlation analysis of stakeholder types [Q2] and their views on the role of the Regulation on LULUCF [Q48] was provided, see Annex D for detailed figures. Similar trends existed between private individuals and professional stakeholders. The largest difference being that professional stakeholders, on average, perceived increasing the existing flexibility in how LULUCF credits are used towards climate targets as more relevant. This was particularly the case for consumer organisations, business associations and companies. Contrastingly, environmental organisations and NGOs selected this option as of very little relevance.

Role of energy policies: legislative in the energy field to achieve the EU climate ambition [Q49]

The European Green Deal makes it clear that in case of a higher climate ambition the Commission would need to review and propose to revise, where necessary, the relevant legislation by June 2021. In [Q49], stakeholders were able to say which legislative instruments in the energy field should be revised to contribute to the 2030 climate ambition Multiple options could be selected by stakeholders. A total 1 203 stakeholders chose 2 987 responses.

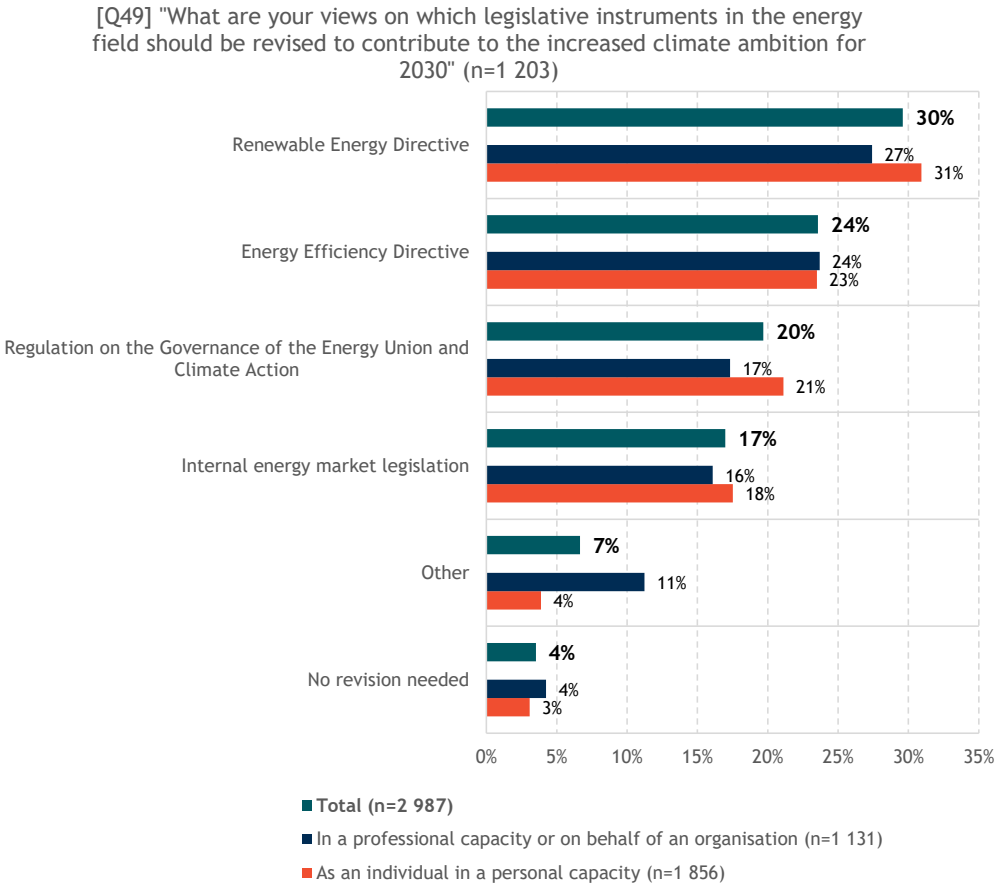
Figure 3-47 shows that the most selected choices by stakeholders included:

- Renewable Energy Directive (RED) (884 stakeholders, 30%);
- Energy Efficiency Directive (EED) (704 stakeholders 24%); and
- Regulation on the Governance of the Energy Union and Climate Action (588 stakeholders, 20%).

On the contrary, the least selected options included:

- Other (199 stakeholders, 7%); and
- No revision was needed in energy policy (105 stakeholders, 4%).

Figure 3-47 Responses to [Q49] of the questionnaire



A correlation analysis of stakeholder types [Q2] and their views on the Role of energy policies [Q49] was provided, see Annex D for detailed figures. Generally, trends were observed to be similar between professional stakeholders and private individuals.

A higher ambition for renewable energy [Q50]

In regard to a higher ambition (than the current 32%) for renewable energy, stakeholders were asked to rate a list of potential actions and instruments in [Q50]. The rating went from 1 (little relevance) to 5 (very relevant).

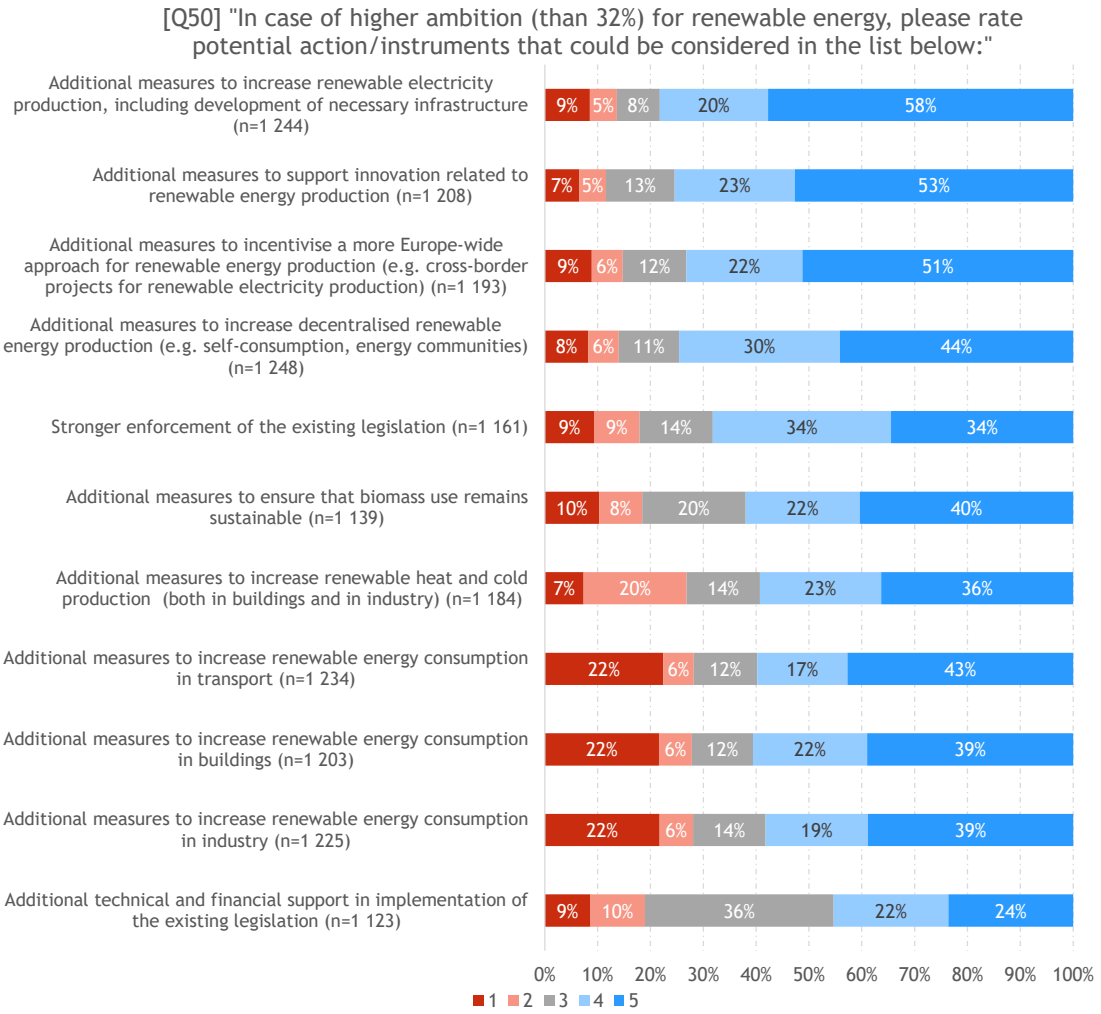
As shown in Figure 3-48, almost all the options were perceived as important measures to increase EU renewable energy ambition, by a majority of stakeholders. Nevertheless, the instruments and actions supported most by stakeholders were:

- Measures to increase renewable electricity production, including necessary infrastructure (718 stakeholders, 58% rating 5);
- Measures to support innovation related to renewable energy production (636 stakeholders, 53% rating 5); and
- Measures to incentivise a more Europe-wide approach for renewable energy production (611 stakeholders, 51% rating 5).

Conversely, the lowest prioritised measures were:

- Measure to increase renewable energy consumption in transport (277 stakeholders, 22% rating 1);
- Measure to increase renewable energy consumption in buildings (260 stakeholders, 22% rating 1);
- Measure to increase renewable energy consumption in buildings (266 stockholders, 22% rating 1); and
- Additional technical and financial support in the implementation of the existing legislation (401 stakeholders, 36% rating 3).

Figure 3-48 Responses to [Q50] of the questionnaire



Notes: figures show percentage of total responses, per answer, indicating the level of relevance of the answer from 'very relevant' (5) to 'little relevance' (1). They were ordered using a weighted average.

A correlation analysis of stakeholder types [Q2] and their views on a higher ambition for renewable energy [Q50] was provided, see Annex D for detailed figures. Professional stakeholders generally perceived measures to increase renewable heat and cold production, renewable energy consumption in industry, buildings, and transport as more important than private individuals (who favoured increasing electricity production, and infrastructure). This measure was also the most important measure according to professional stakeholders. NGOs were the only professional stakeholders to perceive all measures relevant, proportionally compared to other stakeholder types.

A higher ambition for energy efficiency [Q51]

In regard to a higher ambition (than 32.5%) for energy efficiency, stakeholders were again asked to rate potential actions/instruments from a list of options [Q51]. The rating system was the same as the one for the previous question [Q50]. As with the previous question, almost all measures had a large share of stakeholders selecting them to be relevant for a higher energy efficiency ambition.

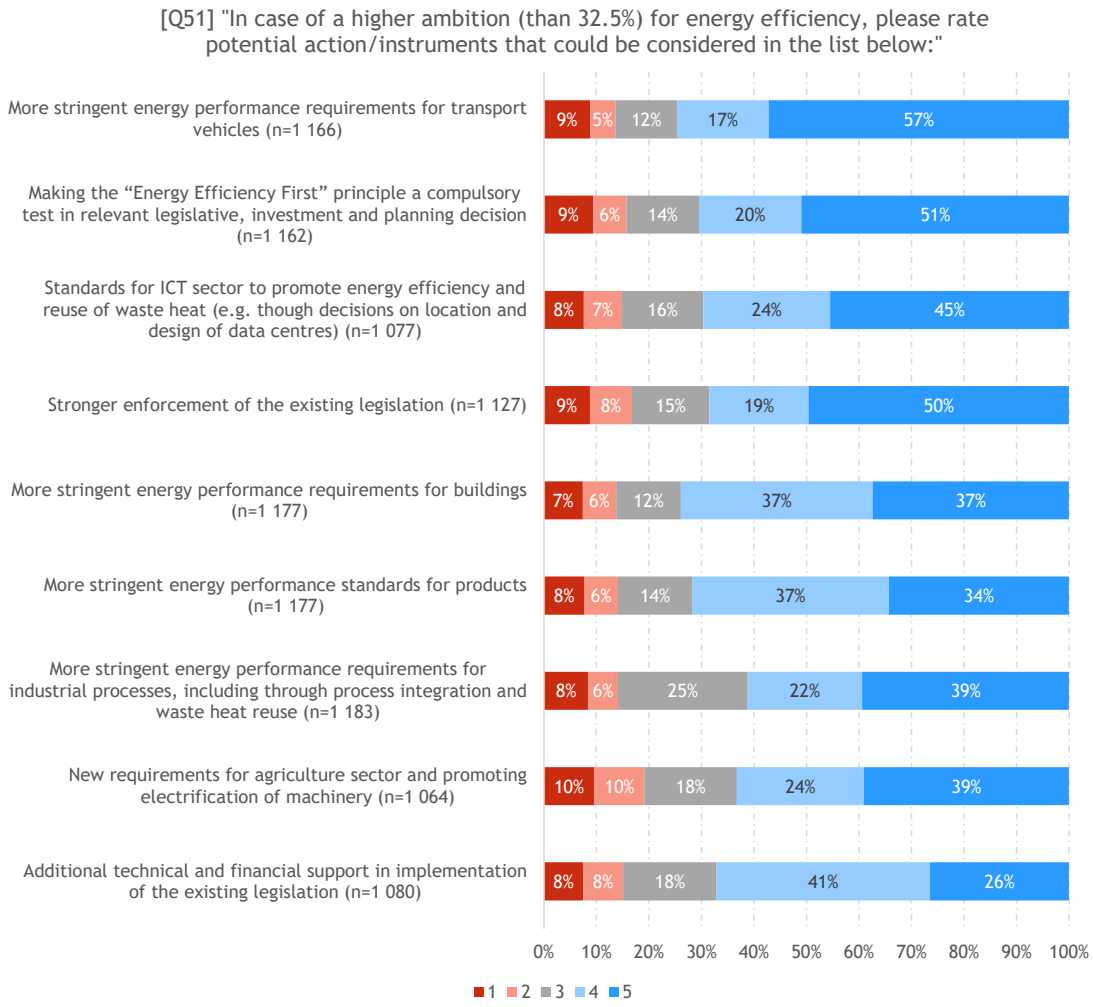
According to Figure 3-49, most of the top prioritised options were:

- More stringent energy performance requirements for transport vehicles (667 stakeholders, 57% rating 5);
- Making the "Energy Efficiency First" principle a compulsory test in relevant decisions (592 stakeholders, 51% rating 5); and
- Standards for the ICT sector to promote energy efficiency (490 stakeholders, 45% rating 5).

None of the options had an overly negative reaction.

Similarly, as for renewable energy (see [Q50]), stakeholders were less likely to prioritise options focused on enforcing or implementing the existing legislation.

Figure 3-49 Responses to [Q51] of the questionnaire



Notes: figures show percentage of total responses, per answer, indicating the level of relevance of the answer from 'very relevant' (5) to 'little relevance' (1). They were ordered using a weighted average.

A correlation analysis of stakeholder types [Q2] and their views on a higher ambition for energy efficiency [Q51] was provided, see Annex D for detailed figures. Environmental organisations and NGOs found all measures more relevant than the average professional or private individuals. Although additional technical and financial support for the implementation of existing legislation was (by weighted average) the least relevant measure according to all respondents, public authorities found this measure the most relevant.

Building renovation [Q52]

On building renovation, stakeholders were asked to select from a list of options how building renovation could best be incentivised [Q52]. Stakeholders could select multiple options. A total of 1 366 stakeholders chose 10 232 responses.

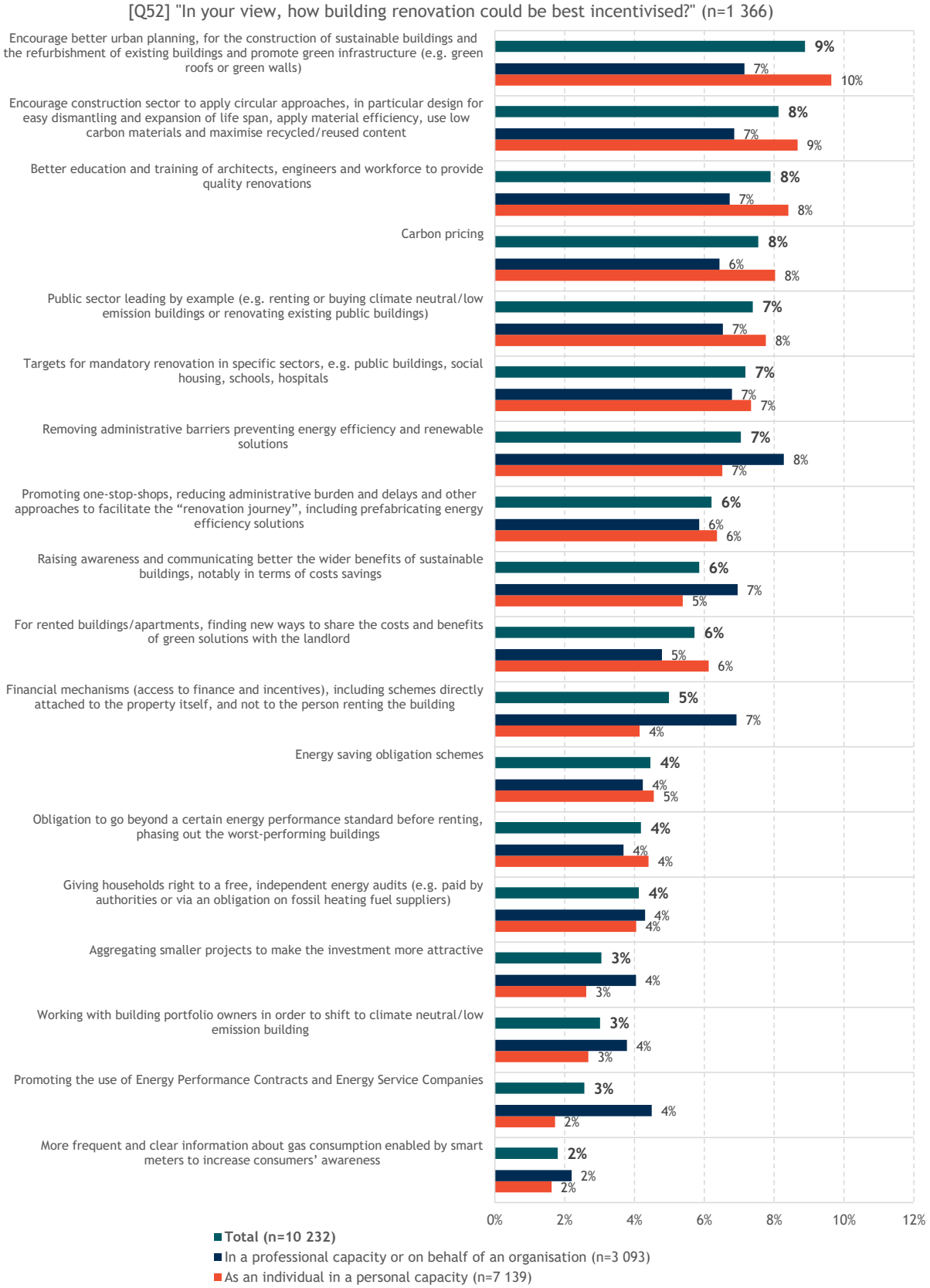
As shown in the figure below, the top three selected options by stakeholders included:

- Encouraging better urban planning and construction of sustainable buildings and green infrastructure (909 stakeholders, 9%),
- Encouraging the construction sector to apply circular approaches (831 stakeholders, 8%); and
- Providing better education and training of architects, engineers, and workforce to provide quality renovations (808 stakeholders, 8% of the responses).

On the contrary, the lowest three selected options included:

- Working with building portfolio owners in order to shift to climate neutral/low emission buildings (308 stakeholders, 3%),
- Promoting the use of Energy Performance Contracts and Energy Service Companies (262 stakeholders, 3%), and
- More frequent and clear information about gas consumption enabled by smart meters to increase consumer awareness (184 stakeholders, 2%).

Figure 3-50 Responses to [Q52] of the questionnaire



A correlation analysis of stakeholder types [Q2] and their views on building renovation [Q52] was provided, see Annex D for detailed figures. Private individuals were more likely to select many of the options, particularly those most selected. Some of the less responded questions, however, had a higher proportion of professional stakeholders selecting them. This included removing administrative barriers preventing energy efficiency and renewable solutions, raising awareness on sustainable buildings, and financial mechanisms. All three were favoured by public authorities, while busines associations and companies favoured the removing of administrative barriers.

Barriers to renovating buildings [Q53]

Following this, stakeholders were further asked what they perceived the main barriers were for renovating buildings more frequently and more deeply [Q53]. Respondents could select multiple options from a list of options. A total 1 329 stakeholders chose 5 813 responses.

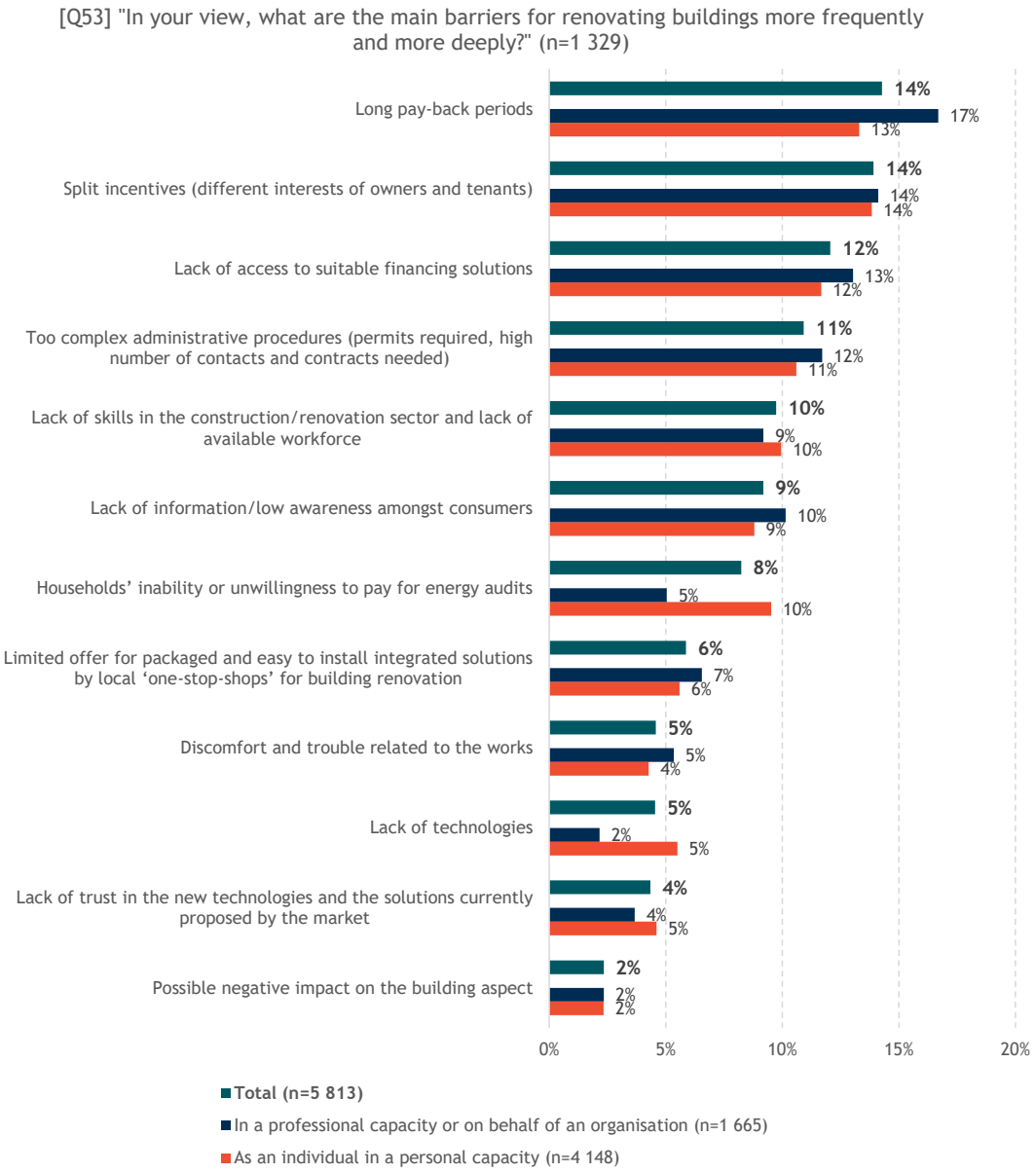
Figure 3-51 shows that the most selected barriers for renovating buildings included:

- Long pay-back periods (830 stakeholders, 14%);
- Split incentives (different interests of owners and tenants) (809 stakeholders, 14%); and
- Lack of access to suitable financing solutions (different interests of owners and tenants) (701 stakeholders, 12%).

On the contrary, the least selected barriers included:

- A lack of technologies, (264 stakeholders, 5%);
- The lack of trust in new technologies and the solutions currently proposed by the market (252 stakeholders, 4%); and
- Possible negative impacts on the building aspect (136 stakeholders, 2%).

Figure 3-51 Responses to [Q53] of the questionnaire



A correlation analysis of stakeholder types [Q2] and their views on the barriers to building renovation [Q53] was provided, see Annex D for detailed figures. Overall trends for most stakeholder types remained consistent to the data presented in Figure 3-52. Professional stakeholders were more inclined to select long payback periods than all other response. This was the case for all professional stakeholder types, except NGOs, where it was their second-most selected option. NGOs first-most selected option was lack of access to suitable financing solutions.

Energy infrastructure and sector integration [Q54]

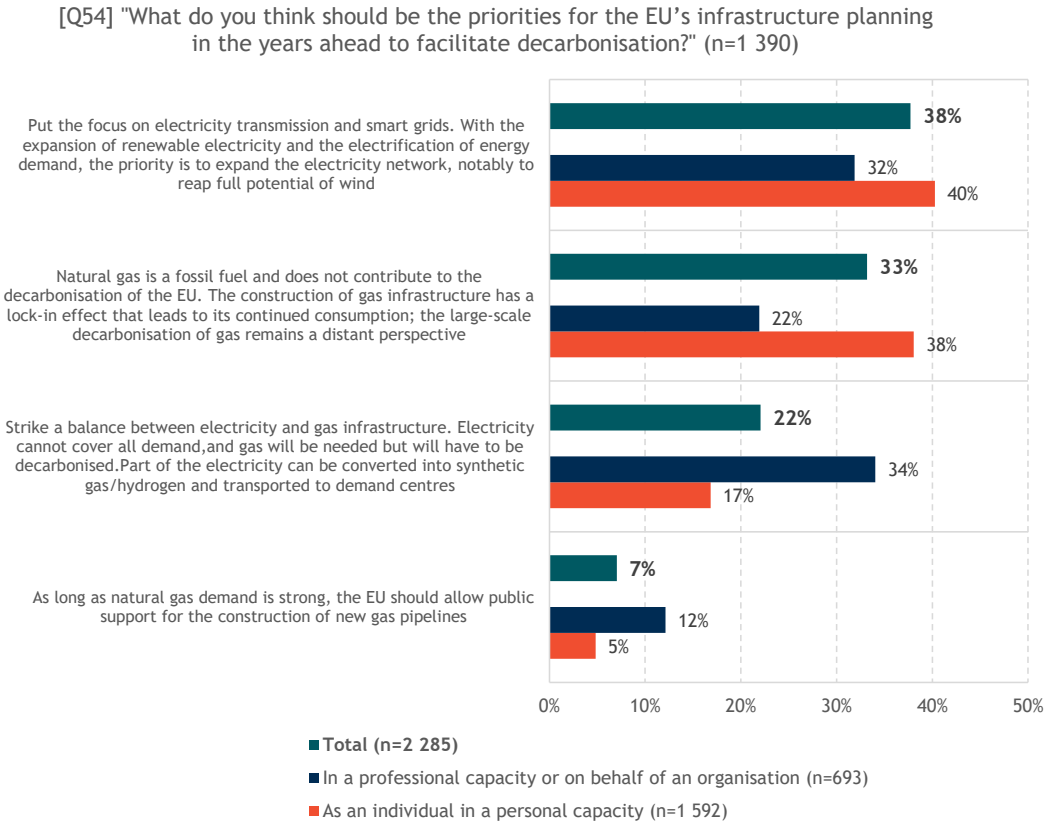
On energy infrastructure and sector integration, stakeholders were asked what the priorities for the EU's infrastructure planning should be to facilitate decarbonisation [Q54]. Again, stakeholders were able to select multiple options from a predefined list. A total 315 stakeholders chose 493 responses.

According to Figure 3-52, the most prioritised options by stakeholders for the EU's infrastructure to facilitate decarbonisation, were:

- To put the focus on electricity transmission and smart grids (862 stakeholders, 38%);
- Ensuring a move away new natural gas infrastructure to avoid the lock-in effect it could result in (758 stakeholders, 33%).

The least selected option was that if natural gas demand and public support is strong then new gas pipelines should be allowed (161 stakeholders, 7%).

Figure 3-52 Responses to [Q54] of the questionnaire



A correlation analysis of stakeholder types [Q2] and their views on energy infrastructure and sector integration [Q54] was provided, see Annex D for detailed figures. As was demonstrated in Figure 3-52, there were some large differences between individual and professional stakeholder responses. Principally, striking a balance between electricity and gas infrastructure was the favoured option by professional stakeholders. This was mostly selected by academics (12 stakeholders, 40%), business associations (100 stakeholders, 40%), companies (84 stakeholders, 37%) and trade unions (4 stakeholders, 50%). NGOs and environmental organisations followed the trend of the private individuals.

Reducing of greenhouse gas emissions in industry for the 2030 climate ambition [Q55]

Many industrial players have in their recent industrial roadmaps committed to achieving the objective of a climate-neutral Europe by 2050, though they point out that there are specific enabling conditions, next to a sufficient carbon price signal in the EU Emissions Trading System, that need to be met for them to be able to do so.

As such, in [Q55] stakeholders were further asked to rate a list of enabling conditions for the reduction of GHG emissions in industry, for the 2030 climate ambition. The rating, similar to those from previous questions, was from 1 (little importance) to 5 (very important), however, not all options had to be rated by all stakeholders.

As shown in Figure 3-53, most of the enabling conditions were favoured by stakeholders for industry to reduce their GHG emissions (with a rating of 4 or 5). However, the most prioritised conditions were:

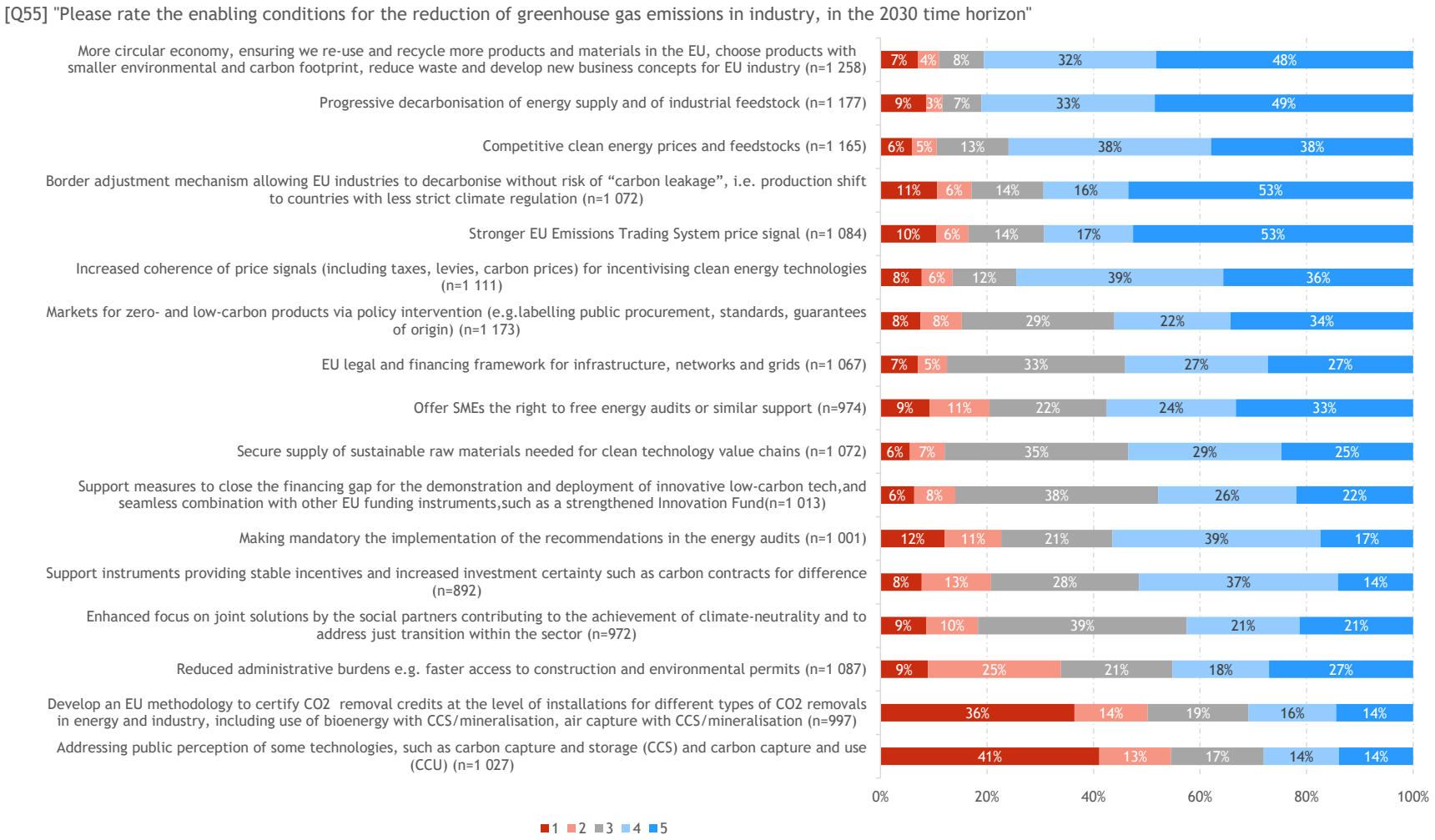
- Implementing a more circular economy, ensuring we re-use and recycle more products and materials in the EU (607 stakeholders, 48% rating 5);
- Creating a progressive decarbonisation of energy supply and of industrial feedstock (571 stakeholders, 49% rating 5); and
- Ensuring competitive clean energy prices and feedstocks (442 stakeholders, 38% rating 5).

The least prioritised enabling conditions included:

- Developing an EU methodology to certify carbon dioxide removal credits at the level of installations for different types of carbon dioxide removals in energy and industry (363 stakeholders, 36% rating 1); and
- Addressing public perceptions of some technologies, such as CCUS (422 stakeholders, 41% rating 1).

A correlation analysis of stakeholder types [Q2] and their views on reducing of greenhouse gas emissions in industry [Q55] was provided, see Annex D for detailed figures. The most relevant option according to professional stakeholders included the progressive decarbonisation of energy supply and industrial feedstocks, which was deemed very relevant for all professional stakeholder groups. The second most relevant option for professional stakeholders was competitive clean energy prices and feedstocks. NGOs and environmental organisations further did not believe that addressing the public perception of CCUS or developing an EU methodology to certify CO_2 removal credits at the level of installation. Other professional stakeholder types did perceive it as relevant, but not greatly so – i.e. it was not their most selected option.

Figure 3-53 Responses to [Q55] of the questionnaire



Notes: figures show percentage of total responses, per answer, indicating the level of relevance of the answer from 'very important' (5) to 'little importance' (1). They were ordered using a weighted average.

Waste policies [Q56]

Finally, stakeholders were asked which waste policies (from a preselected list) would play the most important role to reduce GHG emissions [Q56]. Stakeholders could select a maximum of three different policies. A total of 1 437 stakeholders chose 3 777 responses.

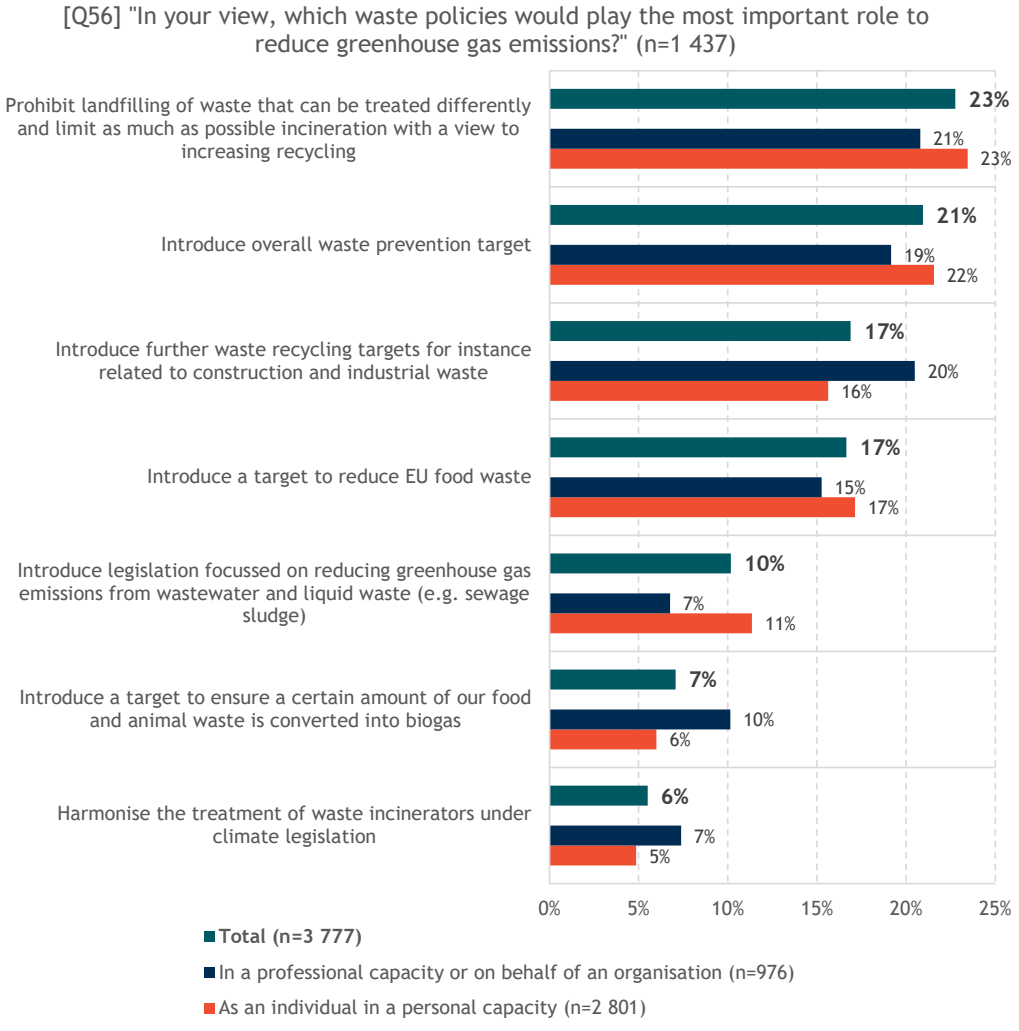
According to Figure 3-54, the most selected options included:

- Prohibiting landfilling and reducing waste incineration as much as possible to increase recycling (860 stakeholders, 23%);
- Introducing overall waste prevention targets (791 stakeholders, 21%); and
- Introducing further waste recycling targets such as for construction and industrial waste (638 stakeholders, 17%).

On the contrary, the least selected options waste policies to reduce GHG emissions included:

- Introducing a target to ensure the conversion of a certain amount of our food and animal waste into biogas (267 stakeholders, 7%); and
- Harmonising the treatment of waste incinerators under climate legislation (208 stakeholders, 6%).

Figure 3-54 Responses to [Q56] of the questionnaire



A correlation analysis of stakeholder types [Q2] and their views on waste policies [Q56] was provided, see Annex D for detailed figures. Professional stakeholders were more inclined than private individuals to select the introduction of further waste recycling targets for construction and industrial waste. This was particularly favoured by consumer organisations (1 stakeholder, 33%), environmental organisations (19 stakeholders, 29%), and NGOs (49 stakeholders, 26%). Furthermore, introducing a target to ensure that food and animal waste is converted to biogas was slightly preferred by professional stakeholders than private individuals. This was mostly because of the preference of business associations (35 stakeholders, 15%), companies (34 stakeholders, 13%), consumer organisations (1 stakeholder, 33%), and trade unions (2 stakeholders, 22%). This option was barely selected by environmental organisations (0 stakeholders, 0%), and NGOs (8 stakeholders, 4%).

EU policies and outreach towards third countries on climate change policy

The second section of Part II of the questionnaire focused on EU policies and outreach towards third countries, including reflections on priorities for climate policy.

Priorities for climate diplomacy [Q57]

In [Q57], stakeholders were asked which regions the EU should focus on for its climate diplomacy and cooperation efforts in the coming years Stakeholders could select multiple options from a list. A total of 1 523 stakeholders chose 6 210 responses.

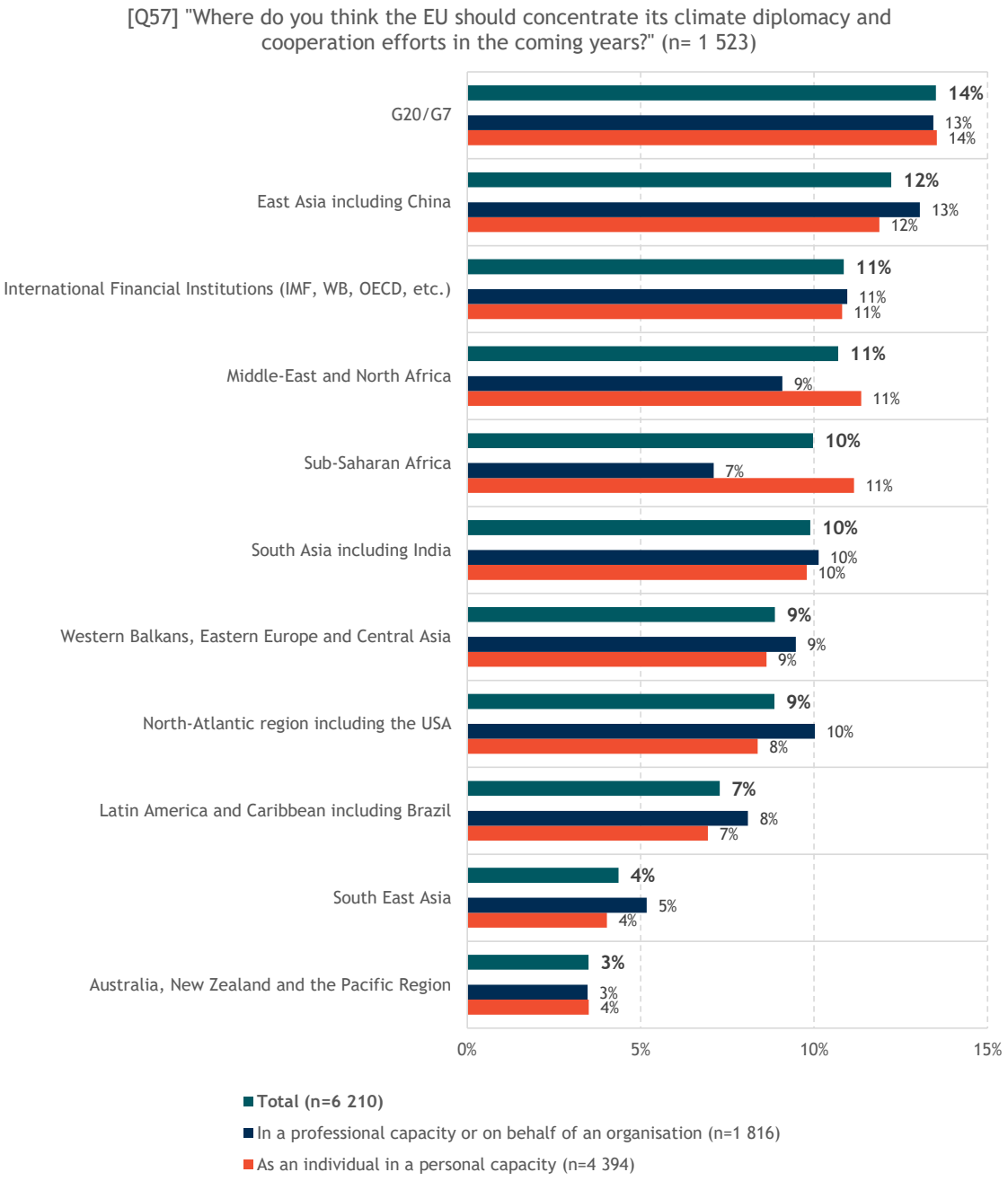
As shown in the figure below, the most selected areas by stakeholders included:

- The G20 and G7 (839 stakeholders, 14%);
- East Asia, including China (759 stakeholders, 12%); and
- International Financial Institutions (674 stakeholders 11%).

The least selected regions to increase cooperation included:

- Latin America, and Caribbean including Brazil (452 stakeholders, 7%);
- South East Asia (271 stakeholders, 4%);
- and Australia, New Zealand, and the Pacific Region (217 stakeholders, 3%).

Figure 3-55 Responses to [Q57] of the questionnaire



A correlation analysis of stakeholder types [Q2] and their views on priorities for climate diplomacy [Q57] was provided, see Annex D for detailed figures. The trends remain relatively consistent across personal and professional stakeholder categories. Some difference within the different professional stakeholder types can be seen. It is important to note, however, that most stakeholder groups had a large split of opinion. In fact, business associations (67 stakeholders, 17%), environmental organisations (15 stakeholders, 12%), and public authorities (15 stakeholders, 14%) preferred diplomacy with G20/G7; while academics (16 stakeholders, 18%), companies (76 stakeholders, 15%) preferred diplomacy with East Asia, including China. NGOs (55 stakeholders, 12%) preferred work with international financial institutions.

Development assistance and climate financing [Q58]

In [Q58], stakeholders were further asked what approaches are most important in regard to development assistance and climate finance in third countries. Stakeholders could select multiple options from a list. A total 1 472 stakeholders chose 5 429 responses.

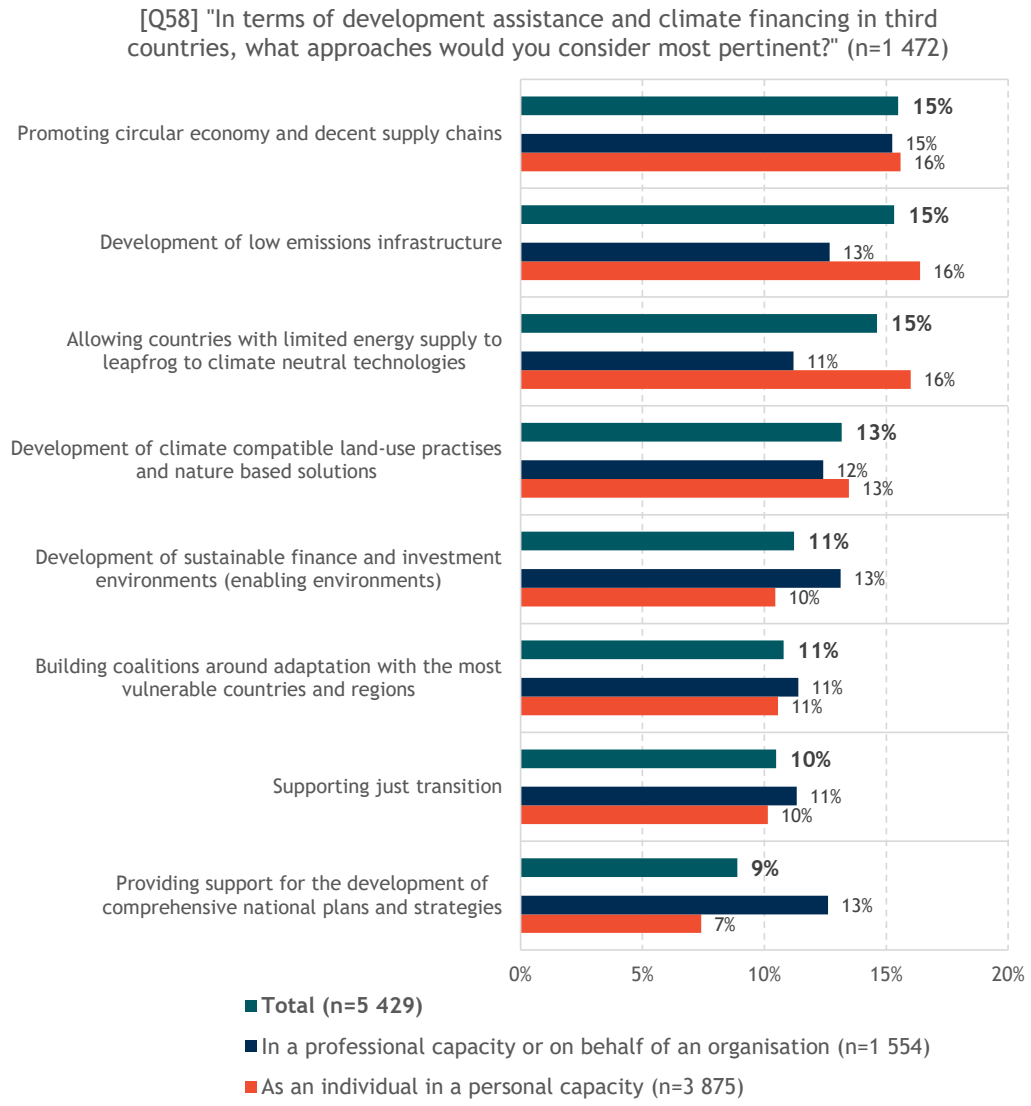
Figure 3-56 shows that the most selected responses included:

- Promoting the circular economy and decent supply chains (841 stakeholders, 15%);
- Developing low emissions infrastructure (832 stakeholders, 15% of responses); and
- Allowing countries with limited energy supply to leapfrog to climate neutral technologies (794 stakeholders, 15%).

Stakeholder responses were evenly spread across options. Nevertheless, the least responded options included:

- Supporting the just transition (569 stakeholders, 10%); and
- Providing support for the development of comprehensive national plans and strategies (483 stakeholders, 9%).

Figure 3-56 Responses to [Q58] of the questionnaire



A correlation analysis of stakeholder types [Q2] and their views development assistance and climate financing [Q58] was provided, see Annex D for detailed figures. Some small differences between professional stakeholders and private individuals are visible. Generally, professional stakeholders had a higher average response per questions (i.e. no question had remarkably fewer responses than another), and much more preferred providing support for the development of national plans than private individuals. Furthermore, private individuals, proportionally, preferred allowing countries with limited energy supply to leapfrog to climate neutral technologies.

Coherence of climate, trade and foreign policy instruments [Q59]

In [Q59], the questionnaire further asked which improvements in the coherence of climate, trade and other foreign policy instruments would be most important to support the EU's low emissions transition. Stakeholders were able to select multiple options from a list. A total of 1 479 stakeholders chose 5 716 responses.

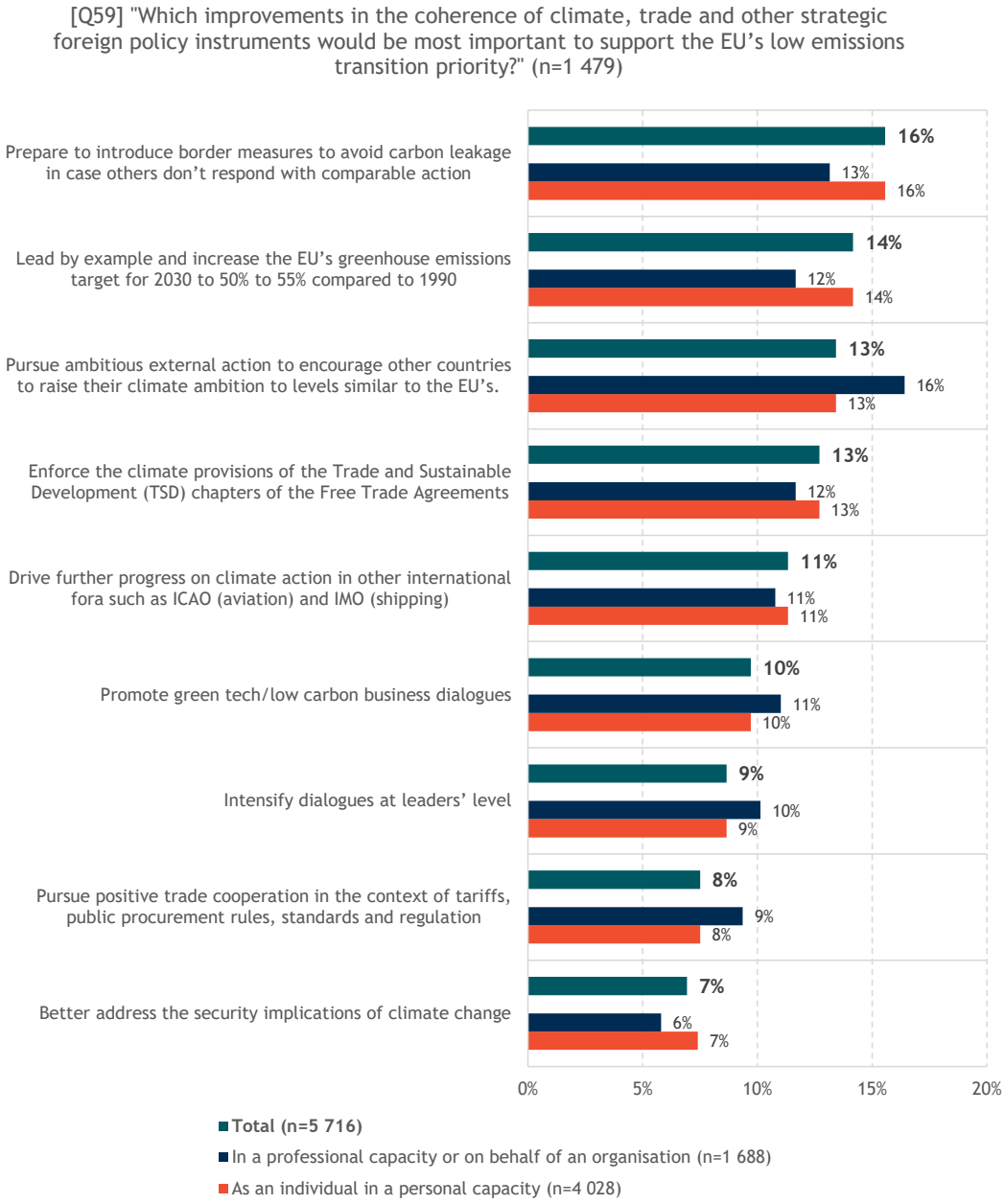
According to Figure 3-57, the stakeholders mostly selected:

- Prepare to introduce border measures to avoid carbon leakage in case others do not respond with comparable action (890 stakeholders, 16%);
- Leading by example and increasing the EU's GHG emissions targets to 50% or 55% compared to 1990 (810 stakeholders, 14% of response); and
- Pursue ambitious external action to encourage other countries to raise their climate ambition to levels similar to the EU's (767 stakeholders, 13%).

Conversely, the least responded options included:

- Intensifying dialogues at leaders' level (495 stakeholders, 9%);
- Pursuing positive trade cooperation in the context of tariffs, public procurement rules, standards and regulation (429 stakeholders, 8%); and
- Better addressing the security implications of climate change (396 stakeholders, 7%).

Figure 3-57 Responses to [Q59] of the questionnaire



A correlation analysis of stakeholder types [Q2] and their views on the coherence of climate, trade and foreign policy instruments [Q59] was provided, see Annex D for detailed figures. Private individuals and professional stakeholders had mostly similar replies, with some variation. Professional stakeholders' highest selected option was pursuing ambitious external actions to raise third-country climate ambition. This was favoured by academics (15 stakeholders, 18%), business associations (78 stakeholders, 18%), companies (105 stakeholders, 19%), and public authorities (17 stakeholders, 15%). NGOs and environmental organisations, however, favoured enforcing climate provisions in trade and sustainable development agreements (50 and 15 stakeholders, 16% and 18% respectively), and leading by example (49 and 16 stakeholders, 20% and 16% respectively).

UN Climate Conference - Glasgow COP26 [Q60]

Although Conference of the Parties (COP) 26 has been postponed, it remains to be held in the near future. In [Q60], the questionnaire asked stakeholders what deliverables were most important to achieve at the UN Climate conference. Stakeholders could select multiple options from a list. A total of 1 489 stakeholders chose 5 576 responses.

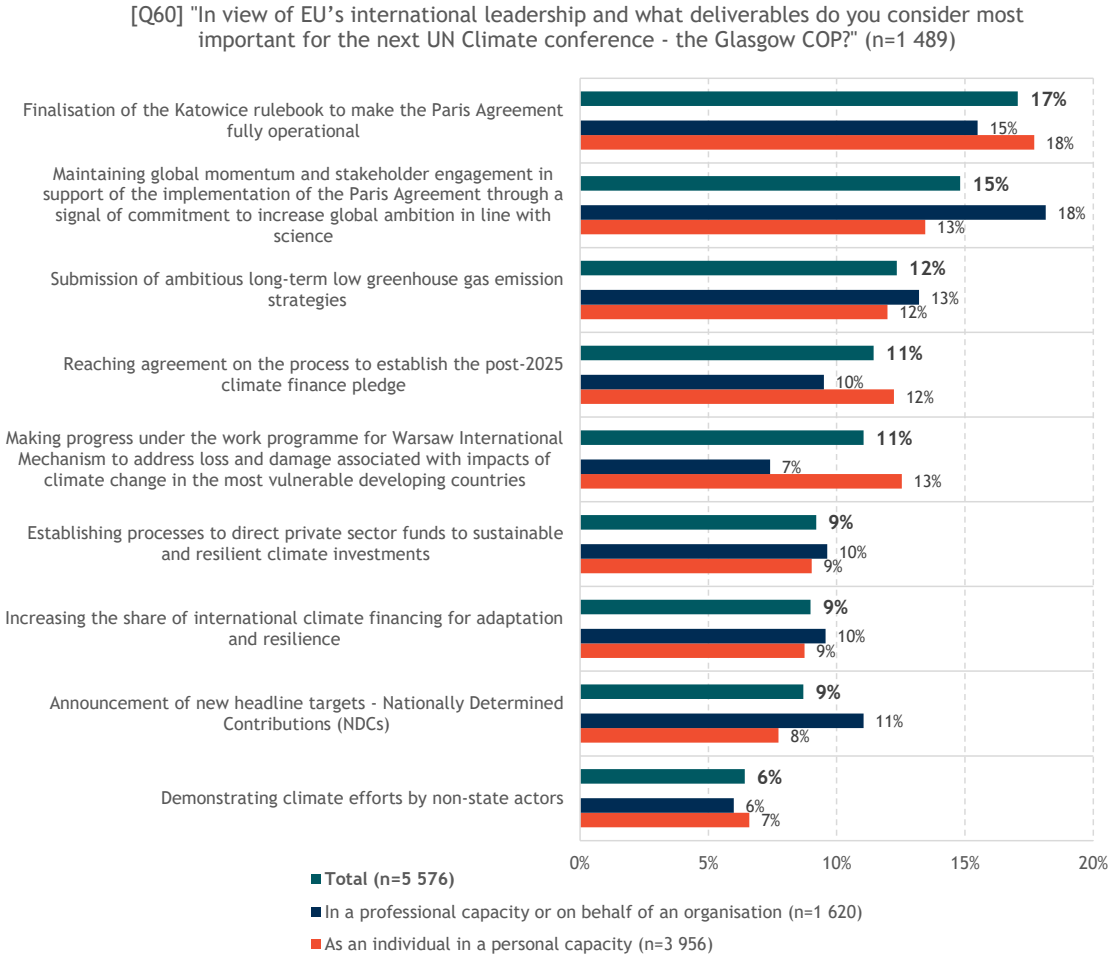
As shown in Figure 3-58, the stakeholders top selected options included:

- Finalising the Katowice rulebook to make the Paris Agreement fully operational (951 stakeholders 17%);
- Maintaining a global momentum and stakeholder engagement in implementing the Paris Agreement through a signal of commitment to increase global ambition (826 stakeholders, 15% of response); and
- The submission of ambitious long-term low GHG emission strategies (688 stakeholders, 12%).

On the contrary, the least selected options by stakeholders included:

- Increasing the share of international climate financing for adaptation and resilience (501 stakeholders, 9%);
- Announcing the new headline targets for the Nationally Determined Contributions (NDCs) (485 stakeholders, 9%); and
- Demonstrating climate efforts by non-state actors (358 stakeholders, 6%).

Figure 3-58 Responses to [Q60] of the questionnaire



A correlation analysis of stakeholder types [Q2] and their views on the UN Climate Conference [Q60] was provided, see Annex D for detailed figures. There were some distinct differences between professional stakeholders and private individuals. First, professional stakeholders favoured maintaining global momentum for the implementation of the Paris Agreement. This had a high response rate by all professional stakeholder groups and was the preferred option by most. Business associations (88 stakeholders, 23%), consumer organisations (2 stakeholders, 20%), and trade unions (3 stakeholders, 23%), however, favoured the finalisation of the Katowice rulebook as the key issue for COP26.

Additional information

In Part I [Q33] and Part II [Q61] of the questionnaire, stakeholders were able to provide additional information on other key aspects which were not reflected in the questions. Stakeholders could provide a maximum of 1 000 characters in these sections, as well as an attachment to support their comments. The attachments will be analysed under the subsequent chapter of this report (**Chapter 3)**. In this section, only the open comments will be analysed.

Figure 3-59 Responses to [Q33] of the questionnaire

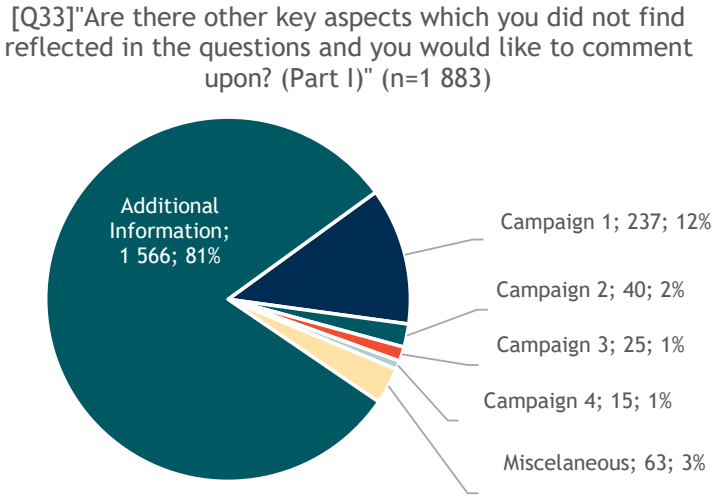
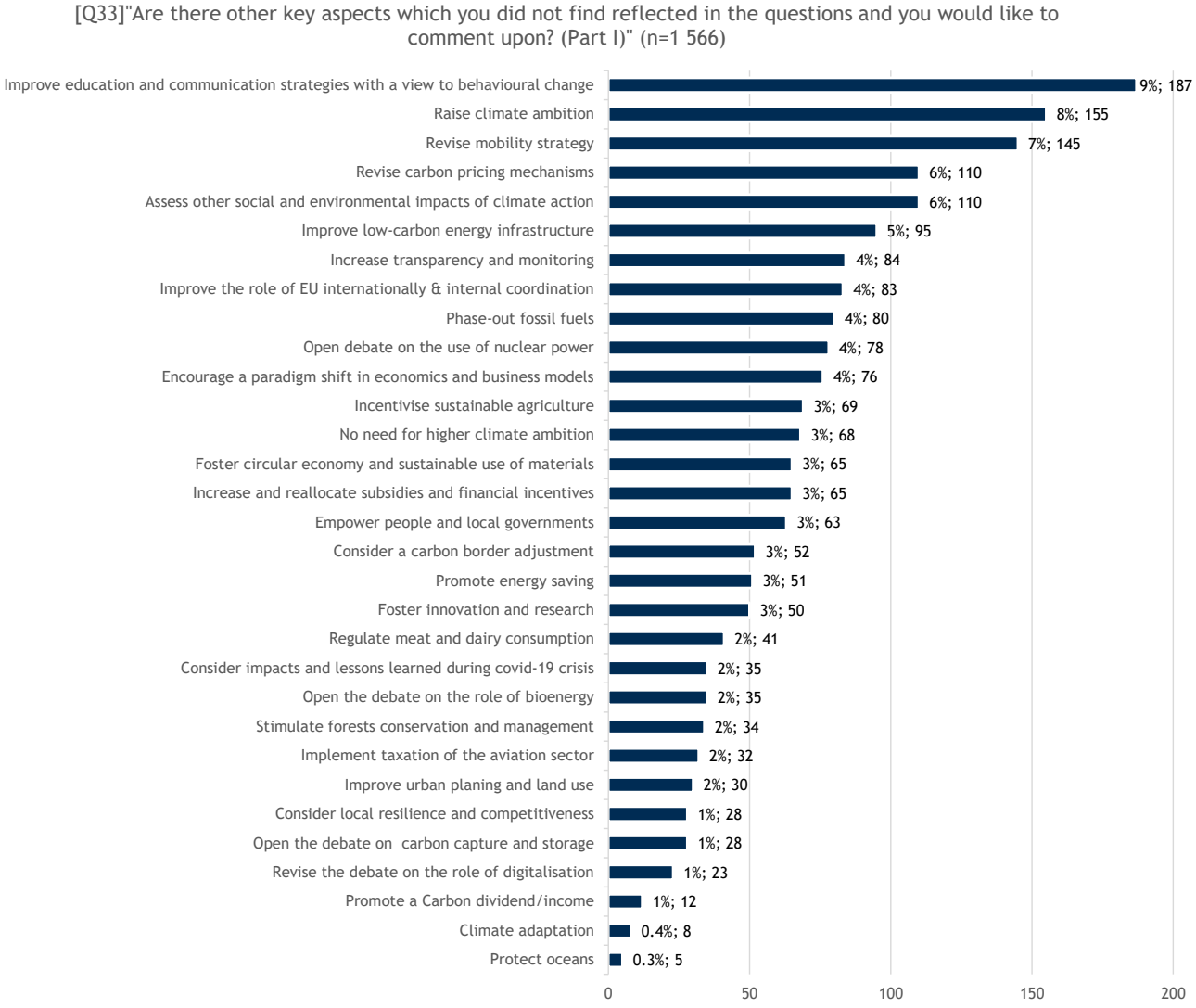


Figure 3-59 **shows** the results of the analysis of the open question [Q33]. In total, 1 883 stakeholders provided input to this question. Some of the answers were provided by campaigns' supporters. The campaign receiving most support in [Q33] was Campaign 1 (237 stakeholders, 12%), followed far behind by Campaign 2 (40 stakeholders, 3%). Respondents supporting Campaign 3 (25 stakeholders, 1%) and Campaign 4 (15 stakeholders, 1%) also provided answers. In addition, some responses (63 stakeholders, 3%) were categorised as miscell*aneous, meaning* that the answers do not allow for further analysis. The remaining answers (1 566 stakeholders, 81%) contained additional aspects stakeholders would like to have an additional reflection on. In total, 1 997 different suggestions were identified, as some respondents indicated more than one.

Figure 3-60 shows the main aspects raised in these responses. These are explained below in more detail, as well as the coordinated responses by the identified campaigns.

Figure 3-60 Responses to [Q33] of the questionnaire



- **Improve education and communication strategies** with a view to behavioural change was identified in most answers (187 stakeholders, 9%) as one of the aspects stakeholders would like to have an additional reflection on. Many answers expressed the need of a better communication strategy towards low carbon lifestyles.
- **Raise climate ambition** was indicated in some of the provided responses (155 stakeholders, 18%) as an aspect that needs immediate attention.
- **Revise mobility strategy** was identified in many of the provided responses (145 stakeholders, 7%) as an aspect that needs further discussion. In general, the respondents expressed their proposals for improving the mobility strategy of EU, including components such as rail transport (28 responses), public transport (26 responses), electric mobility (26 respondents), alternative fuels (18 respondents), among others.
- **Revise carbon pricing mechanisms** was an aspect indicated in some of the comments provided (110 stakeholders, 6%). In general, stakeholders who provided a comment around this topic suggest the revision of the current carbon pricing instruments, including the EU Emission Trading System (EU ETS) and taxation policies, and the sectors currently regulated under these systems.

A wide variety of opinions and reactions were found under this category, which demonstrates the stakeholders' interest in this aspect.

- **Assess other social and environmental impacts of climate action** was raised by some of the provided responses (110 stakeholders, 6%) as an aspect that needs further discussion. In general, the respondents expressed their concern about adverse side effects of climate strategies on environmental and social dimensions that are often not considered or neglected.

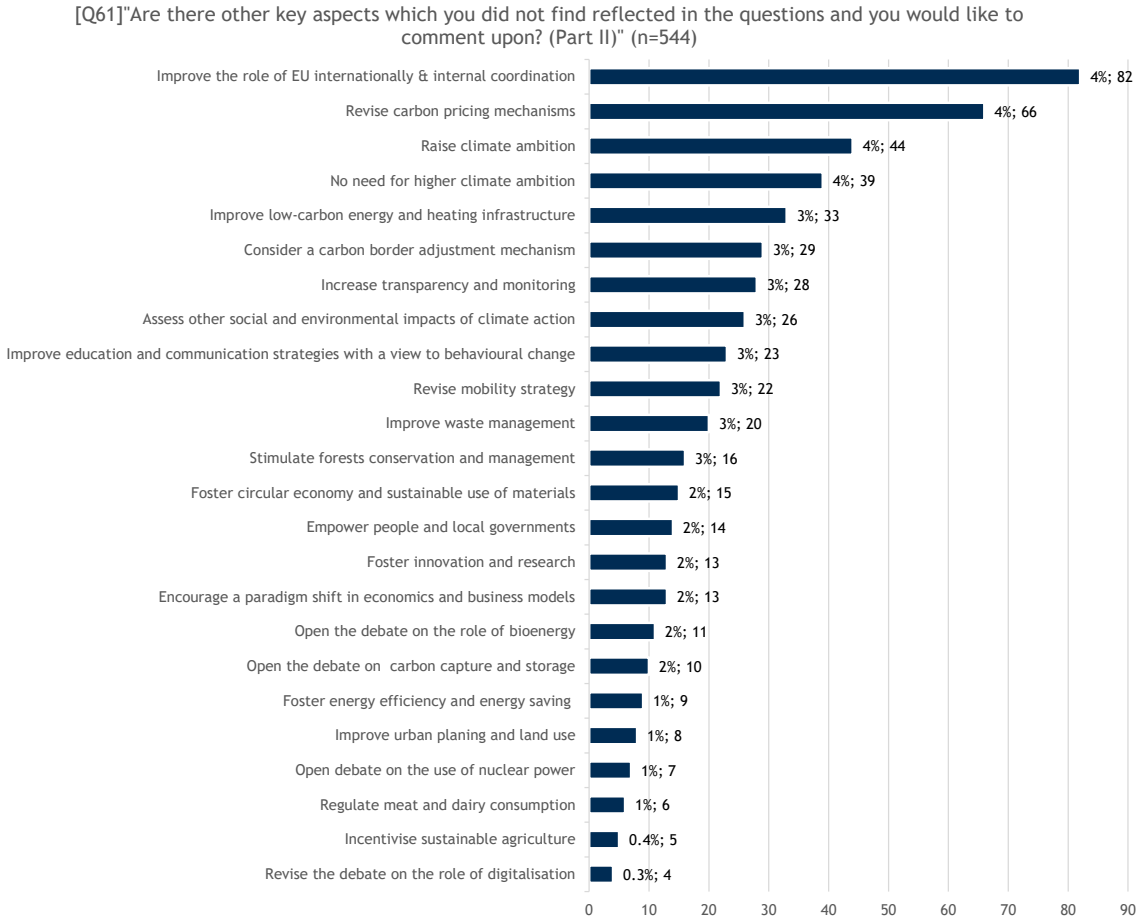
Finally, an overview of the answers provided by the different campaigns to this question [Q33] is presented below.

- **Campaign 1** (237 stakeholders, 12%). The largest campaign identified advocates for a higher European climate ambition, demands phasing-out fossil fuel consumption and subsidies, pushes for a rapid expansion of renewable energies, and proposes a common carbon price of 250 EUR/ ton across all sectors. The answers included variations of the text: *"In my Europe no electricity or heat will be produced from fossil fuels in the year 2030. I expect the European regulatory measures to make the combustion of fuels from coal, natural gas and oil too expensive so that the energy supply of Europe's renewable energy sector is massively expanded. Decentralized renewable energy production, which will benefit the local population, is promoted. I demand the EU to introduce a CO_2 price of € 250 per tonne by 2025 across all sectors. This measure ensures a regulatory steering effect. I support the initiative of Frans Timmermans, the reduction of greenhouse gas emissions by 2030 by at least 65% as a target value to be agree".*
- **Campaign 3:** (40 stakeholders, 2%) It is suggested to revise the methodology to calculate the carbon footprint of agriculture (including imports), advocating for a carbon border adjustment mechanism. The answers included variations of the text *"The EU carbon footprint resulting from agriculture is often calculated on its own and should include GHG emissions resulting from food imports, including direct and indirect land use change. Measures like border carbon adjustments for emission prices and monitoring of the EU GHG emissions should account for this."*
- **Campaign 3:** (25 stakeholders, <1%) Demands adherence to the goals set in the Paris Agreement, and improved calculation and communication of the costs of inaction. The answers included variations of the text: *"It is vital that the overall level of ambition is aligned with latest available science and the EU's commitment under the Paris Agreement, in particular the objective of keeping global temperature rise to 1.5°C. In light of the EU's capacity and principles of global equity, the Union should achieve at least 65% emission reductions by 2030, compared to 1990 levels and reach net zero emissions by 2040. In order to best inform the decision on the appropriate target level and required measures in a most cost-effective way, it is essential for the analysis to take the possible costs of inaction and insufficient action into account. A number of possible options referring to the uptake of electricity have to be seen in combination with a rapid move towards an energy system fully based on renewable energy, the latest by 2040. Another market barrier under section 2.8 is the continuous focus on private car ownership in contrast to other options as bikes, public transport, vehicle sharing".*
- **Campaign 4:** (15 stakeholders, <1%) Respondents propose a climate dividend for EU citizens as a carbon pricing mechanism. The answers included variations of the text *"Question 3.3 offers a limited set of options for the use of Carbon Pricing revenue. The Carbon Price levels in the IPCC 1.5°C report required to decarbonise will impact many more than the most vulnerable or just low-income families. Recycling 100% of net revenue on an equal basis to all citizens builds trust in the public response. It is intrinsically fair, valuing every human being equally in terms of their right to a share of life on the planet. This approach is supported by more than 3 500*

economists, businesses, unions, NGOs and civic society. This 3rd way of Carbon Pricing instrument, not as a Tax, not as a trading system, strongly meets the OECD FASTER principles and directly engages the whole of society in recognising and responding to the climate crisis. Both the Canadian government and the Swiss government have similar policies in place. The EU should seriously consider a similar approach"

In addition to [Q33], in the last section of Part II of the questionnaire [Q61], stakeholders were able to provide further additional information on other key aspects which were not reflected in the questions. Figure 3-61 shows the results of the analysis of the open question [Q61]. In total, 604 stakeholders provided input to this question. Some responses (60 stakeholders, 10%) were categorised as *miscellaneous*, meaning that the answers do not allow for further analysis. The remaining answers (544 stakeholders, 90%) contained additional aspects stakeholders would like to have an additional reflection on.

Figure 3-61 Response to [Q61] of the questionnaire



The topics raised by the stakeholders under question [Q61] were very similar to those of question [Q33], where respondents were asked to provide further key aspects not considered in Part I. The three main aspects raised in the answers of [Q61] are examined below in more detail.

- **Improve the role of EU & international cooperation** was identified in the majority of answers (82 stakeholders, 14%) as one of the aspects stakeholders would like to have an additional reflection on after part II. Many answers expressed the need for enhanced climate cooperation strategies at national and at international levels. Some answers reflect on the need to help

developing nations in increasing their climate ambition. From the respondents highlighting this aspect, some supporters of Campaign 3 (17 stakeholders, 3%) provided variations of the following text as a coordinated answer *"In light of the 1.5°C target of the Paris Agreement, the EU should achieve at least 65% emission reductions by 2030, compared to 1990 levels and net zero emissions by 2040. Additional measures to increase RES consumption in transport should prioritise options that do not undermine absolute emission reductions, e.g. via demand-side reduction, public transportation, bicycle and car-sharing (…) The options on carbon pricing do not specify that any introduction of EU-wide pricing levels should be considered a price floor and must neither drive up energy poverty, prevent MS from going beyond these levels nor lead frontrunners to lower their national levels. The options suggested on the role of the Effort Sharing Regulation neglect the critical need to limit the existing loopholes MS can take advantage of in order to reach their nationally binding targets";*

- **Revise carbon pricing mechanisms** was an aspect indicated by some stakeholders (66 stakeholders, 4%). In general, stakeholders who provided a comment around this topic suggest the revision of the current carbon pricing instruments, including the EU Emission Trading System (EU ETS) and taxation policies, and the sectors currently regulated under these systems. A wide variety of opinions and reactions were found under this category, which demonstrates the stakeholders' interest in this aspect;
- **Raise climate ambition** was indicated in some of the provided responses (44 stakeholders, 4%) as an aspect that needs immediate attention.

4 Summary and analysis of OPC papers

Key Messages

- **Most reviewed papers supported increasing the ambition of GHG emission reduction targets to 50/55%, of those papers that expressed a target percentage 17% opted for 50% reduction, 46% of papers opted for 55% reduction and 11% of papers opted for between 50-55% reduction. Some (3%) even suggested these new proposals were not ambitious enough. That said, 10% papers highlighted the need to assess the potential economic and social impacts post COVID19 before increasing the ambition;**
- **The papers identified the importance of all sectors as sources of GHGs which need to be addressed to achieve emissions targets, but particularly highlighted energy, transport, industry and buildings;**
- **Several options were expressed for additional actions and policy to support achieving a more ambitious target, including strengthening the EU ETS and sectoral measures (in particular R&D of clean technologies);**
- **The papers also highlighted a range of challenges to achieving the targeted, including issues with ineffective or unclear legislation, poor governance, continuation of subsidised for fossil fuels, and lack of financial support;**
- **Economic and social co-benefits were also highlighted by the papers as potentially arising from low carbon and green investments, including high-quality and more resilient jobs, creation of new markets and green sectors and the EU becoming a world leader.**

Stakeholders could position papers or other attachments in response to the OPC alongside the online survey. These attachments have been analysed and summarised in this section.

497 attachments were submitted to the OPC, in the form of blog posts, opinions, letters, reports, discussion papers, roadmaps, strategy papers, joint declarations, policy briefs, press releases and position papers. Of the 497 attachments, 234 position papers were selected for analysis. The criteria of selection were based on attachment typology, relevance to the OPC 2030 topic, selection of attachments that had content to be analysed (as some consisted only in graphs) and avoidance of 'campaign' papers (duplicate attachments submitted by several different individuals).

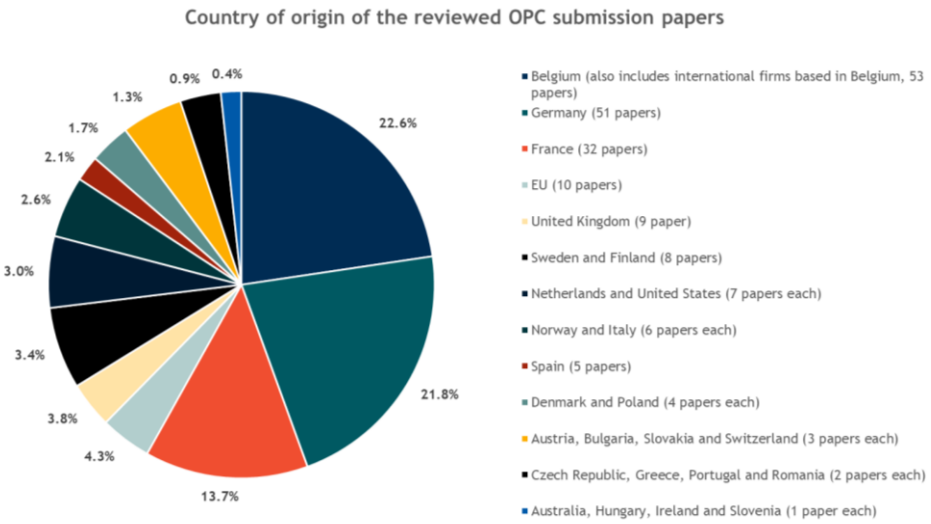
This report contains the analysis of the 234 papers selected. Individual summaries for the analysed attachments can be found in Annex C.

4.1 Regional and stakeholder type representation

Regional (country-based)

The papers reviewed originated from a wide range of countries. The figure below illustrates the country of origin.

Figure 4-1 Country from which each reviewed OPC submission paper originated



Note: Numbers within the chart represent the percentage contribution of each individual country.

The figure above shows that stakeholders based in Belgium (22.6%) were the biggest contributors (including international firms and organisations with a representation in the country; parts of which are related to EU affairs). Stakeholders based in Germany were the second largest contributor (21.8%) and stakeholders based in France (13.7%) were the third largest contributor. Professional stakeholders from multiple EU countries (various authors) contributed with ten papers (4.3%), stakeholders in the United Kingdom added nine papers (3.8%), stakeholders in Finland and Sweden contributed with eight papers from each country (3.4%, each). Stakeholders based in the Netherlands and the United States contributed seven papers from each country (3.0%, each). Stakeholders in Italy and Norway contributed six papers from each country (2.6%) and stakeholders in Spain added five papers (2.1%). Stakeholders based in the remaining countries of origin registered (Denmark, Poland, Austria, Bulgaria, Slovakia, Switzerland, Czech Republic, Greece, Portugal, Romania, Australia, Hungary, Ireland and Slovenia) contributed with less than 2% of the papers, as seen in the figure above. The regional representation suggests an under representation of stakeholders in southern and eastern counties as well as limited contribution from stakeholders in countries outside of Europe, with exception of the United States.

Stakeholder type

The figure below shows the split of papers reviewed by type of stakeholder who submitted the paper.

Figure 4-2 Split of reviewed papers by type of stakeholder

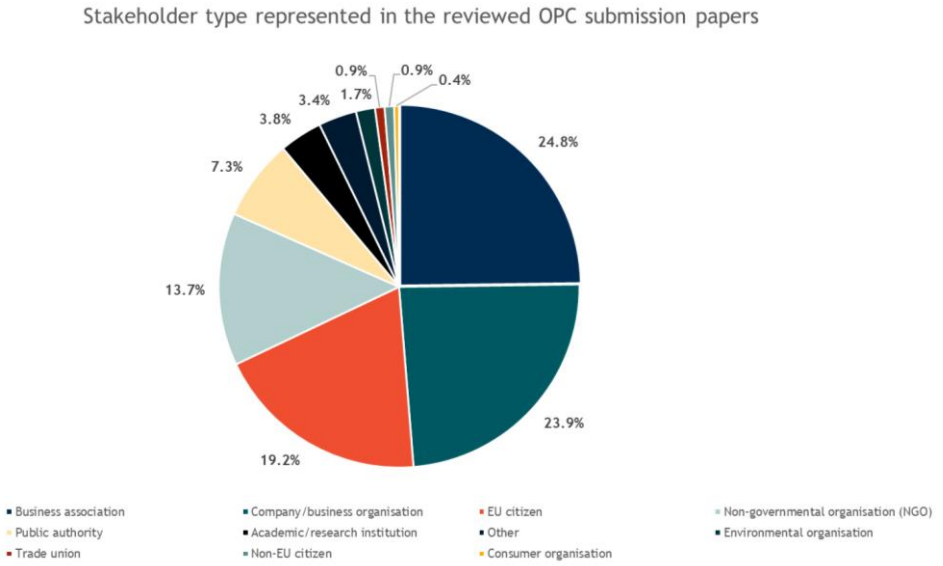


Figure 4-2 shows that business associations contributed the most papers to review (24.8%), followed by companies/business organisations (private individual companies) (23.9%), then EU citizens (19.2%), NGOs (13.7%), public authorities (7.3%), academic/research institutions and others (3.8%, each), environmental organisations (1.7%), trade unions and non-EU citizens (0.9%, each) and consumer organisation (0.4%).

4.2 Analysis of specific themes from the Position Papers

Please note that the final percentages and figures below may differ to those stated in the final Synopsis Report, although the figures are still valid in the Synopsis Report at the time of writing, the figures below provide an updated and more in depth review of the stakeholders opinions.

Overall sentiment and proposed targets regarding EU 2030 climate and energy ambition increase

Regarding the proposed target of 50/55% reduction, **only 81 papers (35%) out of the 234 papers analysed, provided an opinion on the emission targets**. Of these 81 revised papers (44%; 35 papers) rated the current **2030 GHG emission targets** as appropriate, while others (44%; 35 papers) rated them as being too low, with specific reference that the targets should be set at a reduction of 50% (17%, 6), 55% (46%, 16), 50-55% (11%, 4), with 26% (9 papers) expressing no proposed percentage. Only a few (13%; 11 papers) indicated that the proposed targets are too high. **The largest share of all revised papers (65%; 153 papers) did not provide an opinion on the desired level of ambition**.

From the analysed 234 position papers, ambitious targets above 60% were proposed by some (3%, 8 papers) of the papers that believe the proposed targets were not sufficient. These papers came mainly from NGOs and EU citizens, as well as from companies/business organisations, business associations. Some German EU citizens (5%, 4 papers), suggested carbon neutrality by either 2025 or 2030. All these papers agreed with the transitional move away from fossil fuels, opting for electrification, decarbonisation and renewable fuels as enablers for increased targets.

Most of the papers that **agreed** with the proposed 50/55% reductions by 2030, suggested that converting from fossil fuel-based energy to renewable energy would help achieve these stricter targets. Some other papers highlighted that these targets would require appropriate support measures, resources and frameworks at the EU, local and regional levels. A trade union added that an increase in the 2030 target would only be possible with a significant improvement in the economic environment.

The papers that suggested the new proposed targets are **too high** mainly came from companies/business organisations and business associations from different sectors. These papers did not favour further increases in ambition as they believe a tightened EU climate and EU ETS targets could put pressure on EU energy prices and carbon leakage. The main challenges highlighted to achieving a more ambitious target included: the investment gap (which is aggravated with expected losses of investments from COVID19), having a short implementation period that does not leave long for Member States to achieve a very ambitious task and the fact that the 2030 transition is reliant on several technologies, most of which it is not certain if they can be properly deployed (e.g. including clean industrial technologies, a sustainable hydrogen economy, zero-carbon mobility, and a fully renewable power supply). Some papers suggested that a higher ambition could occur only if a fair distribution of the economic burden is ensured.

Some papers that came mainly from private enterprise from the industrial and energy sectors highlighted the need for a **re-evaluation** of the 2030 targets to reflect the new economic crisis and support low carbon production. Any change of target should be based on a thorough cost-benefit analysis, and it should account for national and sectoral parameters.

Sectoral coverage of the papers

Several of the analysed papers (74%, 172 papers) considered a wide range of different sectors that are relevant for reaching the GHG targets, including both the Emissions Trading System (ETS) and non-ETS sectors. The sector most frequently covered in the reviewed papers was energy (51%, 88 papers), followed by transport (35%, 61 papers), industry (20%, 34 papers), buildings (19%, 32 papers), agriculture, forestry and land use (11%, 19 papers) and waste management (11%, 19 papers). Some papers only considered one sector that they believed was the most relevant to achieve the overall climate ambition, whereas others focused on several sectors. A brief description of the main themes identified by the papers for each sector were presented below.

Energy

The energy sector was highlighted as the key sector to achieve the 2030 targets across papers coming from different stakeholder groups as well as representing different sectors. Among the main themes highlighted by the analysed papers, there is a key focus on the need to phase-out fossil fuels and increase the penetration of renewables. For this, the papers highlighted the need for major reforms on the current fossil fuel subsidies and the potential to shift them towards the production of cleaner energy. In addition, it was recommended to introduce a stronger ETS cap. The use of natural gas was considered as a short-term solution to reduce emissions while biogas becomes competitive. Support was highlighted as required to research and deploy lower or zero carbon immature technologies, through flexibility solutions and plannable renewable energy sources (RES) capacity. These papers also mentioned targeting higher energy efficiency, mainly within the industry and building sectors. The use of Carbon Capture Usage and Storage (CCUS) and Carbon Capture and Storage (CCS) technologies was also highlighted.

Transport

Transport was another main sector highlighted by the reviewed papers as a key for overall decarbonisation, with a clear focus on road transport. The main themes extracted were: banning the production of combustion engine vehicles, phasing-out of fossil fuels and increasing the uptake of sustainable fuels, mainly of biofuels. Other themes included: developing transport infrastructure, digitalising the sector, adopting automated and networked mobility technologies, as well as, electromobility and low-emission fuel technologies (e.g. hydrogen for hard-to-abate sectors such as aviation, shipping and heavy transport). The importance of developing high-speed rail network, electrifying all rail in Europe and reducing private vehicles in urban areas, and introducing low emission zones was also mentioned.

The major role of appropriate policies and long-term legislation, funding for the high investments needed, and innovation technologies to achieve decarbonisation in the sector was also highlighted by papers focusing on the transport sector.

A recurrent theme in the reviewed papers consisted on incorporating the transport sector in the existing EU ETS, however potential competitiveness problems were mentioned for the energy and industry sectors that do not have a low-price elasticity as the transport sector. It was recommended that if a tradable GHG system is chosen for transport and building these should be a separate ETS from energy and industry.

Industry

With regards to the industry sector, the analysed papers highlighted the relevance of three main themes for decarbonisation in the sector. One of these themes consisted on adopting renewable and clean energy innovations with an emphasis on the bioeconomy, hydrogen technologies and CCS/CCU. An additional key theme consisted of maintaining existing support tools within the ETS (such as free allocation of allowances and compensation of indirect costs, although these were considered not fully sufficient) to reduce distortions between EU and non-EU producers and prevent carbon leakage. The third and final key theme referred to the importance of embracing a circular economy within the industry sector and promoting recycling.

Buildings

The papers that covered the buildings sector suggested that decarbonising energy consumption to heat, cool and use buildings was crucial for achieving the 2030 ambitions. These can be achieved through adopting technologies for heating systems (e.g. light heat supplies, solar collectors and smart thermostats) that can support the reduction of fossil fuel consumption and increase the energy efficiency of buildings, in addition to building renovations to upgrade older systems. One paper suggested that the renovation strategy could contribute to the green recovery from the COVID-19 crisis.

Carbon pricing was also highlighted as a primary tool to decarbonise the sector, with papers proposing the incorporation of buildings in the existing EU ETS. However, there were mixed opinions among the papers reviewed with opponents suggesting that including sectors resilient to carbon abatement in the EU ETS would drive up the carbon price, which will have a major impact on sectors exposed to international competition and risk of carbon leakage (e.g. industry).

One paper also highlighted that equity, social and economic justice should be considered in climate action (i.e. how can more efficient heating and cooling benefit lower income households?).

Agriculture, forestry and land use

Regarding agriculture, the reviewed papers focused on four main actions towards achieving climate targets: the need for digitalisation (e.g. precision farming), the adoption of technologies that aim to reduce emissions from production (e.g. drought and heat tolerant crops), the promotion of dietary changes favouring foods with lower environmental impacts (e.g. plant-based diets) and protection for farmers as they are increasingly exposed to climate change threats.

The analysed papers that focused on the forestry sector highlighted forests' role as carbon sinks and how avoiding deforestation is a key fast action in climate mitigation strategy. In addition, one paper suggested that the EU climate policy should take responsibility of rainforest protection.

On land management, a paper highlighted the importance of carefully managing biofuel crops and creation of new forest to avoid food shortages and biodiversity loss. Sustainable use of land was also mentioned.

Waste Management

The main theme covered in the reviewed papers that focused on waste management promoted the key role of a circular economy to reduce GHG emissions, as it can minimise resource consumption and in turn reduce waste. Other themes covered in these papers consisted of ensuring efficient waste processing, improving separate waste collection (intelligent transportation systems, digital sorting), introducing waste prevention targets, introduction of initiatives aimed at consumers (e.g. carbon labelling at EU level and end of single-use plastic), unlocking the recycling sector in Europe and ensuring its competitiveness and promoting energy generation via waste incineration.

Key sectoral actions, means or technologies proposed to achieve the 2030 ambition

To achieve the 2030 ambition, the majority of the analysed papers (59%, 137 papers) highlighted enabling technologies and actions within the sectors identified as critical to achieving reduction targets (see 3.3.1). The main action highlighted across the papers is the need to **phase out of solid fossil fuels** (39%; 53 papers). The technologies identified to achieve this transition consist on **nuclear, natural gas and renewables**. These fuels can be used in a variety of sectors including agriculture, transport, heating, power and energy intensive industries. Hydrogen was foreseen by a few papers to have the potential to play an important role in energy intensive industries and some transport modes such as maritime and aviation. Regarding natural gas, some papers considered this technology as a relevant transitioning energy carrier.

In addition, some papers (12%; 17 papers) supported the increased role for **carbon removal technologies**, including both CCUS and, to a lesser extent, Nature-Based Solutions (NBS). These papers stated CCS/CCUS can be used by a variety of sectors such as the power sector, buildings sector, transport sector and agriculture sector, and because of this CCS/U technology can play a significant role in reducing emissions.

Some papers (21%, 30 papers) identified technologies associated with the **transport sector** as key to reaching the targets, including alternative and zero emission vehicles, sustainable fuels, infrastructure for cleaner modes of transport, and lighter vehicles.
Some papers (13%; 18 papers) discussed the need to adopt **energy efficiency technologies** across different sectors, including 5 papers mentioning the use of increasing volumes of data to inform action.

Others (4%, 5 papers) highlighted **digitalisation** as a technology that could greatly help cut GHG emissions. This technology can apply to all industries, ranging from precision farming to increase efficiency in the agriculture sector to smart sorting of waste to promote a circular economy. Artificial Intelligence (AI) was also noted to have potential to be used to help find solutions to find novel solutions to global climate change.

Key policies (climate, energy and wider enabling policies) and conditions proposed to achieve the 2030 GHGH reduction targets

Some of the revised papers (19%, 44 papers) identified a large selection of policies as key to achieving the proposed 2030 GHG reduction targets. The policy mentioned most frequently (by 65% of papers) was the **EU ETS**. The ETS was described by these papers as a pillar to phase out fossil fuels and to achieve emission reductions across different sectors. The papers also highlighted the potential to expand it to other sectors and providing a stronger and coordinated price signal to achieve further reductions.
However, 53% of the papers that referred to the ETS' potential to reduce emissions also highlighted the potential risks of tightening the EU ETS targets in terms of competitive distortions and carbon leakage. In addition, two papers (from a German energy and French trade association for large companies) focused on its potential negative social impacts (e.g. change in employment), the latter linking it with the post COVID-19 context.

Other policies mentioned included the **Renewable Energy Directive (RED)** (16%, 7 papers) and the **Energy Efficiency Directive (EED)** (7%, 3 papers) which are in line with the main sector covered by the analysed papers. Some papers suggested these two measures could support higher climate ambition if revised (see 3.3.5).
Policies mentioned to a lesser extent which can be helpful to achieve the 2030 ambition included: Energy Performance Building Directive (EPBD), additional European framework to regulate hydrogen, the Climate Law, Fuel Quality Directive, EU industrial Strategy, Clean energy package, EU's F-gas Regulation, Circular Economy Package, Energy Taxation Directive, European and national standards for the gas transmission and gas distribution, Ecodesign directive, vehicle emission standards, legislation on consumer rights to durable products and information, regulation for sustainable aviation fuels (to be created).

Proposed changes to the EU climate and energy legislation to enable higher 2030 climate ambition

Several papers (60%, 74 papers) suggested possible changes to the **EU ETS** to help facilitate the achievement of higher 2030 climate targets. These considered either strengthening its contribution to GHG emission reductions or preventing potential risks, such as carbon leakage and competitive distortions. Some of the most frequently noted changes proposed are summarised in this section.

Several changes were proposed to strengthen the ETS. Some of the measures identified to reduce the amount of allowances included: 1) A substantial increase in the Linear Reduction Factor (LRF); 2) Rebasing the emissions cap at a level that reflects actual emissions; 3) Improving the ability of the market stability reserve to limit the surplus of allowances, and; 4) Integrating negative emissions technologies in the EU ETS.

Some of the papers (8%, 6 papers) that proposed changes to the ETS also discussed the potential of integrating other sectors into the EU ETS to produce a more uniform price signal across sectors. Most of the papers that supported the extension of the EU ETS to other sectors suggested the inclusion of transport, in particular maritime and buildings. However, some papers (22%, 16 papers) highlighted that

these sectors should either not be included in the EU ETS, or that they should be included in a separate EU ETS as they have a low-price elasticity and could produce inflationary effects on the carbon price. Several papers suggested that marginal abatement costs must be considered when including new sectors in the EU ETS. Two papers even suggested a carbon tax could be a more adequate carbon pricing mechanism for the maritime sector.

A few these papers (3%, 2 papers) recommended to connect other countries and regions with ETS to the EU ETS.

Regarding energy-intensive industries, one respondent believed that it is crucial to maintain existing support tools within the ETS. It noted the free allocation of allowances and compensation for indirect costs play an integral role in reducing distortions and carbon leakage between EU and non-EU producers. Another paper highlighted the importance of sharing the burden between the ETS and non-ETS sectors equally with an increased focus on cutting emissions in the non-ETS sector.

Some papers proposed changes to the **RED** legislation (10%, 12 papers). Proposed measures included: increasing global targets for the use of renewables (in particular in the transport sector), increasing support to sustainable aviation fuels and setting incentives to reduce fuel (transport) consumption and circular waste management. One paper also suggested that the RED should be revised so that forest biomass is no longer considered a zero-carbon energy source and stops benefitting from EU subsidies.

Regarding the **EED**, only a few papers proposed some changes (4%, 5 papers). One paper argued that an increase in the energy efficiency target will be counterproductive as it will slow down electrification of industrial processes and other decarbonisation options. Another change proposed is to revise the EED articles requiring a linear regression of final energy use and allow the industry to implement energy intensive technologies needed to reduce GHG emissions across all sectors.

Main challenges to achieving higher 2030 ambition and how to mitigate these

Several of the analysed papers (38%, 89 papers) provided insights regarding challenges or issues to achieving higher 2030 ambition. These challenges related to the adoption of the identified key sectoral actions, technologies and policies.

The most recurrent challenge highlighted (18%; 42 papers) was the lack of a clear or effective policy framework. In particular, the papers noted changing legislation creates regulatory uncertainty and slows down new investment decisions already in the pipeline. Some papers highlighted the need to provide an enabling framework of supporting policies for an increased EU 2030 climate target that facilitates the investments in low carbon technologies required and protects the competitiveness of the European industries.

The continuation of subsidies for fossil fuels was also considered as a main challenge (5%; 14 papers), in particular given that the transition away from fossil fuels was identified as significantly contributing to the emission reduction targets. Some papers recommended to redirect subsidies from fossil fuels towards renewables and to strengthen the emissions pricing for fossil fuel sector. In addition, one paper from a trade organisation representing large companies suggested providing incentives to accelerate the shift from solid fossil fuels coordinated with social policies (PP666).

The lack of financial support was also considered a barrier to the 2030 ambition (3%; 8 papers). To overcome this challenge, several papers suggested to considerably strengthen the framework for funding new technology and low-carbon investments as well as implementing specific funding mechanisms.

Other issues highlighted included the growth in aviation transport rather than rail, not reviewing vehicle emission standard reduction targets, lack of sufficient cooperation between countries, untreated landfill and recyclable waste, societal attitude, and lack of awareness. Potential measures to overcome these challenges were proposed by some papers, including: ending fuel tax exemptions for aviation sector, potential to introduce a carbon tax for aviation, developing high-speed rail infrastructure, revision of vehicle emission standards from 2021 to aid in accelerating the deployment of low emission vehicles, creation of a clear 'end date' for any new GHG emitting vehicles, setting quality criteria for landfilling (e.g. maximum permissible carbon content), setting recycling and recovery quotas for each sector and waste type, and promoting behavioural changes in transport choice, dietary preferences, goods purchasing, and recycling.

Some papers (24%, 55 papers) highlighted other challenges besides those related to the main themes from increasing the 2030 ambition. The main challenges consisted of the risk of carbon leakage and competitiveness issues, especially for energy intensive industries. Some papers suggested implementing improved measures to protect competitiveness of European businesses that compete globally. These papers recommended considering the competitiveness of European industry to be an objective in itself. Moreover, some papers stressed that the costs and benefits of decarbonization are unevenly distributed due to different starting points, adaptation costs and specific challenges. These papers suggested additional GHG reduction efforts need to be split between ETS and non-ETS sectors in a fair, coherent and cost-effective manner. An additional challenge identified by some papers was the socio-economic implications post COVID-19. An impact assessment understanding the impacts and potential need for targets adjustment to reflect these were recommended by some papers.

Co-benefits of higher 2030 ambition

As was highlighted by some of the revised papers (7%, 18 papers), there is widespread support for a green recovery from business, investors, governments and civil society from the COVID19-induced crisis. Three papers highlight that greener investments and innovations offer immediate economic, social and environmental benefits, including reduction on GHG emissions, high-quality and more resilient jobs, the creation of new markets and growth of low carbon sectors. Additionally, some papers mentioned the potential economic benefits from developing a circular and bioeconomy that will be less reliant on raw materials. Moreover, other papers suggested that Europe can benefit from being a worldwide leader, by for example exporting new technologies (e.g. Europe is a leading example in the use of the most sustainable and technologically advanced biofuels).

4.3 Summary of OPC position papers

A total of 234 papers were reviewed from the OPC survey. These papers came from a combination of business associations, company/business organisations, EU and non-EU citizens, NGOs, academic institutions, public authority, consumer organisations and other. These papers represented different geographies: most of them came from Europe and only some of them came from international countries.

Most reviewed papers supported the new proposed target of either a 50/55% GHG reduction, and many even suggested this was too low. Some papers highlighted the need to assess the potential economic and social impacts post COVID19 before increasing the ambition. Thus, an impact assessment should be conducted with the potential to adjust targets as required to reflect new socio-economic conditions.

The main sectors that were highlighted as key for achieving the 2030 targets were (in order of frequency of mention): energy, followed by transport, industry and buildings. The main themes for the energy sector were the phasing-out of fossil fuels and a transition into clean, renewable energy. The main themes for the transport sector were a ban on vehicles with combustion engines and increase electrification of vehicles. The main themes for industry were to adopt cleaner energy innovations, embrace a circular economy and be protected from carbon leakage. The main themes for the buildings sector were to ensure that buildings become more efficient at retaining thermal energy through building renovations and uptake of low emission heating alternatives.

The key actions and policies identified to support a more ambitious 2030 target, included reforming the ETS to align it with the climate neutrality target and promoting sectoral measures to reduce GHG emissions. Sectorial measures were focused on: phasing-out of solid fossil fuels and higher penetration of renewables, increasing carbon removal technologies research and deployment, promoting sustainable engines and fuels as well as a modal shift to cleaner transport modes, adopting energy efficiency technologies mainly in industry and buildings sectors and promoting the digitalisation across different sectors to further reduce emissions.

The main challenges identified included ineffective or unclear legislation, poor governance, continuation of subsidised for fossil fuels and lack of financial support. Among the main risks of pursuing a more ambitious 2030 target, paper highlight competitive distortions. Thus, fair effort-sharing between ETS and non-ETS sectors and avoiding carbon and investment leakage should be considered.

Many papers highlighted that economic and social co-benefits may arise from low carbon and green investments, including high-quality and more resilient jobs, creation and strengthening of new markets and green sectors and becoming a worldwide leader. These co-benefits were noted to have the potential to aid European economic recovery.

Annex A: OPC questionnaire transcript

Public consultation for the EU climate ambition for 2030 and for the design of certain climate and energy policies of the European Green Deal

Introduction

Global warming is happening and affecting citizens while threatening our long-term sustainability on this planet. The average temperature of our planet has already increased by 1°C and the world is currently not on track to achieve the Paris Agreement objective of limiting temperature change below 2°C, let alone 1.5°C. The 2018 special report of the Intergovernmental Panel on Climate Change on 1.5°C indicated that already at 2°C the world would see dramatic and potentially irreversible impacts due to climate change. Science is also clear on the close link and interdependence of climate change and biodiversity loss.

The EU has taken global leadership in tackling climate change and actively pursues policies to cut its greenhouse gas emissions and to decouple these from economic growth. This allows the EU to modernise its economy and energy system, making them sustainable in the long term and to improve energy security and the health of its citizens by reduced air pollution.

The EU has already adopted climate and energy legislation to reduce greenhouse gas emissions by at least 40% by 2030 compared to 1990 levels. Furthermore, it adopted ambitious energy efficiency and renewable energy legislation, whose full implementation is estimated to reduce greenhouse gas emissions beyond the existing target - by around 45% by 2030. As part of this legislation, Member States develop National Energy and Climate Plans to ensure that common EU objectives will be met. Unless complemented by further policies, the agreed legislation is expected to lead to around 60% greenhouse gas emissions reductions by 2050. In 2018, the Commission proposed[5] for the EU to become climate neutral by 2050 compensating any remaining GHG emissions by absorptions. The European Parliament and the European Council endorsed this objective in 2019. The Commission has proposed to enshrine this objective in the European Climate Law.

According to the latest Eurobarometer survey, 93% of EU citizens see climate change as a serious problem and a significant majority of the EU population wants to see increased action on climate change. As a reflection of this and due to the urgency of the climate and linked ecological challenges, the European Commission has proposed in December 2019 a European Green Deal[6] as one of its priorities including a list of forthcoming proposals to deliver it. The Green Deal aims, among others, to align all EU policies with the 2050 climate neutrality objective, sending an early and predictable signal to all sectors and actors to plan for the transformation.

As part of the Green Deal, the Commission intends to propose to increase the EU's 2030 target for greenhouse gas emission reductions to at least -50% and towards -55% compared to 1990 levels, in a responsible way. The Commission will thoroughly assess the feasibility and the social, economic and environmental impacts of increasing the 2030 target. This assessment will look into how to increase

[5] COM(2018)773 final
[6] COM(2019)640 final

ambition in a way that enhances EU competitiveness, ensures social fairness and access to secure, affordable and sustainable energy and other material resources, benefits citizens and reverses biodiversity loss and environmental degradation. The Commission intends to present a comprehensive plan to increase the EU 2030 climate target in the third quarter of 2020.

Building on the existing 2030 legislation and the upcoming comprehensive plan, the Commission will review and propose to revise, where necessary, the key relevant energy and climate legislation by June 2021. This will include a coherent set of changes to the existing 2030 climate, energy and transport framework, notably related to the EU Emissions Trading System Directive, the Effort Sharing Regulation and the Land Use, Land Use Change and Forestry Regulation, CO_2 Emissions Performance Standards for Cars and Vans and, as appropriate, the Renewable Energy Directive and the Energy Efficiency Directive.

This public consultation invites citizens and organisations to contribute to the assessment of how to increase the EU 2030 emission reduction ambition in a responsible way. Please note that relevant questions and topics may also be covered under other public consultations such as for instance the Strategy on Sustainable and Smart Mobility, the EU Adaptation Strategy, the "Farm to Fork" Strategy, the Action Plan to implement the European Pillar of Social Rights, the Targeted Consultation for the Evaluation of the Guidelines on State aid for Environmental protection and Energy 2014-2020.

Guidance on the questionnaire

This public consultation consists of some introductory questions related to your profile, followed by a questionnaire split into two parts. **Please note that you are not obliged to respond to both parts, and can choose to fill in only one of the two. Also, not all questions in the questionnaire need to be answered.**

The first part of the questionnaire focusses on the overall climate ambition and how actions in the energy sector and other sectors can contribute. The second part is more technical in nature, investigating options on how to improve the design of specific EU policies and may require more expert knowledge.

The **first part of the questionnaire** seeks the opinion on:

- The overall EU climate ambition for 2030 and opportunities and challenges associated with it (Section 1);
- Sectoral potential in the energy sector as well as other sectors to reduce greenhouse gas emissions by 2030 and the instruments and actions to achieve this (Section 2);
- The wider enabling conditions and related policies needed to foster greenhouse gas emission reductions (Section 3).

The **second part of the questionnaire** is more technical and focuses on the design of EU policies. As such it seeks for opinions on:

- The design of specific climate and energy policies (Section 1);
- EU policies and outreach towards third countries on climate change policy (Section 2).

At the end of both parts, you are invited to provide any additional comments and to upload additional information, position papers or policy briefs that express the position or views of yourself or your organisation. If you select to fill in both parts of the questions, please upload any position papers or policy briefs only once.

The results of the questionnaire as well as the uploaded position papers and policy briefs will be published online. Please read the specific privacy statement attached to this consultation informing on how personal data and contributions will be dealt with.

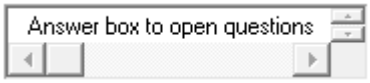
In the interest of transparency, if you are replying on behalf of an organisation, please register with the register of interest representatives if you have not already done so. Registering commits you to complying with a Code of Conduct. If you do not wish to register, your contribution will be treated and published together with those received from individuals.

General information about respondents

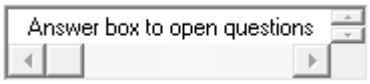
In what capacity are you completing this questionnaire?

- ☐ In your personal capacity
- ☐ In your professional capacity or on behalf of an organisation

Please give your name if replying as an individual/private person, otherwise give the name of your organisation:



Email address:



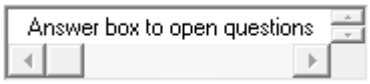
For individuals, country of residence; for professionals, headquarters and main country of operations:

- ☐ Austria
- ☐ Belgium
- ☐ Bulgaria
- ☐ Croatia
- ☐ Cyprus
- ☐ Czech Republic
- ☐ Denmark
- ☐ Estonia
- ☐ Finland
- ☐ France
- ☐ Germany
- ☐ Greece
- ☐ Hungary
- ☐ Ireland
- ☐ Italy
- ☐ Latvia
- ☐ Lithuania
- ☐ Luxembourg
- ☐ Malta

- ☐ Netherlands
- ☐ Poland
- ☐ Portugal
- ☐ Romania
- ☐ Slovakia
- ☐ Slovenia
- ☐ Spain
- ☐ Sweden
- ☐ [United Kingdom]
- ☐ Other

-

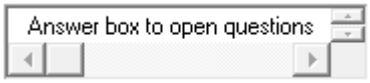
If other, please specify:



Type of organisation (please select the option that fits best):

- ☐ Private enterprise
- ☐ Professional consultancy, law firm, self-employed consultant
- ☐ Trade, business or professional association
- ☐ Non-governmental organisation, platform or network
- ☐ Research and academia
- ☐ Social partners
- ☐ National, regional or local authority (mixed)
- ☐ Other

If other, please specify:



Please indicate the economic sector you are active in (as an individual or as an organisation)

- ☐ Agriculture, Hunting and Forestry
- ☐ Financial Intermediation
- ☐ Fishing
- ☐ Real Estate, Renting and Business Activities
- ☐ Mining and Quarrying
- ☐ Public Administration and Defence;
- ☐ Manufacturing
- ☐ Education
- ☐ Electricity, Gas and Water Supply
- ☐ Health and Social Work
- ☐ Construction
- ☐ Other Community, Social and Personal Services
- ☐ Wholesale and Retail Trade:
- ☐ Activities of Private Households as Employers
- ☐ Hotels and Restaurants
- ☐ Extraterritorial Organisations and Bodies

- ☐ Transport, Storage and Communications
- ☐ Other

If other, please specify:

Answer box to open questions

If you are a civil society organisation or a public administration, please indicate your main area of focus or your area of competence:

Answer box to open questions

What size does you organisation have?

- ☐ Micro or small organisation (10-49 persons employed)
- ☐ Medium-sized organisation (50 - 249 persons employed)
- ☐ Large organisation (250 or more persons employed)

If your organisation is registered in the Transparency Register, please give your Register ID number:

Answer box to open questions

If your organisation is not registered, you can register now *here*.

Please indicate your preference for the publication of your response on the Commission's website:

- ☐ Under the name given: I consent to publication of all information in my contribution and I declare that none of it is subject to copyright restrictions that prevent publication
- ☐ Anonymously: I consent to publication of all information in my contribution and I declare that none of it is subject to copyright restrictions that prevent publication
- ☐ Not at all — please keep my contribution confidential (it will not be published, but will be used internally within the Commission)

(Please note that regardless of the option chosen, your contribution may be subject to a request for access to documents under Regulation 1049/2001 on public access to European Parliament, Council and Commission documents. In this case the request will be assessed against the conditions set out in the Regulation and in accordance with applicable data protection rules.

Part I: questionnaire on the EU 2030 climate ambition and sectoral action

Overall climate ambition for 2030, opportunities and challenges

The EU has set itself a target to reduce greenhouse gas emissions domestically by at least 40% by 2030 compared to 1990, a significant stepping up of annual reductions compared to the reductions achieved over the last 3 decades. The effective implementation of energy efficiency and renewable energy legislation as agreed on the EU level for 2030 is actually estimated to lead to around 45% greenhouse gas emission reductions by 2030.

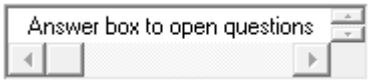
With the recently agreed EU objective of achieving climate neutrality by 2050 and with climate and environmental action towards zero pollution increasingly recognised as urgent, what should be the EU's 2030 target to reduce greenhouse gas domestically?

- ☐ It should remain unchanged with a target to reduce greenhouse gas emissions in the EU by at least 40% compared to 1990 levels.
- ☐ It should be increased to at least 50%.
- ☐ It should be increased to at least 55%.

Opportunities and challenges associated with an increased level of climate ambition in 2030

Which of the opportunities in the list below would you consider as most relevant for the undertaking of a higher climate ambition by 2030. Multiple options are possible.

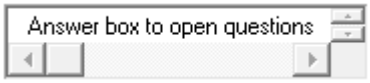
- ☐ It will be a chance to do our part in saving the planet and thus fulfilling our duty towards the future generations.
- ☐ It will allow a more gradual pathway to reaching a climate neutral EU by 2050
- ☐ It will help mitigate costs to society associated with climate change (from e.g. extreme weather events, droughts, loss of ecosystems etc.)
- ☐ It will ensure a growing EU economy based on new production and consumption models (e.g. circular economy approach)
- ☐ It will reinforce EU leadership and inspire action to battle climate change globally
- ☐ It will create new (green) jobs, including those that are difficult to outsource outside the EU (e.g. maintenance of renewable energy installations, construction)
- ☐ It will lower pollution, improve health, make cities and buildings more liveable and thus increase the well-being of citizens.
- ☐ It will give the EU industry a first-mover advantage on global markets
- ☐ It will improve energy security and reduce the EU dependency on imported fossil fuels
- ☐ Other (please specify in answer box)



Which of the challenges in the list below would you consider as most relevant for the undertaking of a higher climate ambition by 2030. Multiple options are possible

- ☐ It will represent a significant investment challenge for EU industry, services, transport and energy sectors. The costs of investments are likely to be passed on to consumers via higher prices or taxes
- ☐ It will likely lead to a structural shift and changing skill requirements in the economy, in particular leading to a decline of sectors and jobs linked to fossil fuels extraction and carbon-intensive manufacturing
- ☐ It will change the existing policy and will confront us with reduced lead-time for devising and implementing additional measures and for the economic actors to adjust.
- ☐ The simultaneous transition to climate neutral, circular and digital economy and society may lead to significant labour reallocation across sectors, occupations and region. Businesses, especially SMEs could face challenges in re-skilling and ensuring sufficient workforce
- ☐ It may lead to societal inequalities due to an initially higher cost of green products, sustainable food and transport and renewable energy, which may negatively impact the lower income people/regions and contribute to energy poverty
- ☐ Even with a more ambitious 2030 target, it is difficult to ensure sufficient action to reduce greenhouse gas emissions on the ground

- ☐ The EU, if acting alone, will lose out in terms of international competitiveness
- ☐ Other (please specify in answer box)



Balance of opportunities and challenges

For the opportunities and challenges you indicated in the above questions, do you consider that the opportunities would outweigh the challenges in your daily life (individuals responding) or sector of activity (organisations/authorities responding)?

- ☐ Agree
- ☐ Disagree
- ☐ Do not know/Don't have an opinion

Sectoral action and potential to reduce greenhouse gas emissions by 2030

Importance of contributions by sectors

Please prioritise from 1 (most important) to 8 (least important) the sectors where you consider most efforts to reduce greenhouse gas emissions and increase absorptions are necessary in the perspective of increased greenhouse gas emission reduction target for 2030.

- ☐ Services (including ICT)
- ☐ Buildings
- ☐ Industry
- ☐ Mobility/Transport
- ☐ Energy supply
- ☐ Agriculture
- ☐ Forestry
- ☐ Waste management

Energy system

Energy production and consumption remains largely based on fossil fuels and represent more than 75% of the EU's greenhouse gas emissions. To achieve climate neutrality by 2050, this will need to change profoundly.

In your opinion, if the EU is to achieve a higher 2030 greenhouse gas emission reduction target, what would be the main drivers of the necessary energy transition by 2030? Multiple options are possible

- ☐ Higher energy efficiency
- ☐ Higher penetration of renewable energy
- ☐ Use of nuclear energy for power generation
- ☐ Electrification of final energy use
- ☐ Phase-out of solid fossil fuels
- ☐ More limited role of natural gas
- ☐ Better sector coupling between gas and electricity sectors
- ☐ Use of carbon capture and use technologies

- ☐ Use of carbon-neutral energy carriers such as green/blue hydrogen, bio-methane, e-gas or e-fuels
- ☐ Reduced need for energy thanks to life-style changes (e.g. using active modes of transport, circular economy approaches)
- ☐ Do not know/Don't have an opinion

Renewable energy ambition

In the existing legislation, the EU level target is to have at least 32% share of renewable energy in the final energy consumption in 2030. The costs of renewable energy technologies have significantly declined over the past years.

In your view, what would be the required EU ambition for renewable energy in 2030 to contribute to the EU 2030 greenhouse gas emission reduction target (that you indicated in question 1.1) and to the EU long-term objective to achieve a climate neutrality by 2050?

- ☐ Achieve at least a share of 32% renewable energy in the final energy consumption in the EU by 2030, i.e. unchanged from the level already agreed.
- ☐ Achieve at least a share of 35% renewable energy in the final energy consumption in the EU by 2030.
- ☐ Achieve at least a share of 40% renewable energy in the final energy consumption in the EU by 2030.
- ☐ Achieve even higher level of ambition than "at least a share of 40% renewable energy in the final energy consumption in the EU by 2030"
- ☐ Do not know/Don't have an opinion

Energy Efficiency ambition

In the existing legislation, the EU level target is to have at least 32.5% energy efficiency in 2030[7] *in both primary and final energy consumption and the EU is committed to the "energy efficiency first" principle*[8].

In your view, what would be the required EU ambition for energy efficiency in 2030 to contribute to the EU 2030 greenhouse gas emission reduction target (that you indicated in question 1.1) and to the EU long-term objective to achieve a climate neutrality by 2050?

- ☐ Achieve at least 32.5% energy efficiency (in both primary and final energy consumption) by 2030, i.e. unchanged from the level already agreed
- ☐ Achieve at least 35% energy efficiency (in both primary and final energy consumption) by 2030
- ☐ Achieve at least 40% energy efficiency (in both primary and final energy consumption) by 2030
- ☐ Achieve even higher level of ambition than "at least 40% energy efficiency (in both primary and final energy consumption) by 2030"
- ☐ Do not know/Don't have an opinion

Role of fossil fuels

[7] Compared to 2007 Baseline.

[8] 'Energy efficiency first' means taking utmost account in energy planning, and in policy and investment decisions, of alternative cost-efficient energy efficiency measures to make energy demand and energy supply more efficient, in particular by means of cost-effective end-use energy savings, demand response initiatives and more efficient conversion, transmission and distribution of energy, whilst still achieving the objectives of those decisions (Regulation (EU) 2018/1999).

Solid fossil fuels

Solid fossil fuels, such as coal, lignite, peat and oil shale (herein referred to as "solid fossil fuels") have greatly supported the development of our economies since the industrial revolution. At the same time, these fuels result in high greenhouse gas and other polluting emissions. Their use without abating their emissions is thus not compatible with the EU's 2050 climate neutrality objective.

In your opinion, how can this be addressed in addition to the existing legislation and greenhouse gas emission reduction targets for 2030 and 2050? Multiple options are possible.

- ☐ No further public intervention is needed in addition to existing framework
- ☐ Regulate on the national level, by imposing a phase out of solid fossil fuels in power generation by a certain date
- ☐ Regulate on the national level, by imposing a phase out of solid fossil fuels in heating by a certain date
- ☐ Clearly indicate to consumers that the use of solid fossil fuels in heating is not sustainable.
- ☐ Give a stronger price signal on EU and national level for fuel switch away from solid fossil fuels (e.g. through carbon taxation or emission trading)
- ☐ Phase out of any public support to solid fossil fuel related investments and use.
- ☐ Promote clean technologies (such as carbon capture and storage/utilisation), which could allow for the continuation of the consumption of solid fossil fuels
- ☐ Promote carbon-neutral power generation and electrification of the final demand (e.g. renewables-based power generation and electric heat pumps and vehicles)
- ☐ Do not know/Don't have an opinion

Natural gas

In your view, can natural gas and other gases help the EU energy system decarbonise and contribute to meeting the 2030 greenhouse gas reduction target with a view to achieving the EU long-term objective to achieve climate neutrality by 2050?

- ☐ Yes, natural gas can help the EU reach the 2030 targets as it is a more climate friendly alternative to coal or oil in heating, transport and power generation and it is a source of flexibility for an increasingly renewable energy based power system
- ☐ Natural gas may have a role as a transition fuel but, at the latest after 2030, it should be increasingly replaced by carbon-neutral alternatives, such as biogas, bio-methane, green hydrogen and e-gas
- ☐ Natural gas is a fossil fuel, its continued use will make it harder to meet the 2030 target and create lock-in effects in the longer term; a focus on energy efficiency and electrification will help reduce demand for natural gas
- ☐ Do not know/Don't have an opinion

Buildings

Buildings today are responsible for 40% of the final energy consumption, including electricity consumption. Buildings also emit 13% of the total greenhouse gas emissions in the EU (34% if including indirect emissions coming from power & district heating generation). Buildings can be decarbonised and their energy performance can be improved through a number of solutions.

Residential buildings – solutions for home owners

For residential buildings, please rate the option below from 5 (very relevant) to 1 (little relevance) to indicate what you would consider as most relevant solutions towards climate neutral homes for home owners. Not all options need to be rated.

	1	2	3	4	5
Replace the current heating & cooling system by a more efficient one (e.g. replace a gas boiler by a heat pump)					
Replace old or inefficient heating equipment using bioenergy, solid or liquid fossil fuels					
Use renewable energy on-site (e.g. biomass, solar thermal, PV panels, geothermal) or off-site through district heating/cooling networks					
Improve the thermal properties of the building's envelope through better insulation and windows					
Use smart technologies (e.g. building automation and control systems, room temperature controls, smart meters)					
Use more energy efficient appliances					

Non-residential buildings - solutions for building owners

For non-residential buildings such as offices, shops, hospitals, schools, please rate the options below from 5 (very relevant) to 1 (little relevance) to indicate what you would consider as most relevant solutions towards climate neutral buildings for building owners. Not all options need to be rated.

	1	2	3	4	5
Use of building automation and control systems and smart building technologies					
Improve the thermal properties of the building's envelope through better insulation and windows					
Introduce more energy efficient heating & cooling systems					
Use renewable energy on-site (e.g. biomass, solar thermal, PV panels, geothermal) or off-site through district heating/cooling networks					
Apply energy management systems					

Industry

Industry is responsible for 25% of the final energy consumption and for about 20% of the total greenhouse gas emissions. Significantly reducing their emissions in order to contribute to climate neutrality by 2050 and to meet the zero pollution ambition is a particular challenge, and will require technologies to be tested and deployed at scale within the 2030 timeframe, taking into account the investment cycles in industry.

Please rate the items in the table below from 5 (very relevant) to 1 (little relevance) to indicate the importance of the technologies and other solutions for the reduction of greenhouse gas emissions in industrial installations, in the 2030 time horizon. Not all options need to be rated.

	1	2	3	4	5
Higher energy efficiency of industrial processes					
Electrification of industrial processes					
Use of hydrogen in industrial applications as e.g. fuel, feedstock or reducing agent					
Use of e-fuels in industrial applications					
Use of sustainable biomass as a feedstock (e.g. in the chemicals industry)					
Use of sustainable biomass as a fuel					
Use of carbon capture and storage or carbon capture and use					
Developing a more circular economy where products and materials are more re-used and recycled, developing new business concepts					
Substitution of emissions intensive products by alternative products produced with no or low greenhouse gas emissions					

Mobility: road transport

Please note, the Commission has also launched a relevant public consultation for the Strategy on "Sustainable and Smart Mobility".
Road transport is responsible for around 70% of the EU greenhouse gas emissions in transport and around 20% of total EU emissions. Therefore, it plays an important role in the transition towards a climate neutral economy and any increase of ambition of the 2030 greenhouse gas emission reduction target. The EU has a number of policies in place, such as for instance minimum fuel taxation and targets for 2025 and 2030 to reduce CO_2 emissions of new cars, vans and trucks.

In view of climate and environmental challenges, please rate from 5 (very important) to 1 (little important) how important it is for EU action to focus on the following areas. Not all options need to be rated.

	1	2	3	4	5
Increasing the share of more sustainable transport modes (e.g. supporting multimodality, active transport mode such as walking and cycling)					
Improving the efficiency of the whole transport system (e.g. through better traffic management systems)					
Increasing the uptake of clean vehicles such as electric and hydrogen-fuelled vehicles (e.g. emission standards) and ensuring their efficient integration into the energy grid					
Increase the uptake of sustainable alternative fuels (e.g. developing recharging/refuelling infrastructure, blending mandates)					
Incentivising sustainable consumer choices and low-emission mobility practices (e.g. increased application of the 'polluter-pays' and 'user-pays' principles, better consumer information on carbon footprint)					

Increasing investment in sustainable transport infrastructure and solutions (e.g. high-speed rail, inland waterways, recharging and refuelling infrastructure)					
Fostering the deployment of innovative digital solutions in transport					
Improving affordability and accessibility of sustainable transport					

In your view, what are the main barriers for market uptake of zero-emission vehicles ? Multiple options possible.

- ☐ Purchase price of low and zero-emission vehicles
- ☐ Availability of recharging/refuelling infrastructure
- ☐ Availability of vehicles models
- ☐ Insufficient range capacity
- ☐ Tax treatment of low and zero-emission vehicles
- ☐ Other

Agriculture, Forestry and Land Use

Land use can contribute to reducing greenhouse gas emissions by substituting carbon intensive fuels and fossil fuels by biomass and by increasing absorption of CO_2 in soil carbon and biomass. On the other hand, agriculture practices emit themselves greenhouse gas emissions, and wood harvesting and agriculture practices release CO_2 from forests and lands.

In your opinion, which of the solutions listed below play the most important role to reduce greenhouse gas emissions and increase CO_2 removals in the land use sectors? Multiple options are possible.

- ☐ Afforestation to increase forest cover in Europe
- ☐ Sustainable forest management, restoration and preservation of forests to ensure existing forests absorb more CO_2
- ☐ Ensuring forests are a source of material for the bio-economy, while pursuing sustainable forest management practices
- ☐ Enhancing agriculture practices to allow to store more CO_2 in agricultural soils and reduce activities that release such soil carbon
- ☐ Promoting agroforestry and agro-ecological practices

Agriculture/aquaculture as a source of biomass for bio-energy and bio-fuels:

- ☐ Based on food crops
- ☐ Based on agricultural waste
- ☐ Based on woody biomass (e.g. perennials, woody and herbaceous crops, short rotation coppice)
- ☐ Based on algae production
- ☐ Conservation and restoration of organic soils, wetlands, peatlands
- ☐ Conservation and restoration of grassland
- ☐ Reducing emissions from livestock
- ☐ Reducing emissions from fertilizer, including through reduced fertilizer use, in agriculture
- ☐ Reducing emissions from tilling practices in agriculture
- ☐ Shifting food and feed production from land to sustainable aquaculture

Enabling conditions and other policies

Consumer choice

Consumer choices and behavioural change can considerably impact our greenhouse gas emissions. Which potential changes do you consider to have the highest potential to reduce greenhouse gas emissions? Multiple options possible.

- ☐ Use less the car. Walk, cycle and use public transport more often
- ☐ Travel less by plane or replace it by less emitting alternatives, such as train travel or video conferencing
- ☐ Change your diet towards a more healthy and less carbon intensive one
- ☐ Avoid overconsumption, by changing demand for appliances, clothing and other products
- ☐ Switch to product-as-a-service business models (e.g. leasing rather than owning products) or other circular business models (e.g. sharing)
- ☐ Move to a more energy and material efficient building
- ☐ Reduce and recycle more your waste

Just transition and employment

An ambitious 2030 target for reduction of EU greenhouse gas emissions will represent a transition challenge for the economy as a whole and citizens. It is essential that the costs of this transition are shared. If costs are disproportionate for some groups of society, measures are proposed to alleviate them. Likewise, benefits should be shared by all groups of society.

Which type of actions should the EU support in the context of its funding tools under climate policy like the Modernisation Fund under to EU ETS to promote a just and socially balanced transition? Multiple options are possible.

- ☐ Economic diversification and modernisation away from the use of fossil fuels
- ☐ Energy system modernisation focussing on energy efficiency and renewable energies deployment
- ☐ Re-skilling of workers in greenhouse gas intensive sectors or sectors producing goods that are greenhouse gas intensive
- ☐ Social and welfare policies, such as policies addressing energy poverty and supporting labour market transitions
- ☐ Other

Taxation and carbon pricing: use of revenue

Carbon pricing, while increasing the costs of energy, also offers the possibility to use revenue in a beneficial way. **Which of the following would you consider as the most useful way of using proceeds from carbon pricing instrument? Multiple options are possible**

- ☐ Recycle revenue via reductions in labour taxes (i.e. reform tax systems to make them more employment friendly)
- ☐ Use revenue to compensate low income households, or other vulnerable groups
- ☐ Use revenue to support low-income households in the transition process (e.g. targeted subsidies for home insulation and energy efficiency or low-emission mobility)
- ☐ Use revenue to finance deployment of green technologies, deployment of low-emissions mobility infrastructure, etc.
- ☐ Use revenue to support just-transition process in vulnerable regions

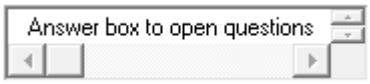
Research, innovation and deployment

In your view, where the government research funding would be most important to achieve deeper emission reductions by 2030 with a view to achieving a climate neutral EU by 2050. Please select at most five options.

- ☐ Climate science
- ☐ Hydrogen economy and fuel cells
- ☐ Synthetic e-gas and e-fuels
- ☐ Circular, zero-carbon industry
- ☐ Carbon capture, use and storage technologies
- ☐ Energy efficiency
- ☐ Renewable energy
- ☐ Energy storage
- ☐ Sustainable and smart mobility
- ☐ Smart and sustainable buildings
- ☐ Bio-economy, agriculture and forestry, nature-based solutions on land and sea
- ☐ Technology integration; infrastructure, and digitalisation
- ☐ Socio-economic and behavioural research and innovation

Additional information

Are there other key aspects which you did not find reflected in the questions and you would like to comment upon?



If appropriate, please upload any additional materials such as concise position papers or policy briefs that express the position or views of yourself or your organisation.

Part II: questionnaire on the EU 2030 climate ambition and sectoral action

Climate and energy policy design

The questions in this questionnaire are more policy specific, investigating options on how to improve the design of the existing and any additional climate and energy policies to enable deeper greenhouse gas emission reductions by 2030.

The main climate legislation concerned with an ambition increase is:

- *the Emissions Trading System Directive (EU ETS) that regulates large point sources and aviation;*
- *the Effort Sharing Regulation (ESR), which distributes between Member States greenhouse gas emission reduction efforts in other sectors of the economy such as transport, buildings, small industry, agriculture and waste;*
- *the Land Use, Land Use Change and Forestry Regulation (LULUCF) that regulates the emissions and absorption from the natural carbon dioxide sink (soil carbon and biomass) in the EU and*
- *the CO_2 Emissions Performance Standards for Cars and Vans.*

The main energy legislation concerned with a potential ambition increase is the Renewable Energy Directive (RED) and the Energy Efficiency Directive (EED).

Deeper GHG emission cuts by 2030 should also be supported by an appropriate enabling framework and coherent policies in other fields, such as mobility, agriculture, energy taxation etc.

Role of the different climate policy instruments

The present climate legislation envisages that the sectors covered by the EU Emission Trading System will reduce emissions by 2030 with 43% compared to 2005. For the sectors covered the Effort Sharing Regulation the targets are set at a combined reduction of 30% by 2030 compared to 2005. For the land use sink under the Land Use, Land Use Change and Forestry regulation the objective is to ensure that the EU carbon sink at least performs as well by 2030 as what is planned under current land use practices.

Of these three key pieces of climate legislation which ones would require a substantial increase in ambition in order to allow the EU to achieve greenhouse gas emissions reduction in the range of 50% to 55% by 2030 compared to 1990. Please rate the items in the table below from 5 (in need of a significant ambition increase) to 1 (not important, no increase in climate ambition is needed for this piece of legislation).

	1	2	3	4	5
EU Emission Trading System					
Effort Sharing Regulation					
Land Use, Land Use Change and Forestry regulation					

EU Emissions Trading System (EU ETS)

In the existing legal framework for 2021 – 2030, the amount of greenhouse gas emissions covered by the EU ETS is set to decline by 2.2% per year during the 2021 – 2030 period. However, to achieve higher ambition, this decline may need to be made steeper or other actions can be contemplated that impact the carbon pricing signal.

The EU ETS ambition can be strengthened through different policy options. How could the EU ETS ambition be best increased in order to effectively contribute to an emission reduction of 50 to 55% by 2030? Multiple options are possible.

- ☐ Increase the linear reduction factor and as such reduce faster the amount of allowances available each year
- ☐ Increase the linear reduction factor as well as lower the starting point on which the linear reduction factor is applied (i.e. shifting the total allocation downwards)
- ☐ Introduce a pricing policy (e.g. minimum price floor)
- ☐ Reduce or eliminate the share of free allocation
- ☐ Strengthen the Market Stability Reserve rules (e.g. update feed rates) but allow other policies to be the primary drivers to increase greenhouse gas reduction ambition

Addressing carbon leakage risk for energy intensive industry

Increased ambition will make the overall ETS allowance budget (the cap) lower, affecting both the budget available for auctioning and free allocation of allowances. Auctioning is the default method for allocating allowances, and free allocation aims to address the carbon leakage risk for energy intensive sectors covered by the EU ETS. Should differences in levels of ambition worldwide persist, as the EU increases its climate ambition, the Commission undertook in the European Green Deal Communication to propose a Carbon Border Adjustment mechanisms for selected sectors to reduce the risk of carbon leakage. This measure will be designed to comply with World Trade Organization rules and other international obligations of the EU.

If targets are increased to match an overall economy wide ambition of 50% to 55% greenhouse gas reduction by 2030 compared to 1990, and if free allocation to industry is maintained as a tool to address carbon leakage, should the share of free allocation be changed? (only tick one box)

- ☐ The share of free allocation for industry in the ETS cap is allowed to increase
- ☐ The share of free allocation for industry in the ETS cap should remain at the present level
- ☐ The share of free allocation for industry in the ETS should decline
- ☐ Don't know/Don't have an opinion

EU emissions trading extension to road transport and buildings

The role of carbon pricing

How do you see the role of carbon pricing to reduce emissions in the buildings and road transport sector? (only tick one box)

- ☐ Should be complementary to other sector specific policies, including taxes, duties and charges already in place
- ☐ Should replace other sector-specific measures
- ☐ Is not suitable/feasible and other measures should drive emission reductions instead
- ☐ Don't know/Don't have an opinion

How to introduce carbon pricing

If the EU would introduce a carbon price in buildings or the road transport sector, which option would you prefer: (only tick one box)

- ☐ Proposing a CO_2 tax for these sectors
- ☐ Include these sectors in an emission trading system and apply auctioning
- ☐ Don't know/Don't have an opinion

Interlinkage with Effort Sharing Regulation

If the EU ETS was extended to energy related emissions from the road transport and buildings sectors, should also other energy emissions currently covered by the Effort Sharing Regulation be moved to the EU ETS?

- ☐ Yes.

If yes, which of the below sectors:

- ☐ Energy emissions from small industrial installations
- ☐ Energy emissions from municipal waste incineration
- ☐ Energy emissions from other remaining sectors such as agriculture etc.

- ☐ No
- ☐ Don't know/Don't have an opinion

Harmonisation of carbon pricing for buildings and road transport

What is your view on what is the most desirable degree of harmonisation of carbon prices for buildings and the current EU ETS sectors?

- ☐ There should be immediately uniform carbon prices across Member States in the buildings sector by inclusion of the buildings sector in the EU ETS
- ☐ A carbon price should be applied EU-wide in the buildings sector but it should be possible that carbon prices in the buildings sector differ from carbon prices in existing ETS sectors
- ☐ A carbon price for the building sector needs to be set, but Member States should retain the possibility to determine national carbon prices in the buildings sector
- ☐ It is not suitable to apply an EU-wide carbon price given the already existing national instruments (taxes, levies etc.)

What is your view on what is the most desirable degree of harmonisation of carbon prices for road transport and the current EU ETS sectors?

- ☐ There should be immediately uniform carbon prices across Member States in the road transport sector by inclusion of the road transport sector in the EU ETS
- ☐ A carbon price should be applied EU-wide in the road transport sector but it should be possible that carbon prices in the road transport sector differ from carbon prices in existing ETS sectors
- ☐ A carbon price for the road transport sector needs to be set but Member States should retain the possibility to determine national carbon prices in the transport sector
- ☐ It is not suitable to apply an EU-wide carbon price given the already existing national instruments (taxes, levies etc.)

Extension of EU emissions trading - opportunities

What do you see as <u>opportunities</u> related to the extension of EU emissions trading to sectors such as buildings and transport? Please rate the below opportunities from 5 (very relevant) to 1 (little relevance) to indicate which play the most important role (not all options need to be rated):

	1	2	3	4	5
Increases economic efficiency					
Makes renovation and electrification of buildings financially more attractive					

Electric vehicles and fossil fuelled vehicles face the same carbon price incentive					
Generates revenues which can be used to facilitate transition and compensate lower income households					
Helps EU to achieve its climate and environmental objectives					

Extension of EU emissions trading - challenges

What do you see as challenges related to the extension of EU emissions trading to sectors such as buildings and transport? Please rate the below challenges from 5 (very important) to 1 (little important) to indicate which play the most important role (not all options need to be rated):

	1	2	3	4	5
The required level of carbon price signal needed for buildings and road transport actors to reduce emissions					
The resulting impact on the EU ETS price					
Administrative complexity and implementation of robust monitoring, reporting and verification system					
Overlap with existing pricing measures (in particular taxation) in these sectors					
Social acceptability with a view to a just transition					
Political acceptability of introducing a carbon price in these sectors					

How to introduce carbon pricing in the maritime transport sector

If the EU would introduce a carbon price in the maritime transport sector, it should do so by: (only tick one box)

- ☐ Proposing a fuel levy for the sector, creating certainty about the carbon pricing incentive provided but not about the environmental outcome
- ☐ Include the sectors in the EU ETS and apply auctioning, creating certainty about the overall greenhouse gas emission reduction outcome for all sectors included in the EU ETS
- ☐ Don't know/Don't have an opinion

EU ETS and the maritime transport sector - key aspects to consider

What are the most important aspects to consider in extending the EU ETS to maritime transport? Multiple options are possible.

- ☐ Greenhouse gas emissions to be covered (emissions at ports, intra/extra EU emissions)
- ☐ Cost-effectiveness of emission reduction measures based on a technology neutral and flexible approach
- ☐ Generation of revenues to support investments to reduce emissions in the maritime sector
- ☐ Risk of avoidance/evasion
- ☐ Competitiveness of the EU maritime transport sector
- ☐ Enforceability (e.g. administrative burden for shipping companies)
- ☐ Paving the way for future emission reduction measures at the global level

Role of the Effort Sharing Regulation

Which of the following statements best reflects your view on how the Effort Sharing Regulation and corresponding national emission reduction targets should reflect the increased climate ambition by 2030? Multiple options are possible.

- ☐ The overall ambition of the Effort Sharing Regulation should be derived from the cost-effective contribution of effort sharing sectors to overall emission reductions compared to the EU Emission Trading System and the Land use, Land Use Change and Forestry sectors
- ☐ The additional contribution of the effort sharing sectors should be lower than the additional the contribution of the ETS sectors
- ☐ The increased EU level 2030 climate ambition for effort sharing sectors does not have to be fully reflected in national targets under the Regulation, but part of additional emission cuts could be delivered e.g. by actions by non-state actors or by enabling policies
- ☐ CO_2 emissions from effort sharing sectors, such as from buildings and transport, should be covered to the extent possible by an Emissions Trading System, and be excluded from the scope of the national targets under the Effort Sharing Regulation
- ☐ CO_2 emissions from effort sharing sectors, such as from buildings and transport, should be covered to the extent possible by an Emissions Trading System and also remain under the national emission reduction targets under the Effort Sharing Regulation to retain incentives for Member States to implement complementary policies to reduce emissions
- ☐ Don't know/Don't have an opinion

If national emission reduction targets under the Effort Sharing Regulation are increased, are there other elements of the Regulation which should be adapted? Multiple options are possible.

- ☐ No, the current design of the Regulation is fit for purpose
- ☐ Give cost efficiency more weight in the methodology with which the increases in national targets are calculated
- ☐ Adapt the limits of the flexibilities related to banking, borrowing and transfers
- ☐ Increase the possibility to use LULUCF credits
- ☐ Increase or widen access to the flexibility with the EU ETS
- ☐ Don't know/Don't have an opinion

Role of the Regulation on Land Use, Land Use Change and Forestry (LULUCF)

How could the LULUCF sector further contribute to increased climate ambition by 2030 and to achieving climate neutrality by 2050? Please rate the options in the list below from 5 (very relevant) to 1 (little relevance). Not all options need to be rated.

	1	2	3	4	5
Make LULUCF accounting rules more stringent, so more effort is required to generate LULUCF credits					
Increase the ambition of LULUCF removals across the whole sector					
Increase the existing flexibility in how LULUCF credits are used towards climate targets (e.g. wider trade flexibility options within LULUCF; higher flexibility with the Effort Sharing Regulation, including off-setting of agricultural emissions)					
Develop an EU methodology to certify carbon dioxide removal credits at the level of farmers and foresters for different types of carbon dioxide removals in forestry and agriculture, including afforestation, protecting and restoring wetlands, increasing soil carbon content or carbon storage in long-lived wood products					
Don't know/Don't have an opinion					

Role of energy policies

The European Green Deal makes it clear that in case of a higher climate ambition the Commission would need to review and propose to revise, where necessary, the relevant legislation by June 2021.

What are your views on which legislative instruments in the energy field should be revised to contribute to the increased climate ambition for 2030. Multiple options are possible.

- ☐ Energy Efficiency Directive
- ☐ Renewable Energy Directive
- ☐ Governance Regulation of Energy Union
- ☐ Internal energy market legislation
- ☐ Other
- ☐ No revision needed

Renewable energy policies

In case of higher ambition (than 32%) for renewable energy, please rate potential action/instruments that could be considered in the list below from 5 (very relevant) to 1 (little relevance). Not all options need to be rated.

	1	2	3	4	5
Stronger enforcement of the existing legislation					
Additional technical and financial support in implementation of the existing legislation					
Additional measures to incentivise a more Europe-wide approach for renewable energy production (e.g. cross-border projects for renewable electricity production)					
Additional measures to increase decentralised renewable energy production (e.g. self-consumption, energy communities)					
Additional measures to increase renewable electricity production, including development of necessary infrastructure					
Additional measures to increase renewable heat and cold production (both in buildings and in industry)					
Additional measures to increase renewable energy consumption in industry					
Additional measures to increase renewable energy consumption in buildings					
Additional measures to increase renewable energy consumption in transport					
Additional measures to ensure that biomass use remains sustainable					
Additional measures to support innovation related to renewable energy production					

Energy efficiency policies

In case of a higher ambition (than 32.5%) for energy efficiency, please rate potential action/instruments that could be considered in the list below from 5 (very relevant) to 1 (little relevance). Not all options need to be rated.

	1	2	3	4	5
Stronger enforcement of the existing legislation					
Additional technical and financial support in implementation of the existing legislation					
Making the "Energy Efficiency First" principle a compulsory test in relevant legislative, investment and planning decisions					
More stringent energy performance standards for products					
More stringent energy performance requirements for buildings					
More stringent energy performance requirements for industrial processes, including through process integration and waste heat reuse					
More stringent energy performance requirements for transport vehicles					
New requirements for agriculture sector and promoting electrification of machinery					
Standards for ICT sector to promote energy efficiency and reuse of waste heat (e.g. though decisions on location and design of data centres)					

Renovations

Renovation is a key tool to reduce greenhouse gas emissions from buildings, promote the uptake of renewable energy and improve energy performance.

In your view, how building renovation could be best incentivised? Multiple options are possible.

- ☐ Removing administrative barriers preventing energy efficiency and renewable solutions
- ☐ Raising awareness and communicating better the wider benefits of sustainable buildings, notably in terms of costs savings
- ☐ More frequent and clear information about gas consumption enabled by smart meters to increase consumers' awareness
- ☐ Better education and training of architects, engineers and workforce to provide quality renovations
- ☐ Targets for mandatory renovation in specific sectors, e.g. public buildings, social housing, schools, hospitals
- ☐ Energy saving obligation schemes
- ☐ Obligation to go beyond a certain energy performance standard before renting, phasing out the worst-performing buildings
- ☐ Financial mechanisms (access to finance and incentives), including schemes directly attached to the property itself, and not to the person renting the building
- ☐ Promoting one-stop-shops, reducing administrative burden and delays and other approaches to facilitate the "renovation journey", including prefabricating energy efficiency solutions
- ☐ Giving households right to a free, independent energy audits (e.g. paid by authorities or via an obligation on fossil heating fuel suppliers)
- ☐ Carbon pricing
- ☐ Aggregating smaller projects to make the investment more attractive
- ☐ Working with building portfolio owners in order to shift to climate neutral/low emission buildings
- ☐ Promoting the use of Energy Performance Contracts and Energy Service Companies
- ☐ Public sector leading by example (e.g. renting or buying climate neutral/low emission buildings or renovating existing public buildings)

- ☐ Encourage better urban planning, for the construction of sustainable buildings and the refurbishment of existing buildings and promote green infrastructure (e.g. green roofs or green walls)
- ☐ For rented buildings/apartments, finding new ways to share the costs and benefits of green solutions with the landlord
- ☐ Encourage construction sector to apply circular approaches, in particular design for easy dismantling and expansion of life span, apply material efficiency, use low carbon materials and maximise recycled/reused content

Barriers to renovations

In your view, what are the main barriers for renovating buildings more frequently and more deeply? Multiple options possible.

- ☐ Split incentives (different interests of owners and tenants)
- ☐ Long pay-back periods
- ☐ Lack of technologies
- ☐ Lack of skills in the construction/renovation sector and lack of available workforce
- ☐ Limited offer for packaged and easy to install integrated solutions by local 'one-stop-shops' for building renovation
- ☐ Households' inability or unwillingness to pay for energy audits
- ☐ Lack of information/low awareness amongst consumers
- ☐ Lack of access to suitable financing solutions
- ☐ Discomfort and trouble related to the works
- ☐ Too complex administrative procedures (permits required, high number of contacts and contracts needed)
- ☐ Possible negative impact on the building aspect
- ☐ Lack of trust in the new technologies and the solutions currently proposed by the market

Energy infrastructure and sector integration

Decarbonisation is leading to an increased focus on the construction of electricity transmission lines as well as the need for more smart grids and local grids to handle increased decentralised electricity production. Similarly, regarding gas networks, focus will increasingly be on future proofing of gas infrastructure to allow carbon-neutral gas supply.

What do you think should be the priorities for the EU's infrastructure planning in the years ahead to facilitate decarbonisation?

- ☐ As long as natural gas demand is strong, the EU should allow public support for the construction of new gas pipelines.
- ☐ Strike a balance between electricity and gas infrastructure. Electricity cannot cover all energy demand, and thus gas will still be needed, but will have to be decarbonised. Part of the electricity production can be converted into synthetic gas/hydrogen through power-to-gas technologies and transported to demand centres.
- ☐ Put the focus on electricity transmission and smart grids. With the expansion of renewable electricity and the electrification of energy demand, the priority is to expand the electricity network, notably to reap full potential of wind offshore.
- ☐ Natural gas is a fossil fuel and does not contribute to the decarbonisation of the EU's energy system. The construction of new gas infrastructure has a lock-in effect that will lead to continued

consumption of the fossil natural gas; the large-scale decarbonisation of gas remains a distant perspective.

Enabling conditions and polices for industrial transformation

Many industrial players have in their recent industrial roadmaps committed to achieving the objective of a climate-neutral Europe by 2050, though they point out that there are specific enabling conditions, next to a sufficient carbon price signal in the EU emissions trading system, that need to be met for them to be able to do so.

Please rate from 5 (very important) to 1 (little important) the enabling conditions for the reduction of greenhouse gas emissions in industry, in the 2030 time horizon. Not all options need to be rated.

	1	2	3	4	5
Progressive decarbonisation of energy supply and of industrial feedstock					
Competitive clean energy prices and feedstocks.					
Markets for zero- and low-carbon products via policy intervention (e.g. labelling public procurement, standards, guarantees of origin)					
EU legal and financing framework for infrastructure, networks and grids					
Reduced administrative burdens e.g. faster access to construction and environmental permits					
Addressing public perception of some technologies, such as carbon capture and storage (CCS) and carbon capture and use (CCU)					
Develop an EU methodology to certify carbon dioxide removal credits at the level of installations for different types of carbon dioxide removals in energy and industry, including use of bioenergy with CCS/mineralisation, air capture with CCS/mineralisation.					
More circular economy, ensuring we re-use and recycle more products and materials in the EU, choose products with smaller environmental and carbon footprint, reduce waste and develop new business concepts for EU industry					
Making mandatory the implementation of the recommendations in the energy audits					
Offer SMEs the right to free energy audits or similar support					
Border adjustment mechanism allowing EU industries to decarbonise without risk of “carbon leakage”, i.e. production shift to countries with less strict climate regulation					
Enhanced focus on joint solutions by the social partners contributing to the achievement of climate-neutrality and to address just transition within the sector					
Support instruments providing stable incentives and increased investment certainty such as carbon contracts for difference					
Increased coherence of price signals (including taxes, levies, carbon prices) for incentivising clean energy technologies					
Stronger EU Emissions Trading System price signal					
Support measures that would allow closing the financing gap for the demonstration and first deployment of innovative low-carbon technologies					

or products, and seamless combination with other EU funding instruments, such as a strengthened Innovation Fund					
Secure supply of sustainable raw materials needed for clean technology value chains					

Waste management

The EU has a comprehensive legislation for waste management in place.

In your view, which waste policies would play the most important role to reduce greenhouse gas emissions? Please select at most three options.

- ☐ Introduce further waste recycling targets for instance related to construction and industrial waste
- ☐ Introduce overall waste prevention target
- ☐ Introduce a target to reduce EU food waste
- ☐ Introduce a target to ensure a certain amount of our food and animal waste is converted into biogas
- ☐ Introduce legislation focussed on reducing greenhouse gas emissions from wastewater and liquid waste (e.g. sewage sludge)
- ☐ Prohibit landfilling of waste that can be treated differently and limit as much as possible incineration with a view to increasing recycling
- ☐ Harmonise the treatment of waste incinerators under climate legislation

EU policies and outreach towards third countries on climate change policy

The threat of climate change requires a decisive and sustained response from all countries, particularly the major emitters. However, the aggregate effect of national climate plans is currently insufficient to keep the world on track to stay below 2°C of global warming, let alone 1.5°C. The EU's share of global emissions is currently at 9% and decreasing.

By the virtue of decades of climate policy implementation, the EU has developed extensive experience and expertise in design and development of regulations, incentives, and evidence based approaches to drive the transition to low carbon economy. As the rest of the world advances with the implementation of their Paris Agreement goals and targets, the "EU model" of decoupling economic growth from the growth of greenhouse gas emissions has become of particular interest to our partners around the world. The EU should work decisively to use its experience to promote the uptake of ambition at global level, as foreseen in the Green Deal Communication."

At their December 2019 meeting, EU Heads of States and Governments also invited the Commission to propose an update to the EU NDC in good time before the UN Climate Change Conference in Glasgow in November 2020.

Next to that, the EU is also engaging more actively with partner countries to encourage and support extra efforts that reflect the highest possible ambition considering national circumstances. Solidarity with the efforts of the poorest and most vulnerable countries to deal with the consequences of climate change is more essential than ever.

In order to lead international negotiations, the EU will need to develop a stronger 'green deal diplomacy' focused on convincing and supporting others to take on their share of promoting more sustainable development. More generally, the EU will use its diplomatic and financial tools to ensure that green

alliances are part of its relations with partner countries and regions, considering also the international security implications of climate change.

Priorities for climate diplomacy

Where do you think the EU should concentrate its climate diplomacy and cooperation efforts in the coming years? Multiple options possible.

- ☐ Western Balkans, Eastern Europe and Central Asia
- ☐ Middle-East and North Africa
- ☐ Sub-Saharan Africa
- ☐ North-Atlantic region including the USA
- ☐ Latin America and Caribbean including Brazil
- ☐ South Asia including India
- ☐ East Asia including China
- ☐ South East Asia
- ☐ Australia, New Zealand and the Pacific Region
- ☐ G20/G7
- ☐ International Financial Institutions (IMF, WB, OECD, etc.)

Approach for development assistance and climate financing in third countries

In terms of development assistance and climate financing in third countries, what approaches would you consider most pertinent? Multiple options possible.

- ☐ Building coalitions around adaptation with the most vulnerable countries and regions
- ☐ Allowing countries with limited energy supply to leapfrog to climate neutral technologies
- ☐ Providing support for the development of comprehensive national plans and strategies
- ☐ Development of low emissions infrastructure
- ☐ Supporting just transition
- ☐ Development of climate compatible land-use practises and nature based solutions
- ☐ Promoting circular economy and decent supply chains
- ☐ Development of sustainable finance and investment environments (enabling environments)

Coherence of climate, trade and other strategic foreign policy instruments

Which improvements in the coherence of climate, trade and other strategic foreign policy instruments would be most important to support the EU's low emissions transition priority? Multiple options possible.

- ☐ Pursue ambitious external action to encourage other countries to raise their climate ambition to levels similar to the EU's. Prepare to introduce border measures to avoid carbon leakage in case others don't respond with comparable action
- ☐ Pursue positive trade cooperation in the context of tariffs, public procurement rules, standards and regulation
- ☐ Promote green tech/low carbon business dialogues
- ☐ Enforce the climate provisions of the Trade and Sustainable Development (TSD) chapters of the Free Trade Agreements
- ☐ Lead by example and increase the EU's greenhouse emissions target for 2030 to 50% to 55% compared to 1990
- ☐ Drive further progress on climate action in other international fora such as ICAO (aviation) and IMO (shipping)

- ☐ Climate change and security
- ☐ Intensify dialogues at leaders' level

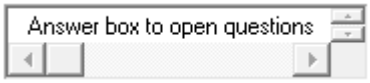
Deliverables for the next UN Climate conference (COP26)

In view of EU's international leadership and what deliverables do you consider most important for the next UN Climate conference - the Glasgow COP? Multiple options possible.

- ☐ Maintaining global momentum and stakeholder engagement in support of the implementation of the Paris Agreement through a signal of commitment to increase global ambition in line with science
- ☐ Demonstrating climate efforts by non-state actors
- ☐ Submission of ambitious Long-term low greenhouse gas emission strategies
- ☐ Finalisation of the Katowice rulebook to make the Paris Agreement fully operational
- ☐ Announcement of new headline targets – Nationally Determined Contributions (NDCs)
- ☐ Reaching agreement on the process to establish the post-2025 climate finance pledge
- ☐ Establishing processes to direct private sector funds to sustainable and resilient climate investments
- ☐ Increasing the share of international climate financing for adaptation and resilience
- ☐ Making progress under the work programme for Warsaw International Mechanism to address loss and damage associated with impacts of climate change in the most vulnerable developing countries

Additional information

Are there other key aspects which you did not find reflected in the questions and you would like to comment upon?



If appropriate, please upload concise position papers or policy briefs that express the position or views of yourself or your organisation.

Annex B: Summary of papers analysed

This section refers to the 234 papers that were analysed in Section 4. Papers include OPC attachments, such as position papers, opinion papers and studies.

Annex B.1. Stakeholders representation

Table B-1 Stakeholder representation

Stakeholder group	Count
Academic/research institution	8
Business association	28
Company/business organisation	25
EU citizen	48
Non-governmental organisation (NGO)	25
Other	8
Public authority	17
Trade union	2
Consumer organisation	1
Non-EU citizen	2
Business association	29
Company/business organisation	30
Environmental organisation	4
Non-governmental organisation (NGO)	7
Grand Total	**234**

Annex B.2. Regional representation

Table B-2 Papers received from European countries

Country	Count
Austria	3
Belgium	53
Bulgaria	3
Czech Republic	2
Denmark	4
EU	10
Finland	8
France	32
Germany	51
Greece	2
Hungary	1
Ireland	1
Italy	6
Netherlands	7
Norway	6
Poland	4

Country	Count
Portugal	2
Romania	2
Slovakia	3
Slovenia	1
Spain	5
Sweden	8
Switzerland	3
UK	9
Grand Total	**226**

Table B-3 Papers received from outside of Europe

Country	Count
Australia	1
United States	7
Grand Total	**8**

Annex C: List of papers analysed

This section refers to the 234 papers that were analysed in Section 4. Papers include OPC attachments, such as position papers, opinion papers and studies.

Annex C.1. Papers analysed

Table C-1 Papers analysed: Key description and summary.

Title	Author	Stakeholder group	Summary	Key issues raised
French authorities respond to Commission's public consultation on the 2030 Climate Plan	French Authorities	Public authority	French authorities support the ambitious increase in the reduction of greenhouse gas emissions by 2030, which could be as high at 55% - depending on the results of the impact study. Stakeholder highlights two key actions. 1. A Plan for the 2030 climate target lives up to the climate ambitions of the European Union - focusing on a detailed impact assessment study to support the ambitious rapid European policy decisions & 2. Create ambitious European policies by sector including (a) An ambitious reform of the EU ETS to decarbonize the energy production sector and industry (b) Support for carbon pricing in addition to a package of policies (c) In the transport sector, a coherent set of ambitious European policies on emissions standards, price signals and infrastructure (d) In the construction sector, a "renovation wave" needed to meet our climate targets (e) The development of the circular economy as the priority lever in the waste sector (f) The development of a more sustainable food system for the European Union with the farm-to-table strategy (g) a need to develop the carbon well to achieve the EU's climate neutrality target by 2050, while developing bio-weed product sources (h) Increased participation of international transport in the EU's mitigation effort	EU cannot act alone on climate, at the COP 26 (Glasgow 2021) a significant increase in the international community climate ambition should be enabled and more ambitious climate targets will require additional efforts in all sectors. Adoption of the Climate Act in 2020 is essential in achieving climate goals for 2030 and 2050. France supports increasing the ambitious targets to between 50% - 55% and should also be an opportunity to support the recovery of the economy whilst contributing to the achievement of our climate goals and generate many benefits, such as savings on energy bills, less energy dependence, improve air quality, improve health. This is also an opportunity to take action now in order to preserve and develop this potential for the forest and land and the following impact study should highlight how much of the reduction effort is carried over to the post-2030 period. Electrification and decarbonisation technologies should be developed for transport, specifically road, rail, aviation and maritime. Local and national authorities should also have tools available to them to deal with the diversity of sustainable networks at a local level. In terms of waste, circular economy should be a priority, but also focus initiatives aimed at consumers (carbon labelling, restrictions on the advertising of certain good).

Title	Author	Stakeholder group	Summary	Key issues raised
If you can dream it you can do it	Ville de Wavre	Public authority	Make easy to understand frameworks/tools to meet targets that involve global collaboration	We all need to work together
Dutch vision on the European Emissions Trading System	The Netherlands	Public authority	This paper is a submission from the Dutch government which presents its views about further strengthening the EU ETS, including two options for improvement, in light of increased EU climate ambitions related to the quantification of the emission ceiling and the enhancement of the Market Stability Reserve. The paper also discusses the widening of EU ETS and EU ETS aviation. The two main points are: EU ETS needs to be re-evaluated and while an ETS for shipping may be a possible option, emission trading for decarbonising the road transport and the built environment is not deemed to be an appropriate tool.	The main issue raised is that EU policies should be revised in light of the recent EU pledge to become carbon neutral by 2050, and that the EU ETS is well positioned to contribute to this target, However, the paper argues that this mechanism should be revised to do so more effectively. Main issues raised with regards to the current situation and expected developments are: the linear reduction factor of the emission ceiling will not be high enough for the period 2026-2030; the expected increase of surplus of allowances together with the lowering of the Market Stability Reserve intake rate may reintroduce imbalances in the carbon market; there is an insufficient understanding of the future interaction and coexistence of EU ETS for aviation and CORSIA in the aviation sector; and emission trading may not be the right instrument for decarbonising road transport and the built environment due to a low price elasticity in these sectors and the high administrative costs such a measure would entail. For this last point, the Dutch government mentions the harmonisation and greening of the taxation system within the EU, as well as the strengthening of legally binding performance standards and other targeted EU policy, as alternative solutions
EU climate ambition for 2030 and for the design of certain climate and energy policies of the European Green Deal	Region Örebro County	Public authority	This paper presents the political position of the Region Örebro County, in Sweden. The main argument of the paper is that the climate ambitions of the EU to 2030 are insufficient and should be expanded, so that the level of ambition of Sweden is mainstream across Europe. The papers argues for more ambitions in GHG emission reduction, renewable energy final consumption, energy efficiency, and proposes legislative solutions for the decarbonisation of: energy generation,industry transition, transport and mobility.	The main issue raised is that the climate ambitions at EU level are insufficient, and that the ambitious Swedish objectives should be mainstreamed across Europe. Some more specific issues are raised with regards to the energy transition in the transport and mobility sector, namely: the high purchase price of low and zero-emission vehicles, the unavailability of recharging and refuelling infrastructure, the lack of long-term legislation and policy development to get the heavy road transport transition in place, the high investments needed, and the need for companies to have grantees about the stability of the situation.

Title	Author	Stakeholder group	Summary	Key issues raised
The EU 2030 climate ambition increase - feedback from Norway	Norwegian Ministry of Climate and Environment	Public authority	EU is proven climate leader and as such should increase climate target to 55% below 1990 levels to encourage and inspire other countries to do the same in their policies.	Increase the climate target as proposed to encourage other countries to increase/step up emission reduction to ensure that the temperature goal of the Paris Agreement is met
Hauts-de-France Region: for a recovery plan leaning on a REV3 Green Deal	Conseil régional Hauts de France	Public authority	The Hauts-de-France Region is a regional authority in France and plays an important role in policies relating to energy, environmental and climate transitions, through planned governance of territorial actors, and optimised and mixed financial tools seeking maximum leverage of public money. It strongly supports "REV3" Green Deal and the decarbonization of the renovation sector and overall industry. Finally, regional policies should be treated equally with EU ones, and access to European financial tools is deemed of paramount importance for their success.	The current health crisis could be a foreshadowing of future crises if reactions that are commensurate with the risks are not implemented and directing investments and solidarity towards a "REV3" Green Deal seems to be urgent and indispensable. Renovation for private housing should strongly be supported because it is a carrier of high added value jobs, at the crossroads of a craft know-how and the latest technologies. Europe must also bet on local and regional territories to ensure a concrete and rapid translation of its Green Deal.
Die Krise als Katalysator	KLuG - Köln leben & gestalten e.V.	Public authority	With the position paper "The crisis as a catalyst. Living community - shaping the future", 24 initiatives, associations, and alliances from Cologne (Germany) jointly support the use of the Corona crisis as a catalyst for a change in societal foundations towards ecological, economic, social, and cultural sustainability. The aim is to give inspiration and motivation towards a sustainable transition. Therefore, they present various approaches to foster action and emphasize that Cologne's civil society is ready to act. To achieve this, they ask for the necessary framework conditions and funding. Some of the initiatives presented that need urgent support are related to education, urban land-use planning, nutrition, and waste management and circular economy. A Transformation table was developed, where key areas for action were identified, as well as the challenges, concrete solutions, and the required roles of government and civil society to support the city's transformation.	Key improvement measures highlighted to foster sustainable actions are: to provide financial resources and reduce complex administrative procedures for non-profit associations and initiatives; support educational activities and networks on sustainability; enable conditions that empower civil society and increase participatory initiatives; support local sustainable business models and sustainable digitalization; and support circular economy.
CEMR response Open Public Consultation for the EU climate ambition for 2030 and for the design of certain climate and energy policies of the	CEMR	Public authority	CEMR conveys the following messages: 1) The ambition of climate neutrality by 2050 needs to be accompanied by appropriate measures, resources and frameworks, 2) Local and Regional Authorities (LRAs) are already active in several key areas and are committed to contribute to the climate neutrality goal, 3) to foster GHG emission reductions, enabling conditions and policies are required, 4) CEMR supports that EU policies reach	Firstly, local and regional levels are playing a key role in achieving the goal of carbon neutrality by 2050. Secondly, LRAs have been active in the following areas: Governance, Urban and rural land-use planning, Transport and urban mobility, Buildings, Public services, Energy production, supply distribution and use, Public procurement, Waste management. Thirdly, to foster GHG reductions, LRAs need the following enabling conditions: a) Recognition of the

Title	Author	Stakeholder group	Summary	Key issues raised
European Green			out towards third countries on climate change, 5) LRAs are ready to engage in high ambition ahead of the next UN Climate conference (COP26) to contribute to implement the Paris Agreement	role of LRAs, b) Ambition accompanied by appropriate measures, resources and frameworks, c) Simplification of administrative burden including delegated acts, d) Citizen engagement and consumer choice, e) Just transition and employment, f) Research and innovation. Fourthly, CEMR supports decentralised cooperation projects to foster the real implementation while respecting the specificities of each territory. Finally, CEMR would welcome ambassadors at the local level to represent the voice of the LRAs towards the institutions of the European Union and relevant stakeholders.
Detailed comments by the Ministry for Innovation and Technology, Hungary to the public consultation for the EU climate ambition for 2030 and for the design of certain climate and energy policies of the European Green Deal	Ministry for Innovation and Technology	Public authority	Deep decarbonisation is needed in the energy, transport, heating and cooling and industrial sectors to meet 2030 targets. It is very important to emphasize that the higher mitigation target can be achieved responsibly and in a cost-effective manner while taking into account the need for a just transition for poorer Member States.	The extension of the EU ETS to the building and road transport sectors and apply auctioning is a fairly high risky step as it would take years to implement and it would be very sluggish process. Also, the citizens would be forced to pay higher prices without having the possibility of choosing cleaner alternatives. Most importantly, the creation of a uniform CO2 price for European households would create much more problems than what it solves as it doesn't consider the financial differences of households across different Member States. Regarding LULUCF, additional efforts through improved forest management, afforestation and sequestration in agricultural soils will be needed. LULUCF sector cannot solve alone the full decarbonisation of the energy, transport, heating/cooling and industrial sectors. Finally, the border adjustment mechanism is just one way to protect against the risk of carbon leakage but is not the only possible solution as the free allocation under the EU ETS is serving the same purpose.
становище във връзка с публична на ек	Ministry of Energy	Public authority	The paper discusses the risks involved with raising EU climate ambitions for the Bulgarian economy. It argues that a carbon border mechanism would not be appropriate and instead stresses that a worldwide harmonisation of efforts should be pursued, with a special focus on regions joining the EU. Solutions to address the risks identified throughout the paper focus on proposed change (or lack thereof) to EU regulations (notably, the EU ETS and energy efficiency regulations) and the support needed for Bulgaria (financial, technological) to prevent the negative consequences, rather than to actually reach high climate ambitions (although the article beings by	The current neutrality objectives should not be achieved at the expense of competitiveness and economic growth. To this end, a framework should be created which guarantees a cost-effective, fair, socially balanced and equitable transition, considering national differences and starting points. Bulgaria could be especially at risk from carbon leakage and loss of competitiveness, and the paper argues that a border mechanism would not address that as many industries would have re-oriented to third countries.

Title	Author	Stakeholder group	Summary	Key issues raised
			expressing its support for climate neutrality by 2050).	
New Plan of action for a Circular Economy	Syctom, Agence métropolitaine des déchets ménagers	Public authority	This paper focuses on circular economy from a waste point of view. While most of its recommendations concern CE initiatives rather than climate mitigation, a small section focuses on using the EU taxonomy to promote climate action. More specifically, it focuses on the potential of energy generation via waste incineration by including energy valorisation, investments used to reduce the environmental footprint of incineration, and investments favouring CO2 capture to valorise it (e.g. transformation into biomaterials) as sustainable activities. (repeats PP634)	
Commission Delegated Regulation on a Climate Change Mitigation and Adaptation Taxonomy	Syctom, Agence métropolitaine des déchets ménagers	Public authority	This paper presents waste incineration as a transitional solution to move away from landfill disposal, which is necessary as circular economy is moving slowly. They present three options to adapt the EU taxonomy: to include energy valorisation, investments used to reduce the environmental footprint of incineration, and invesments favouring CO2 capture to valorise it (e.g. transformation into biomaterials) as sustainable activities. (repeats PP597)	
Contribution to public consultation on EU 2030 Climate Target	United Nation in Brussels	Public authority	The UN fully supports the EU's intention to increase its 2030 targets to at least 55%. However, in order to do that, an economy wide approach must be adapted which will include decarbonisation of all sectors. As such it is important to advance renewable energy efforts, to pay attention energy efficient solutions, sustainable agriculture, stopping deforestation. On top of these steps, the UN proposes to adopt a multi-dimensional approach, which would entail the following: integration of gender dimension and human rights into EU climate action, intergenerational solidarity or just transition.	Specific policy ambitious to achieve this ambitious climate policy have also been proposed. First of all, the EU should deploy nature-based solutions and green infrastructure, as nature offers 33% of the solution to climate change. Next, focus on resource efficiency is important, namely adoption of a life-cycle approach and sustainable waste management. Thirdly, focus should also be put on building resilience and disaster preparedness. Lastly, climate action should be generational and gender responsive. Education systems and curriculum need to be adopted to equip children and young people with the skills needed in the green economies of tomorrow.

Title	Author	Stakeholder group	Summary	Key issues raised
Stanowisko Rzecznika Malych I Srednich Przedsiebiorcow w sprawie 2030 Climate Target Plan (Opinion of the Ombudsman for Small and Medium-sized Enterprises on the 2030 Climate Target Plan)	Biuro Rzecznika	Public authority	Aid programs should take into account the specifics of individual member states and provide appropriate assistance for regions in which a significant percentage of activities is related to CO2 emissions.	The mechanisms proposed under the European Green Deal must take into account the issue of maintaining the competitiveness of the European economy, and the mechanisms for granting aid must be extremely simplified in terms of procedure, to ensure a fast and reliable implementation. The legislation introducing the proposed changes must be simple, transparent and coherent. Finally, plans to reduce CO2 emissions by 2030 must take into account the need to rebuild the economies of individual Member States to a different extent, as the impact of COVID-19 epidemic has been different for each one.
Input to the 2030 climate target plan's European Commission public consultation	Movement of French Enterprises (MEDEF)	Public authority	There is a clear support for the carbon-neutral economy, though any adjustments to the 2030 targets should be thoroughly analysed to avoid risks of carbon leakage. The targets can be reached if right conditions are set for investment into new technologies and if all energy efficiency solutions are deployed. Furthermore, it is suggested to explore how rules on international trade can contribute. Next, it is important that the EU sets up an energy and industry strategy that would be in line with its climate targets.	Concrete recommendations on how to achieve the targets is, for example, to bring out the necessary regulatory instruments to allow profitability of those technologies that have proven feasible (e.g. green hases, biomass, energy efficiency). Other technologies require further action in terms of R&D (e.g. CCUS, bio jet fuels, clean vehicles or low carbon hydrogen). Next, regulations based on life-cycle assessment (LCA) must be the norm. Next, it is important all policies are coherent with the Green Deal and that competition and state aid policies are revised.
The Danish Government's position paper on an ambitious and cost-effective EU climate architecture – a response to the public consultation on the European Commission's 2030 Climate Target Plan	Danish Ministry of Climate, Energy and Utilities	Public authority	Danish Government position paper includes key priorities for the 2030 Climate Target Plan: 1) Increasing the EU's 2030 climate target to at least 55 percent compared to 1990 levels 2) A strengthened EU Emissions Trading System (ETS) – the central driver for future emission reductions 3) Extension of the ETS to road transport and heating in buildings – a more uniform price signal across sectors and the EU backed by an ambitious and cost-effective enabling framework of supporting policies 4) A land sector pillar – incentives for effective, climate-friendly, and competitive agricultural production across the EU (potential measures include EU methodology to certify carbon dioxide removals at the level of farmers, common requirements for the documentation of nitrogen fertilisers' flow and shared common EU reduction target to establish a level playing field and further facilitates common EU BAT requirements to agriculture)	Areas for improvement: 1) Increasing EU's 2030 climate target to at least 55% compared to 1990 levels. 2)A strengthened EU Emissions Trading System (ETS) 3) Extension of the ETS to road transport and heating in buildings 4) A land sector pillar 5) Higher EU ambitions as steppingstone for strengthened climate diplomacy. Risks/issues with current proposals/mitigation measures: 1) EU climate policy architecture creates large differences in the marginal reduction costs between the ETS and the 27 different national regimes in the Effort Sharing Regulation (ESR). Implementing an increased 2030 climate target by maintaining the current scope of the ETS and ESR would likely exacerbate these differences and result in unnecessarily high costs of climate mitigation in the EU. 2)Commission should ensure measures do not compromise the functioning of the existing market

Title	Author	Stakeholder group	Summary	Key issues raised
			5) Higher EU ambitions as stepping stone for strengthened climate diplomacy	mechanism in the ETS. The Commission is encouraged to analyse the level of free allocation of allowances to secure climate action across all sectors, while taking fully into account the international competitiveness of industrial sectors in risk of carbon leakage. 3) Efforts to reduce emissions or increase removals of CO2 from agricultural land are currently regulated through the LULUCF regulation, which provides limited incentives for climate action at both farm and Member State level. It is important that a new architecture address this problem.
Flemish vision on the public consultation EU climate ambition for 2030	Flemish Government	Public authority	The Flemish Government highlights that a realistic approach should be followed in the implementation of the Green Deal, including the increase of the 2030 target. For the possible increase of the 2030 climate ambition, the stakeholder cannot comment on a specific target % and highlights that a thorough, objective and coherent analysis is required; affordable and feasible climate policies should be adopted which considers the technical, economic and social feasibility of the climate polices; a "bottom up" approach and cost -effectiveness as a guide principles; global context consideration (i.e sectors that are subject to international competition should be protected against the risk of carbon leakage) and consideration should be given to the transition to sustainable and smart mobility (i.e. rail).	
2019 Greenhouse Gas Market Report: p17-19	International Emissions Trading Association	Business association	Higher ambition is already implicit and power sector decarbonisation is only set to accelerate.	Decarbonisation should continue to accelerate making it possible to reduce the ETS cap
Powering the Green Deal through a robust ETS and effective carbon pricing	Eurelectric	Business association	The EGD and the European Climate Law should enable climate neutrality by 2050 and one of the main policy tools to achieve this is the EU ETS. The Linear Reduction Factor (LRF) should be appropriately adjusted in the ETS Directive and the Market Stability Reserve (MSR) updated. The non-ETS sectors should also contribute their share in climate neutrality.	There is a need to consider adjusting the burden-sharing between ETS and non-ETS sectors or the mitigation speed in the non-ETS sectors (p. 3). The competitiveness of European industry against other actors is an issue. The EU should encourage third countries to become more climate friendly in line with EU trade policy objectives. Developing a more global carbon market in the long run is important. (p.14)

Title	Author	Stakeholder group	Summary	Key issues raised
Swedenergy's position paper on the EU climate ambition for 2030 and the design of certain climate and energy policies of the European Green Deal	Swedenergy	Business association	The SWEDENERGY paper advises that they represent around 400 companies that produce, distribute, sell and store energy. Their goal is to develop the energy industry for the benefit for all, based on knowledge, an overall view of the energy system and in cooperation with the environment. The paper recommends increasing the EU's 2030 climate target to at least 55% GHG reduction, the further promotion of climate friendly electricity, the electrification of space heating and cooling, the extension of the EU ETS to cover more sectors, the development of a European strategy for electrification and the creation of expansion of fossil-free district heating and CHP.	The SWEDENERGY paper recommends that the new EU climate target should have a tightening effect on the EU's ETS, with an increase of the current linear reduction factor (LRF) that should take effect as soon as possible after the adoption of the new target. SWEDENERGY believes that renewable energy is highly competitive today and needs no further support, also carbon pricing to be the most efficient tool to foster energy efficiency and renewable energy. Along with developing carbon-neutral energy sources, system-supportive technologies such as flexibility solutions and plannable RES capacity will be key instruments.
Zur „öffentlichen Konsultation zu den Klimazielen der EU bis 2030 und zur Gestaltung bestimmter klima- und energiepolitischer Maßnahmen des europäischen Grünen Deals", Abschnitt 5.9 „Abfallwirtschaft"	Verband kommunaler Unternehmen e.V.	Business association	Waste management has an important role in climate protection. Avoiding landfilling organic materials, recycling of valuable raw materials, and energy recovery from non-valuable waste can have a significant contribution towards climate neutrality.	in many Member States waste is still landfilled in large quantities and valuable raw materials or energy are not recovered. It is important to stop landfilling untreated or recyclable waste by 2030
Key principles for a transport fuels policy under the European Green Deal	ePURE - European Renewable Ethanol	Business association	ePURE is an organisation that represents the European renewable ethanol sector, their paper states that decarbonising the EU transport sector requires a clear understanding of the shortcomings of existing policies and coherent and realistic policies going forward. The paper recommends that a binding policy framework for transport decarbonisation is needed at Member State level if the EU is to reach its 2030 objectives of at least 27% renewable energy use and 40% GHG reduction, including 30% in non-ETS sectors. The paper recommends the continuation of the obligation to decrease the carbon intensity of transport fuels set by Article 7a of the Fuel Quality Directive and that it be progressively increased to at least 16% by 2030. The paper states that all sustainable renewable low carbon fuels should be able to contribute toward sEU's climate and renewable objectives under stricter sustainability criteria, including European standards for agricultural production, GMO policy, waste prevention and management standards, and strict traceability requirements.	EU transport is currently 94% reliant on oil and accounts for one quarter of EU emissions. The EU's transport emissions are 19% higher than in dependence on fossil-fuels has decreased by a mere 2.1% since RED was enacted in 2009. Crobased biofuels are an immediate and cost-effective tool to reduce emissions of the existing and future light and heavy-duty vehicles, considering their number and lifespan. Their use should not be limited to transport modes that cannot be electrified. Multiple counting of several renewable energy sources is counterproductive to climate change mitigation and perpetuates fossil-fuel dependence, it should be eliminated.

Title	Author	Stakeholder group	Summary	Key issues raised
EUROCHAMBRES' input to the public consultation on the 2030 Climate Target Plan	Eurochambers, The Association of European Chambers of Commerce and Industry	Business association	EUROCHAMBRES, support the ambitious European climate policy and the objective of climate neutrality by 2050 through accelerating innovation and modernisation of businesses. Yet, the European Green Deal and subsequent proposals very often focus on tightening targets and limits. Instead the European Commission has to provide the right framework to encourage companies to work towards climate neutrality while taking into account cost-optimal solutions, planning security in EU level, industry competitiveness, and promote international efforts.	The aim of the EU climate policy must be to achieve the stipulated goals with cost-optimal solutions. The negative impact of Covid-19 should therefore also be taken into account in the comprehensive Impact Assessment. Furthermore, increased climate ambition will inevitably lead to a cost increase for many sectors. It is therefore paramount to debate about the framework conditions that allow these sectors to benefit from the transition to a more sustainable economy. This includes the implementation of existing legislation throughout the EU and providing for sufficient planning security. Industry must be kept in the EU. Especially in the context of the Covid-19 crisis jobs and an increasing employment rate must be secured. Thus, businesses should not find themselves in the need to relocate and transfer production to other countries. The analysis of what is needed to maintain Europe's attraction as excellent investment location and the competitiveness of European industry must be followed by concrete measures. Finally, effective climate protection is only possible if efforts worldwide are intensified and unilateral measures will only have limited effect. It must be the aim to show other regions how climate policy and economic growth can be effectively combined.
EU FOREST-BASED INDUSTRIES 2050: CO2 effect calculation supporting sector's vision of sustainable choices for a climate-friendly future	Swedish Forest Industries Federation	Business association	The total positive climate effect of the forest-based sector in the EU is 806 MtCO2e a year, which corresponds to 20% of EU fossil emissions. It includes forest sinks, carbon storage in products as well as substitution effects. It also includes the fossil energy use in the forest-based value chains.	Limiting the policy rhetoric on forests and climate to LULUCF risks leading to inaccurate conclusions. It would appear relevant to have the forest-based sector relate to all three main sectors of EU climate policy: LULUCF, effort sharing and ETS.
Finnish Energy key messages on the EU 2030 Climate Target Plan	Finnish Energy	Business association	Energy transition is already happening in Finland and energy companies are diversifying their business strategies. The main driver is the CO2 price signal from the EU ETS. The current EU climate target has indicated that the EUA will cost 30-40 €/t in early 2030s. Energy companies have established their emission reduction strategy based on this.	Finnish Energy Industries are concerned about the rapid increase of the EUA price. Market analyses show that the price may double in 2020s. This would reduce companies' capability to invest. The upcoming impact assessment should deal with the capability of industry to respond to the higher EUA prices. Analyses should cover the timeline starting from lengthy political process to investments. ETS could be extended to cover the entire heating sector. It is vital to create a market mechanism for offsets and negative emissions.
Renewable gases in the European Green Deal	Gas Distributors for Sustainability (GD4S)	Business association	The EGEC, a non-profit geothermal industry association representing 28 countries, is requesting the European Green Deal to increase climate, renewable energy, and energy efficiency targets in line with the Paris Agreement and 2050	EBA welcomes an increase in the ambition of Europe to carbon-neutrality by raising the greenhouse gas reduction target to 50-55% by 2030. Legislations should promote a circular economy and introduce an effective polluter-pays-principle reflecting climate

Title	Author	Stakeholder group	Summary	Key issues raised
			goals. They suggest that Article 23 of the RED should increase the targets for final energy consumption in heat 50% for renewable sources. The paper puts emphasis on the energy sector as being responsible for 75% of EU emissions, and suggests higher renewable targets with a focus on geothermal solutions as the key. Solutions from geothermal energy can be found for general system decarbonisation, in providing sustainable lithium for battery technologies, and TEN-E and PCI modernisation.	and environmental externalities to cover Common Agriculture Policy, financial instruments and the Gas Market Directive. ETS should be extended to further sectors, such as maritime transport while avoiding carbon and investment leakage. The role of renewable energy should be enforced in all energy sectors and further investments should be allowed in the gas infrastructure to make it fit for renewable gases. A European market should be created for renewable gases by removing legal barriers and encouraging cross-border trade of biomethane. Annex IX of the RED II to include sequential crops in the feedstock for advanced biofuels and Common Agricultural Policy should be revised. Research programmes should be established with links to renewable gas technologies with political objectives such as circular bio-economy and investments should be facilitated to support large-scale production of renewable gases from innovative technologies.
Swedenergy's position paper on the EU climate ambition for 2030 and the design of certain climate and energy policies of the European Green Deal	Swedenergy	Business association	The paper presents the opinion of the Bulgarian Federation of Industrial Energy Consumers about increasing EU GHG emission reduction targets. It explains the need to adopt a country-level approach (rather than a uniform EU approach) to the implementation of EU policies to achieve carbon neutrality and explains which policies should be implemented in Bulgaria (duplicate with paper PP651)	The EU ETS needs to be further strengthened, including through adjusting the linear reduction factor (LRF), extending the system to the entire heating sector and keeping the intake of the Market Stability Reserve (MSR) at current levels. Incentives are also needed for biomass-CCS (BECCS) to promote the negative CO2 emissions that are needed to reach a net-zero goal.
Contribution essenscia public consultation 2030 Climate Target Plan	Essenscia	Business association	This paper is meant to complement the OPC questionnaire filled by Essenscia. Some of the major points raised are the following: if the 2030 ambition is raised, the most cost-efficient and internationally sound burden sharing between ETS and non-ETS members should be applied and taking into account the international context and risks of carbon leakage; natural gas/synthetic fuels and nuclear energy will be needed to reach climate neutrality; the linear reduction of final energy use under the EED should be re-considered; the transport and building sectors should not be included in the EU ETS; the EU should adopt a strategy for imports of low-carbon energy carriers; and consistent rules should be integrated in the ETS monitoring and reporting regulation to account for CCU.	The paper stresses that options to avoid carbon leakage should pay attention to setting the right incentives towards competitive low carbon manufacturing in the EU, to avoid retaliation risks as well as loss of competitiveness of EU exporting sectors. It also states that multiplication of infrastructure and oversizing must be avoided during energy integration efforts. Another issue raised is the authors' disapproval of introducing the transport and building sectors in the existing EU ETS due to possible negative effects on incumbents' competitiveness and conflicts with a harmonised carbon pricing scheme at EU level.

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Response to EU Consultation on EU 2030 Targets Plan	European Aluminium	Business association	This paper focuses on circular economy from a waste point of view. While most of its recommendations concern CE initiatives rather than climate mitigation, a small section focuses on using the EU taxonomy to promote climate action. More specifically, it focuses on the potential of energy generation via waste incineration by including energy valorisation, investments used to reduce the environmental footprint of incineration, and investments favouring CO2 capture to valorise it (e.g. transformation into biomaterials) as sustainable activities. (repeats PP634)	There is no climate rationale to increase the 2030 targets if carbon leakage cannot be stopped and the EU does not set an enabling framework to protect its aluminium industry. Aluminum sector is exposed to international trade and faces higher energy costs compared to other global producers. EU's commitment to globally lead on the implementation of the Paris Agreement must go hand in hand with a reflection on how to reinforce its strategic autonomy in global value chains, preserve existing industrial assets and re-shore the production in Europe instead of relying on carbon-intensive imports. Policymakers need to ensure that higher climate ambition is met with reciprocal measures to protect the aluminium industry, which is among the most exposed to carbon leakage. The Commission must impact assess in detail the impact of a higher target on EU industries competitiveness and exposure to carbon leakage and set a clear strategy to ensure the availability of climate neutral electricity at globally competitive prices. Natural gas should supported and play a crucial role to improve energy system efficiency by providing flexibility to the system and stable supply. A realistic and supportive EU Taxonomy Framework is necessary to accelerate green investments in the European Aluminium value chain, and a global focused competition policy must be set out.
Finnish Forest Industries' viewpoints on Public consultation for the EU climate ambition for 2030 and for the design of certain climate and energy policies of the European Green Deal	Finnish Forest Industries Federation	Business association	The most prominent message addressed in the paper is to focus on a smooth and competitive low-carbon transition and to make clear what the situation will be post-2030. If the transition is made too prominent, the risk of carbon leakage may become more prominent. Therefore, rather than making any further changes to the ETS, it proposes to bring the Effort Sharing Regulation (ESR) targets in line with the ETS targets. Furthermore, another important point is the paper's strong reservation to the extension of EU ETS into the road transport and building sectors. Lastly, the paper highlights that the importance of LULUCF is not only its carbon sink function but also its potential to function as a sustainable sources of fibres for products.	If the ETS target will be tightened, it will be crucial to protect energy intensive industry against the risk of carbon leakage. The forest sector has strong reservations over the extension of the EU ETS to road transport and buildings. Road transport (and most likely building sector too) has a much higher carbon abatement cost than sectors currently under the ETS. In general, Green deal revision plans should be executed carefully and only minimum amount of changes should be made. Energy efficiency directive should aim to increase energy efficiency and not set an artificial cap on energy consumption.

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EU consultation on Climate Ambition for 2030 and for the design of certain climate and energy policies of the European Green Deal	IFIEC Europe	Business association	The position paper presents the proposal "Alternative Climate Concept" developed by the association SaveClimate Earth. The concept aims to provide an effective solution to climate mitigation that relies neither on voluntary individual contributions nor a CO2 tax. The scheme would be implemented with the introduction of monthly identical allowances of carbon budgets and a resource currency "ECO" (Earth Carbon Obligation), which would lead to a fair distribution of climate change burdens. The position paper presents the details of the concept, as well as an overview of its advantages over the current carbon pricing schemes in the EU climate policy.	IFIEC stresses that the European Commissions to carry out an Impact Assessment (IPA) on the economic, social and environmental impacts of an increased greenhouse gas (GHG) target in 2030. Energy efficiency and not energy reduction should be pursued in the Energy Efficiency Directive (EED). If the EED and RED targets distribute across member states, cost efficiency should be the basis of the effort sharing. The most cost-efficient and internationally sound burden sharing between ETS and non-ETS should be applied. Carbon leakage risks will grow when main international competitors do not follow the EU's climate ambitions. A well-designed network will be crucial to reduce the integration cost of renewables, to facilitate market integration and to increase competition on the electricity markets. CCU fuels can be part of the solution towards climate neutrality and a framework to allow consisting accounting is needed to adequately support innovation for these CCU fuels.
FEAD feedback to the 2030 Climate Target - Questionnaire, Part I	European Federation of Waste Management and Environmental Services - FEAD	Business association	The position paper at hand supports the EU's ambition to revise the 2030 targets and advocated for an even more ambitious goal of 65% emission reduction by 2030. In order to do so it advocates for an ambitious emission reduction by addressing sectors such as offshore gas and oil, shipping or waste production rather than focusing too much on measures such as carbon capture. Furthermore, the paper highlights the fact that while adaptation strategies are important, mitigation is key when limiting the consequences of climate change.	Material recovery of recyclable/recoverable waste as well as the energy recovery of non-recyclable waste should be optimized. Eco-design should be applied through binding rules on phasing out substances of very high concern. Stronger implementation and enforcement of the existing rules and targets is required, as well as, several existing policies (Energy Taxation Directive, Waste Shipment Regulation, etc) need to be amended. A taxonomy should be applied and take into consideration the role of both material and energy recovery from waste that shift trends from large scale landfilling to increased recycling and recovery. Overall, there has to be a stronger public support through EU funds.
FEAD feedback to the 2030 Climate Target - Questionnaire, Part II	European Federation of Waste Management and Environmental Services - FEAD	Business association	Shell made the following recommendations: 1) establish a sectoral approach as a guiding principle for the implementation of the Green Deal; 2) reform the ETS to align it with the climate neutrality target; and 3) increase role for carbon removal technologies, including both Nature-Based Solutions (NBS) and Carbon Capture Usage and Storage (CCUS).	Strong EU market signals for recyclables are required such as mandatory recycled content in the products, green public procurement rules, eco-labelling and setting up recycling targets for industrial and commercial waste, as well as, ambitious rules for reducing large scale landfilling of waste. Recycling and waste prevention can be strengthened by fully implementing the existing Circular Economy package, recognising the need for increased EU funds for investment in infrastructures, and incentivise cuts in CO2 emissions from the waste management chain.

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Submission to the Commission Consultation re. the 2030 Climate Goals	Federation of Austrian Industries (IV - Industriellenvereinigung)	Business association	The UN fully supports the EU's intention to increase its 2030 targets to at least 55%. However, in order to do that, an economy wide approach must be adapted which will include decarbonisation of all sectors. As such it is important to advance renewable energy efforts, to pay attention energy efficient solutions, sustainable agriculture, stopping deforestation. On top of these steps, the UN proposes to adopt a multi-dimensional approach, which would entail the following: integration of gender dimension and human rights into EU climate action, intergenetational solidarity or just transition.	A key issue is the reduction of private investment in this new economic reality. The shortfall in R&D investment is highlighted given the relevance of R&D to support low carbon production. Also, international response to COVID-19 crisis has less emphasis on a green recovery compared to Europe which may endanger European competitiveness and economic recovery.
ADVANCED BIOFUELS COALITION LSB CALLS FOR A COMPREHENSIVE, COORDINATED AND CONSISTENT FRAMEWORK FOR ADVANCED LOW CARBON FUELS	Advanced Biofuels Coalition (LSB)	Business association	Natural, renewable and decarbonised gas play a vital role in achieving decarbonisation ambitions of the EU. In order to do so, the following measures need to be taken: 1) research, development and implementation of projects that have a GHG reduction potential should be expanded; 2) to deploy renewable and decarbonised gases on a large scale a fit for purpose regulatory framework is required; 3) use of natural gas to displace coal and provide flexibility to integrate renewables; 4) support for all clean hydrogen sources; 5) further tackling methane emissions; 6) decarbonisation of transport by using natural gas vehicles; and 7) decarbonisation of heat, replacing coal with gas.	Any revision of the existing feedstock list as described in Annex IX part A must be undertaken with stringent due diligence otherwise existing and planned investments will be devalued. The FQD should be the tool to drive additional GHG emission savings in the fuels sector, should be amended to be brought in line with both the REDII and the new Climate Action Targets. The Energy Taxation Directive (ETD) should be revised and minimum taxation rates should be based on energy content. The ETS pricing system is too volatile to achieve predictable CO2-savings in the road transport sector so it should not be included in the existing Emission Trading Scheme. Finally, adding new sustainability criteria for advanced biofuels is not needed as they are already subject to the most stringent criteria globally with regards to choice of feedstock, land-use, certification requirements and the level of GHG emission reductions to be achieved.
A4E INPUT ON PUBLIC CONSULTATION FOR THE EU CLIMATE AMBITION FOR 2030 AND FOR THE DESIGN OF CERTAIN CLIMATE AND ENERGY POLICIES OF THE EUROPEAN GREEN DEAL	Airlines for Europe A4E	Business association	A4E Airlines indicate that European airlines are willing to contribute to making the European Green Deal a success. To achieve this, they will invest €169 billion in greener aircraft technologies over the next 10 years, adhere to CORSIA and commit to developing a roadmap for a long-term climate goal for international aviation by 2022. However, in order to fully contribute to the climate effort, A4E indicate the need for smart economic instruments to cap and reduce emissions in the aviation sector, support for the development of sustainable aviation fuels, coordination of national and regional policies to align CORSIA and ETS, strengthened monitoring mechanisms and revision and expansion of the ETS	Need for the development of greener aircraft technologies, efficient operations and infrastructure; Implementation of Smart economic instruments to reduce emissions such as carbon trading and offsetting schemes; Research and development of sustainable aviation fuels; Coordinated implementation of CORSIA considering the ETS; ETS allowances to the aviation sector need to be revised to consider the effects of the COVID pandemic; ETS scope needs to be expanded to other sectors; More financial support needs to be provided through the ETS Innovation Fund.

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zum EU-Klimaziel für 2030 und der notwendigen Maßnahmenarchitektur	BDEW Bundesverband der Energie- und Wasserwirtschaft e.V.	Business association	The German Association of Energy and Water Industries (BDEW) expresses its support to achieving EU climate neutrality by 2050, highlighting the importance of a clear, binding, and ambitious target for 2030 that considers a comprehensive impact assessment, and effects of the corona pandemic. BDEW is therefore in favour of a GHG reduction of 50% percent by 2030, assuming an equal distribution of the efforts among different sectors and MS, and fair international competitiveness. Some other actions are proposed and reinforced by BDEW in its position paper, including the adjustment of the MSR, a meaningful CO2 price signal in all sectors, an increased EU target of renewable energies in the final energy consumption of 40% by 2030, enabling gas to play a relevant role in the decarbonization, facilitating sector coupling, and strengthening international EU climate and energy policy, among others.	The main issues raised in the position paper include: Support and monitoring must be ensured through specific strategies and instrument for each sector at the EU level; The EU target of the share of renewable energies must be increased to 40 % by 2030. For this, it is needed to invest in infrastructure development, revise current regulations such as trans-European energy networks, foster innovation, and facilitate cross-border projects; Energy efficiency target is already very ambitious, an increase could only be achieved with long-term measures and improved transparency of the target; Gas must play an important role as an energy source with a growing proportion of renewable and decarbonised gases, investments in highly efficient gas power plants should be classified as sustainable if they be converted to renewable and decarbonized gases in the long term; For the buildings sector, it is crucial that the replacement of old heating and cooling devices with efficient systems is assessed in terms of reduced CO2; The mobility sector needs a set of measures that allow technology development, ambitious CO2 fleet limit values, CO2 pricing , and the promotion of alternative fuels; The income from CO2 pricing in the non-ETS sector should be redistributed to households and companies; Adjustment of the EU-ETS needs revising MSR and ensuring a fair burden distribution; The LULUCF potential should be systematically exploited within the framework of the European climate policy; Priority needed to incentivising sector coupling technologies; Support to improve biogas and biomethane use.
A response of Confederation of Finnish Industries to a consultation on 2030 Climate target plan	Confederation of Finnish Industries EK	Business association	There is no clear position presented on whether the paper agrees or disagrees with increasing the 2030 targets. Instead, it points out that any adjustments must be accompanied with a thorough impact assessment. Furthermore, the overall climate ambition of the EU should be based on 2 key elements: cost-efficiency and fairness of the transition. The paper lists certain pre- and enabling conditions that it supports, namely: 1) continues decarbonisation of the energy sector, 2) using carbon pricing revenues to ensure a just transition, 3) ensuring adequate protection against carbon leakage. The paper also provides some feedback on the OPC, regarding its timing and the types of questions asked.	Re-opening the legislation will slow down the full implementation of the present legislation significantly. It will slow down investments since the investors will wait for the new legislation and its implementation.

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STELLUNGNAHME 2030 Climate Target Plan	WirtschaftsVereinigung Metalle	Business association	CEN and CENELEC emphasize the importance of standards in European policy-making, by arguing that they can help to make different parts of an infrastructure work together or to systemize processes, they can lift barriers to the uptake of environmentally-friendly technologies and materials, and they enable the development of sustainable finance. Besides, CEN and CENELEC also provided some examples of established standards and preliminary specifications in the Annex that can support the European Green Deal.	Average reduction for 2030 target of -55% requires annual reduction from 2020 of 200 million tons, which is 5 times the annual reduction of the last 30 years. Also, tightening of the targets causes substantial costs for the energy-intensive industries, since it can be assumed that a tightening of the EU climate targets will also tighten the ETS reduction target. Specifically, the goal is being tightened up by law, without first creating the basis for the energy-intensive industries to continue producing and investing with competitive energy prices and adequate carbon leakage protection. Therefore, only when the EU significantly expands carbon leakage protection can consideration be given to tightening targets; not the other way around. Additionally, border compensation mechanism is not suitable to solve this problem, and taking into account the corona crisis, public funds are not even sufficient to make up for lost investments.
CONTRIBUTION TO THE CONSULTATION ON 2030 CLIMATE & ENERGY POLICY	EUROFER	Business association	EEX states that emissions trading will be a key element for delivering on increased climate ambition, that a strong carbon market price signal is key to efficient emissions reductions, that the EU ETS should be the backbone of the Europe's recovery plans, that inclusion in the EU ETS preferred option, national policy initiatives can be an intermediary step, that Increased climate ambition should be combined with increasing the auctioning share, and that global cooperation in carbon pricing and climate diplomacy need to be further intensified.	According to EEX, for the EU ETS to contribute its share to the 2030 climate target, it's most important to set the cap at a level in line with ambitions. Furthermore, they claim that an extended and more comprehensive ETS could be used as the foundation of a European market-based approach to public support, making state aid conditional on transparent.
STRUCTRUAL CHANGES IN THE EU ETS – IMPLICATIONS FOR THE MARKET AND FOR EFFICIENT ELECTRIFICATION	Energy Norway	Business association	This paper provided by the Federal Association of German Steel Recycling and Disposal Companies (BDSV), highlights the future of steel scrap, particularly for the German market. It provides a technical, economic, ecological and social characteristics of steel recycling. The paper highlights the global crude steel production and scrap use, the key technologies for steel production and recycling/reuse, a comparison of steel and concrete lifecycle scenarios, innovation milestones for the steel sector, and the availability of steel scrap. The paper concludes that steel recycling is a "prime example of resource efficiency". They highlight that German Steel production (as it has higher recycled content than Chinese steel	Risk of carbon leakage needs to be addressed. A carbon border adjustment mechanism has two critical challenges: 1) Imperfect information: In order to apply the right carbon tax level or similar on imported products, information on carbon content and carbon costs embedded in the imports is necessary. 2) Risk of retaliation from trade partners. Industry actors ask for CBAM to complement, rather than replace current measures to avoid uncertainty.

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			production), it can be viewed as more environmentally-friendly. They believe that producing crude stell from secondary raw materials and via the electric arc furnace production it could help steel recycling industries save 17m tonnes of CO2 emissions per year in Germany. This would be the case, while also saving resources, increasing energy efficiency, not depending on steel imports, and fewer negative outsourced impacts on mineral extraction countries. Nevertheless, the paper does not discuss the EU's 2030 climate targets.	
Response to the consultation on the EU Climate Ambition for 2030 and for the design of certain climate and energy policies of the European Green Deal 23 June 2020	WindEurope	Business association	The paper supports strong emission reduction targets and focuses on the contribution that renewable energies (and especially wind) can bring to reaching these aims. To this end, at the EU level, the paper supports well-designed and robust industrial, trade an R&I policies as well as modifications to the Recovery Strategy and all EU instruments so that RE projects, RE infrastructure and electrification are supported, with the Just Transition Fund as a key element.	
CEFS answers to the public consultation on 2030 climate target plan	CEFS - Comité Européen des Fabricants de Sucre	Business association	CEFS produces nearly 18 million tonnes of sugar across 19 member states and is closely linked to agriculture and seasonal variations. Carbon neutrality is quite challenging for the sugar industry and major focus should be given in renewable fuels to achieve sustainability targets.	Decarbonisation will only be achieved with access to clean affordable renewable energy and further investments are probably necessary to facilitate the energy transition. Regarding combustible fuels more focus should be given in biogas and natural gas. To achieve 2030 targets, increasing ambition in all sectors of European economy is required and circular bioeconomy products should be promoted. EU should ensure a fair-level playing field between EU domestically products and products outside the union.
Cefic response to the public consultation for the EU climate ambition for 2030	Cefic - The European Chemical Industry Council	Business association	This paper provides further elaboration on the main questions of the OPC, and as such covers a variety of topics, in relation to the chemicals industry. Some of the major points raised include: support for climate-friendly hydrogen fuels, and natural gas; impossibility to give RE and EE targets due to lack of thorough IA; opposition to an increase in EE targets in the EED; support to apply higher ambitions to non-ETS sectors and for the EU ETS to remain the major policy instrument for GHG emission reductions; the need for financial support instruments to de-risk investments; and for border measures to prevent carbon leakage.	The paper states that fragmented action on a global level and absence of support policies (e.g. for industrial transformation) will increase the risks and challenges attached to a higher level of ambition. More specifically, frequent revisions of the EU ETS creates political instability for investors and risk undermining its credibility, and transposing higher 2030 targets into the EU ETS may lead to carbon leakage if not appropriately addressed.

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2030 Climate Target Plan - Position of the Bioenergy Association of Finland	Bioenergia ry - the Bioenergy Association of Finland	Business association	"The Bioenergy Association of Finland stresses the importance of energy security. In Finland this applies, in particular, to heat production with hundreds of boilers using solid fuels – mostly wood-based side streams and peat. The Commission's proposal should outline how the Commission plans to proceed in order to enable and support carbon capture and negative emission technologies, such as BECCS and DACS, in the 2020-2030 timeframe."	The focus of a potential increase in the 2030 target should be in amending the related targets in other regulation. The RED2 and energy efficiency directives should not be reopened now, since any such move would slow down investment.
Additional answers to the questionnaire of the Commission's climate ambition for 2030 consultation	xAustrian Wind Energy Association	Business association	According to EREF the green recovery stimulus proposed by the Commission needs to facilitate the establishment of enabling frameworks for the deployment of renewable energy technologies, with the clear objective to reach an energy system that is based on 100% renewables.	EREF strongly argues to address the removal of all solid fossil fuels, and the use of hydrogen needs to be limited to green hydrogen and explicitly exclude any other "colours" for the decarbonisation of our energy, mobility and transport sectors. The question whether to replace inefficient by more efficient heating systems is misleading, because it includes the option of replacing inefficient fossil boilers by more efficient boilers, which are still fossil fuel based heating, particularly fossil gas. Fossil gas should not be misleadingly be considered as a clean technology options. Policy-makers and stakeholders across sectors need to work jointly to develop solutions for the challenges that arise through competing interests between nature conservation and renewable energies and make policies more coherent.
НА БЪЛГАРСКА ФЕДЕРАЦИЯ НА ИНДУСТРИАЛНИТЕ ЕНЕРГИЙНИ КОНСУМАТОРИ (БФИЕК)	Bulgarian Federation of Industrial Energy Consumers (BFIEC)	Business association	The paper presents the opinion of the Bulgarian Federation of Industrial Energy Consumers about increasing EU GHG emission reduction targets. It explains the need to adopt a country-level approach (rather than a uniform EU approach) to the implementation of EU policies to achieve carbon neutrality and explains which policies should be implemented in Bulgaria (duplicate with paper PP651)	The paper argues that new GHG emission reduction target should account for differences across MS and individual industries because of a risk for their competitiveness (within the internal market and from third countries). The paper also states that energy security is an important aspect to take into account. The paper mentions increased prices for consumers and decreased competitiveness of the country's energy industry as risks to address with side measures if the 2030 target is raised.
2030 Climate Target Plan	Verband der Deutschen Biokraftstoffindustrie e.V.	Business association	The Association of the German Biofuel Industry (VDB) welcomes an ambitious climate target of 55% GHG reduction by 2030. To achieve this target, VDB emphasizes the importance of the transport sector and thus the need for a regulatory framework for the expansion of biofuels, electromobility, and energy efficiency technologies. Some of the measures that are proposed are related to increasing the overall and transport sector targets of the RED, enhance the	Very low emission reductions have been achieved in the transport sector; insufficiently ambitious global target concerning the use of renewable energies and specifically in the transport sector; need for an efficient independent system to price CO2 in the transport sector; more incentives needed to manufacture low emission vehicles regardless of their technology and to establish the offsetting of renewable fuels; ensure continued support for the use of biofuels in agriculture and forestry

Title	Author	Stakeholder group	Summary	Key issues raised
			Fuel Quality Directive, an efficient independent system to price CO2 in the transport sector, more incentives to manufacture low emission vehicles, and the tax exemption for biofuels in agriculture and forestry.	
EFET recommendations for an EU 2030 Climate Target Plan	The European Federation of Energy Traders (EFET)	Business association	The European Federation of Energy Traders (EFET) provided feedback and comments on the main topics addressed in the 2030 questionnaire, elaborating on their corresponding responses. They focused their responses on the EU ETS, the role of energy policies, and energy infrastructure and sector integration. They provided policy recommendations on all three.	The main issue addressed by this paper is national interventions for carbon pricing, overlapping with the EU ETS. It was noted that if such overlaps are necessary, ensuring that they are temporary with clear objectives for their removal.
Part 2 Additional Information	Technology Industries of Finland	Business association	Increasing the 2030 target prematurely would undermine the stable framework for investments. Decarbonising industries requires digitalisation, electrification and extensive use of hydrogen. Access to secure and competitive energy must be secured to European businesses. Electrification of industries, heating and transportation is a major structural transformation towards decarbonisation. It is very important that all low carbon energy sources are used simultaneously and efficiently.	The EU must create a stable and predictable framework for a long term for industries that supports their international competitiveness and enable their investments in low carbon products, services and technologies. The EU should keep the legislation including free allowances and compensation of indirect costs of ETS in order to defend its energy intensive industries, create a stable and predictable framework at least to 2030 and prevent carbon and investment leakage.
Part 2 of The Public Consultation	Plastics Recyclers Europe	Business association	PRE stress the importance of circular economy in plastic waste. Plastic waste should not be reprocessed as recycled carbon fuels (RED II) for transport sector, rather it should go through waste management to close the loop of using raw materials for plastic products. Recycled plastic for an alternative to energy resources should not be the priority. Also, the recycling of plastic waste can be obtained using different technologies.	Recycled plastic waste should be a circular economy, minimising the need for more raw materials. Recycled plastic waste should not be an alternative carbon fuel. In the management of waste, key to decrease the dependence of the EU market to raw resources, improve separate collection and quality sorting.
Logistik fordert wettbewerbsneutrale CO2-Bepreisung im Verkehrssektor	Bundesverband Spedition und Logistik e.V.	Business association	In this position paper, an association of logistic companies in Germany recognises the importance of reducing emissions in the transport sector but demands a carbon pricing mechanism that does not affect competition. They argue that neither a CO2 tax and nor a national emissions trading scheme is effective solutions and that these measures could potentially distort competition and affect the German logistics industry. In contrast, they advocate the expansion of the EU-ETS, and in the short-term, the establishment of a CO2-based toll that creates a steering effect and incentives the use of alternative technologies.	Carbon pricing mechanisms such as a CO2 tax and a national emissions trading scheme in the transport sector will potentially affect the German logistics industry. Such measures would lead to distortions in competition between European locations as well as in intermodal and intramodal competition within the transport sector.

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Public consultation for the EU climate ambition for 2030 and for the design of certain climate and energy policies of the European Green Deal	Cepi - European paper industry	Business association	The most prominent message addressed in the paper is to focus on a smooth and competitive low-carbon transition and to make clear what the situation will be post-2030. If the transition is made too prominent, the risk of carbon leakage may become more prominent. Therefore, rather than making any further changes to the ETS, it proposes to bring the Effort Sharing Regulation (ESR) targets in line with the ETS targets. Furthermore, another important point is the paper's strong reservation to the extension of EU ETS into the road transport and building sectors. Lastly, the paper highlights that the importance of LULUCF is not only its carbon sink function but also its potential to function as a sustainable sources of fibres for products.	The paper elaborates on specific sections of the OPC. First of all, a primary focus of a more ambitious 2030 target should be to bring ESR targets in line with the ETS targets, which would allow for no changes to the ETS targets to be made. However, if changes are to be made, they should not be applied retroactively as it could have negative impacts on any investment decisions. Furthermore, energy efficiency will not suffice, instead we should focus on promotion on-site and local renewable energy production. ETS targets should not be expanded to road and transport buildings. For transport, the costs would be higher than if a tailor-made solution is adopted and these costs would ultimately be borne by consumers. Targets for buildings are already set up under the Energy Efficiency Directive. Secondly, LULUCF should be recognised not only for its carbon sink function but also for its potential to function as a sustainable sources of fibres for products. Thirdly, new legislative provisions under the Energy Efficiency Directive and the Renewable Energies Directive should not be subject to revision.
Public consultation for the EU climate ambition for 2030 and for the design of certain climate and energy policies of the European Green Deal	APREN - Portuguese Energy Renewable Association	Business association	Highlights importance of electrification and carbon neutral energy sources in reaching the 2050 climate neutrality target, should move away from fossil fuels for industry and transport. Stakeholder states that all economic sectors should be involved in the ETS in the fight against climate change. EU needs to introduce border measurements (carbon prices) for imported products and goods to create a sustainable and fair trade for European companies and promoting their competitiveness	As well as strict EU measures the EU has to introduce border measures to avoid carbon leakage through imported goods and products, so as not to lead to a continuous loss in competitiveness worldwide
Climate Target Plan Position 2030	UPEI - Europe's Independent Fuel Suppliers	Business association	The paper fully supports the EU's ambition for climate neutrality by 2050, however it remains a little cautious with regards to increasing the 2030 targets. Before any changes are made, the increase should be first thoroughly assessed and the changes will need to be accompanied with thorough legislative measures and financial support. The EU industry is already faced with challenges in reaching the 2030, which may become even more complex if the target is increased. To mitigate these challenges a number of principles (e.g. inclusion of life cycle assessment, technology neutrality, tackling emissions from existing and future fleets, etc.)	Firstly, the principle of inclusion of life cycle assessment should be applied across all policy areas and be implemented into existing legislation. Secondly, Regulatory action should follow the principle of technology neutrality, meaning that holistic climate performance should be considered rather than the type of technology. Thirdly, the EU should also apply a holistic approach to emission reduction in existing vehicle flees. The paper recommends to not dismiss solutions that are already available, cost-effective, and that positively contribute to the energy transition, by maintaining the definition for alternative fuels as per the AFID. The EU should also consider promoting the use of drop-

Title	Author	Stakeholder group	Summary	Key issues raised
			should be considered when reviewing relevant legislation, namely the REDII, ETD, AFID, FQD and Regulations on CO2 emissions for light and heavy duty vehicles.	in alternative renewable fuels which can be used immediately for the existing vehicles and fuel distribution infrastructure. Ultimately, decarbonisation of the transport sector can fully be achieved by incentivising the uptake of new cleaner vehicles (as per the Recovery Instrument). Similarly, there should be support for alternative-fuelled vehicles. This can be done through the reform of AFID, which would lead to concrete instruments replacing national policies and would result in increase in uptake of such vehicles. At the same time, changes in fuel taxation will be needed as a part of the ETD reform. Fourthly, the EU and MS' need to establish a stable framework for sustainable investment. Lastly, societal acceptance through the climate transition will be key to reach the ultimate goal of climate neutrality.
Public consultation for the EU climate ambition for 2030 and for the design of certain climate and energy policies of the European Green Deal	World Shipping Council	Business association	WSC made the following recommendations: 1) make clear distinctions about what fuels and technical pathways are necessary to achieve zero or near-zero energy systems; 2) address more explicitly those fuels that offer some of the greatest promise; 3) carbon regulation in the maritime sector should be focused on the development of technologies and zero-carbon fuels; 4) make research and development focused on zero carbon fuels and the development of engineering systems; and 5) do not assume that an emissions trading system ensures certainty in the environmental outcome.	WSC believes it is critical that clear distinctions is made between carbon-neutral, net-zero, and zero carbon and to consider how those goals impact the technology choices and long-term investments. WSC strongly believes that revenues need to be devoted to the development and delivery of zero-carbon technologies and fuels in the maritime transportation sector and support for related changes in the broader energy sector. WSC also believes that the key to an accelerated and economically efficient transition to zero-emission ships is directly linked to our ability to identify which zero carbon fuels and which related engineering systems are most suitable to constitute the main route for a radical energy transformation in the maritime transportation sector.
Public consultation for the EU climate ambition for 2030 and for the design of certain climate and energy policies of the European Green Deal	Energy Norway	Business association	Supports increased climate ambition. Electricity is the main solution for primary energy use towards 2050. The main focus is to ensure wide-spread electrification into new sectors. Ask for an EU strategy to tackle the barriers to and opportunities in electrification. The most cost-efficient way to deliver reduced emissions from electricity production is from a well-functioning ETS. Marginal abatement costs must be considered when including new sectors.	The electricity market must deliver on a level playing field. The capacity in the existing interconnectors must be used effectively. Different types of flexibility must be ensured, especially through flexibility markets for both production and demand, but also for connection to the grid. Carbon leakage must be addressed.
ENERGY EFFICIENCY AND THE ENERGY SYSTEM INTEGRATION	European Alliance To Save Energy	Business association	For the EU to remain at the forefront of international efforts to mitigate climate change, it must focus its efforts on sectors where it is leading, like energy efficiency. Energy efficiency should be the starting point for all decarbonisation	The first area of recommendations relate mainstreaming of energy sector integration. The overall efficiency of the entire energy supply chain should be assessed as reducing energy demand before extending capacities is key. Furthermore, The

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STRATEGY			efforts and, together with renewables it should represent a large share of measures required to meet the 2050 target. The paper then presents a number of recommendations that can help to consider energy efficiency to its full potential, such as mainstreaming the energy sector, prioritising energy efficiency in all policy areas and invesment decisions, focus on energy efficient buildings and tackling heating and cooling consumption.	Commission should evaluate and compare the role and the potential that various energy sources and carriers play in different sectors based on their whole lifecycle greenhouse gas footprint and system sustainability and flexibility considerations. Depending on the results of this exercise, various options are available, including highly efficient district heating and cooling networks in densely urbanized areas and heat pumps in less urbanized areas. Secondly, energy efficiency investments should be prioritized as part of the EU recovery plan Next Generation EU and sectoral programmes, given that energy efficiency significantly contributes to energy security. Thirdly, buildings play a crucial role in a more decentralised and flexible energy system as they can participate in distributed energy systems by providing renewable electricity production, storage and demand response. To achieve this there is a need for ambitious implementation of the revised Energy Performance of Buildings Directive (EPBD) and Long Term Renovation Strategies (LTRS). Lastly, the EU must tackle the heating and cooling consumption, the first step for which is to accelerate the renovation of the large majority of the inefficient building stock in the EU.
EU 2030 target plans Paving the way to 2050 climate neutrality	EUROCITIES	Business association	The EU 2030 emission target should be revised upwards to at least 55% by 2030, binding at member state level. Achieving it requires significant revision of the 2030 climate, energy and transport frameworks, such as the Renewable Energy, Energy Efficiency and ETS Directives and the forthcoming Sustainable and Smart Mobility Strategy. Action at all levels of government and across all sectors is needed. Cities are committed to showing the way forward. Reinforced financial support to the local level is needed. Natural carbon sinks with nature-based solutions should remain the priority. But given the enormity of the task, the EU should also explore innovative solutions for technological carbon sequestration.	The current EU renewable energy target of at least 32% by 2030 is not in line with the 2050 ambitions and should thus be revised. EU member states fell short on achieving their energy efficiency targets for 2020. The EU Commission should step up efforts to ensure the implementation and enforcement of existing energy efficiency legislation and put in place new legally binding measures to increase the efficiency ambition for 2030. Without accelerating the renovation of the EU building stock to at least 3% a year, it will be impossible to achieve climate neutrality. The Commission should implement measures to ensure the transport sector is compliant with 2050 net zero carbon emission pathways by stricter targets and emission standards. Setting a science-based Union carbon budget should also be an essential part of an EU strategy.

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EU Questionnaire	OXFAM FRANCE	Business association	Document included 5 links to reports covering the following: 1) Biofuels and EU bioenergy policy 2016 - biofuels produced from food or energy crops and from food by-products must be ineligible to meet EU 2030 climate and energy targets. Also includes recommendations. 2) gender inequalities and food security - not vey relevant, 2030 targets not mentioned 3) Climate finance shadow report 2018 - not directly relevant, 2030 targets not mentioned 4) Extreme carbon inequality report 2015 - highlights poorest people on the planet are not only least responsible for causing climate change, but tend to be the most vulnerable to its consequences , 2030 targets not mentioned 5) Food price crisis and women farmers 2019 -2030 targets not mentioned	Biofuels produced from food or energy crops and from food by-product must be ineligible to meet EU 2030 climate and energy targets. Correct accounting for GHG emissions is required. Ending biofuel mandates will require EU policy makers to free themselves from the stranglehold of prominent actors of the biofuel value chain. Ending the costly subsidies and mandates that have spurred the rapid growth of an unsustainable bioenergy sector will create opportunities for other, more sustainable bio-based activities that the EU is trying to foster.
EU Turbines - Towards an EU Integrated Energy System	EUTurbines and EUGINE - European Engine Power Plants Association	Business association	System integration should not be seen as the effort to maximise electrification but to benefit from the interactions of the electricity, gas and heat networks to find the best solution for each need. Cogeneration is at the centre of system integration. The future energy system will need flexibility solutions. The gas network provides long-term and seasonal storage in a cost effective way. The gas engine and turbine technologies are not fossil-based: they can and often already do operate with renewable and decarbonised gases. Unused heat from industrial processes can be used to produce additional power (heat-to-power) and increase the energy efficiency of energy intensive industries.	**Technology neutrality is important. A framework is necessary to make renewable gases/fuels available in large quantities and at an affordable price - similar to the support of renewable electricity in the past. The technology that transforms gas into electricity and heat/cold - gas power or cogeneration with turbines or engines - needs to adapt to the use of renewable and decarbonised gases.**
Why including buildings in the EU ETS is not the right tool to deliver energy-efficient homes	Eurima (European Insulation Manufacturers Association)	Business association	Decreasing and decarbonising the energy consumption to heat, cool and use buildings is crucial for the transition to a climate-neutral Europe by 2050 at the latest. The main challenge is to renovate 210 million existing buildings to make them more energy efficient.	Renovation rate is not sufficient to reach energy efficiency targets. Efficiency measures already pay for themselves, even in the absence of a carbon price. The reasons why these measures, such as energy renovation, are not taken are usually not economic in nature, but rather the result of market barriers and imperfections. Including the building sector in the EU ETS would do nothing to overcome these barriers to make buildings more energy-efficient.
Annex to the Public Consultation :	Eurometaux	Business association	For non-ferrous metals, a higher 2030 target will increase the risk of carbon leakage as a result of both the direct and indirect costs of the ETS. The most important condition for the sector will be the availability of climate neutral electricity at	There is a need for reciprocal carbon leakage measures in the event of an increased 2030 target as non-ferrous metals are exposed to the highest risk. An improved and more adequate indirect costs compensation scheme, not a CBAM, is the optimal way

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2030 Climate & Energy Targets			globally competitive prices. It will be essential that the upcoming impact assessment factors in the coronavirus economic impact.	to protect the most electro-intensive industries from carbon leakage. The EU should consider measures such as contracts for difference, public procurement and product labelling to create markets for low-carbon products.
Public consultation for the EU climate ambition for 2030 and for the design of certain climate and energy policies of the European Green Deal	Euromines - European Association of Mineral raw materials Industries, Metal Ores & Industrial Minerals	Business association	Before deciding on an updated 2030 target, the Commission should ensure that the new measures will protect the sustainable development of the European industry, particularly the energy-intensive sectors that are most vulnerable to unilateral carbon and energy cost increases. Setting new targets requires an impact assessment based on a wide range of criteria. The industry should be protected from carbon leakage and it needs access to competitive electricity prices.	The mineral raw materials industry is highly electro-intensive, exposed to a significant risk of direct and indirect carbon leakage. Within the EU ETS, sufficient free allocation according to needs must be provided to the industry.
SMEunited's position paper on the future EU climate policy	SMEunited	Business association	SMEunited welcomes the EU's efforts to reach climate neutrality by 2050. SMEs should be provided with the right information and support measures. Legislative measures should be tested regarding their impacts on SMEs. It is important that one increase of the climate target is fixed, avoiding continuous increases in a short time, which create uncertainty and delay investments. Once European rules are approved, national diverging proposals and gold plating should be avoided not to fragment the Internal Market. Climate change mitigation will only succeed, if all major economic areas team up. The EU should put efforts to obtain a global carbon price for the sectors with the highest emissions.	Due to the Covid 19 pandemic, the European Green Deal, including the European Climate Law, should additionally focus on providing the best possible support to companies to achieve the necessary recovery. The EU should maintain the mechanisms to prevent carbon leakage, like allocating free allowances to the sectors that are prone to it. A carbon border adjustment mechanism should be compatible with the WTO's rules and designed to avoid unfavourable effects on multilateral trade. Proportionality should be applied and, where necessary, measures must be adjusted to mitigate unfavourable effects on SMEs. These mitigating efforts may contain, for instance, exemption clauses for SMEs.
Begleitschreiben: Öffentliche Konsultation zu den Klimazielen der EU bis 2030	Verband der Chemischen Industrie	Business association	In this position paper, the German Chemical Industry Association (VCI) first indicates that without an updated and comprehensive impact assessment, it cannot provide an informed opinion about appropriate EU climate targets. Such an assessment should include the challenges the chemical industry will face and the needed measures to ensure its competitiveness. According to the VCI, current instruments are not enough to meet higher climate targets. The VCI advocates, therefore, appropriate framework conditions that enable the use of renewable energies and hydrogen, improve carbon leakage protection, and competitive electricity prices. Moreover, the position paper exposes the potential negative effects on the chemical industry of an EU-ETS	Current instruments are not enough to meet higher climate targets, and current instruments may have potential negative effects on the chemical industry.

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			expansion and of the implementation of carbon border adjustment instruments.	
Input to EU 2030 Climate Target Plan	Norsk Oil and gas association	Business association	In addition to cutting emissions from our own operations and associated offshore maritime activities, the Norwegian oil and gas industry is in the process of creating a new and energy industry providing solutions to help the decarbonization of Europe. This includes offshore wind power, clean hydrogen, and carbon capture and storage. A strong EU ETS system is a key to emission reductions. In the medium- and long-term, transforming natural gas into low-carbon hydrogen gas produced with CCS, will be a cost-efficient solution that will help fulfil an updated 2030-target.	So far, the markets for clean hydrogen, Carbon Capture, Utilization and Storage (CCUS) are too immature to reach an economy of scale. Necessary policy instruments need to be put in place to realize the ambitions and unlock the potential for large-scale deployment,
EU Climate Neutrality Law - Position of the Energy - Intensive Industries	Glass Alliance Europe and 11 other organisations representing energy intensive industries	Business association	The Climate Law offers an opportunity for a thorough reflection on the architecture of EU climate policy and societal changes related to the transformation. The Law should include an assessment of the framework conditions for energy intensive industry; explicitly mention the need to prevent carbon and investment leakage; monitor embedded emissions from imported products; foresee regular assessments of third countries' climate ambition; include references to levels of penetration and commercialisation of breakthrough technologies and their economic affordability; provide legal clarity on how negative emissions can be accounted for and clarify how imported resources will be accounted for.	Measures to reduce the risk of carbon leakage should be an inherent element of the impact assessments accompanying the decisions on climate targets rather than a separate initiative. The Industry Transformation Masterplan provides a solid basis for strategic priorities, policy recommendations as well as key performance indicators.
Avoiding Regulatory Inconsistences	UPEI - Europe's Independent Fuel Suppliers	Business association	THE UPEI believes that the Green Deal and various other legislative proposals for 2021 targeting 2030 targets provide a variety of opportunities to improve consistency and foster synergy of legislation. The main issues are found between the Fuel Quality Directive (FQD) and Renewable Energy Directive (REDII).	Issues remain for the incomplete support of carbon neutral solutions under the recently adopted CO2 Standards for Light-Duty Vehicles, and insufficient incentivisation of technology-neutral solutions under the Alternative Fuels Infrastructure Directive (AFID).

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GasNaturally response to European Commission's 2030 Climate Target Plan Consultation	GasNaturally	Business association	Natural, renewable and decarbonised gas play a vital role in achieving decarbonisation ambitions of the EU. In order to do so, the following measures need to be taken: 1) research, development and implementation of projects that have a GHG reduction potential should be expanded; 2) to deploy renewable and decarbonised gases on a large scale a fit for purpose regulatory framework is required; 3) use of natural gas to displace coal and provide flexibility to integrate renewables; 4) support for all clean hydrogen sources; 5) further tackling methane emissions; 6) decarbonisation of transport by using natural gas vehicles; and 7) decarbonisation of heat, replacing coal with gas.	With regards to 1), technologies mentioned include the production of synthetic gas and hydrogen through power-to-gas and gas reformation with Carbon Capture (Utilisation) and Storage (CC(U)S), or biomethane and bio LPG deployment. The regulatory framework under 2) includes an EU blueprint for Guarantees of Origin, a Well-to-Wheel dimension for renewable gas as a transport fuel, and market-based support mechanisms as well as availability of EU funding. Under 3) for increased use of gas in power and heating, a recommendation is to use high-efficient gas combined heat and power (CHP). Under 4) the pathways for clean hydrogen should be supported, including hydrogen produced from renewables, methane pyrolysis and natural gas reforming with CC(U)S. Furthermore, other sources like biomethane from waste/biomass, synthetic methane or bioLPG can also be used. Next, in order to decarbonise transport (6) Compressed Natural Gas (CNG) and Liquified Natural Gas (LNG) are concrete solutions for both private vehicles and freight transport by road.
European Commission's public consultation on EU climate ambition for 2030 and for the design of certain climate and energy policies of the European Green Deal	ETNO	Business association	The European Telecoms Industry's position paper on the EU Green Deal and 2030 targets	
POSITION BULGARIAN FEDERATION OF INDUSTRIAL ENERGY CONSUMERS (BFIEK) on increasing the EU's greenhouse gas emission reduction targets by 2030	BULGARIAN FEDERATION OF INDUSTRIAL ENERGY CONSUMERS (BFIEK)	Business association	The paper presents the opinion of the Bulgarian Federation of Industrial Energy Consumers about increasing EU GHG emission reduction targets. It explains the need to adopt a country-level approach (rather than a uniform EU approach) to the implementation of EU policies to achieve carbon neutrality and explains which policies should be implemented in Bulgaria (duplicate with paper PP560)	The paper argues that new GHG emission reduction target should account for differences across MS and individual industries because of a risk for their competitiveness (within the internal market and from third countries). The paper also states that energy security is an important aspect to take into account. The paper mentions increased prices for consumers and decreased competitiveness of the country's energy industry as risks to address with side measures if the 2030 target is raised.
THE FUTURE OF STEEL SCRAP	Bundesvereinigung Deutscher Stahlrecycling- und Entsorgungsunternehmen e.V (BDSV)	Business association	This paper provided by the Federal Association of German Steel Recycling and Disposal Companies (BDSV), highlights the future of steel scrap, particularly for the German market. It provides a technical, economic, ecological and social characteristics of steel recycling. The paper highlights the global crude steel production and scrap use, the key technologies for steel production and recycling/reuse, a comparison of	Steel production and related emissions. These could be reduced via recycling techniques.

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			steel and concrete lifecycle scenarios, innovation milestones for the steel sector, and the availability of steel scrap. The paper concludes that steel recycling is a "prime example of resource efficiency". They highlight that German Steel production (as it has higher recycled content than Chinese steel production), it can be viewed as more environmentally-friendly. They believe that producing crude stell from secondary raw materials and via the electric arc furnace production it could help steel recycling industries save 17m tonnes of CO2 emissions per year in Germany. This would be the case, while also saving resources, increasing energy efficiency, not depending on steel imports, and fewer negative outsourced impacts on mineral extraction countries. Nevertheless, the paper does not discuss the EU's 2030 climate targets.	
Public consultation for the EU climate ambition for 2030 and for the design of certain climate and energy policies of the European Green Deal	Eurelectric	Business association	Eurelectric, representing the electricity industry in over 30 European countries, provide a position paper on the EU's 2030 climate goals, alongside their late submission of the public consultation questionnaire. The position paper focused on 8 key areas that will be detailed below: 1 - A clear decarbonisation pathway 2 - Clean and smart electrification at the heart of the energy transition 3 - Making the EU ETS fit for purpose under the Green Deal 4 - Effort-sharing and carbon pricing in other sectors 5 - Just Transition 6 - COVID's impact 7 - Infrastructure and sector integration 8 - Address the increasing risk of carbon leakage	
Public consultation on the “	AFEP (FRENCH ASSOCIATION OF LARGE COMPANIES)	Business association	AFEP highlights the importance of the 2030 climate target plan to achieve the right balance between current and future GHG emission constraints, and increased support to further develop low carbon solutions inside the EU (from R&D to deployment). In a COVID-19 context,	Opportunities and challenges to prioritise: consider socio-economic implications post COVID-19, address risk of competitive distortions, address energy efficiency potential of the building sector, factor in GHG emission past performances of industry in view of possible new 2030 targets, recognise the importance

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2030 Climate Target Plan ” - EU climate ambition for 2030 and design of certain climate and energy policies			solutions should consider the need for social acceptance as well as economic and competitiveness constraints	of energy and industry sectors for the economy and employment, accelerate phasing-out of solid fossil fuels, integrate natural gas as a relevant transitioning energy carrier, promote alternatives to traditional carbon content energy sources in industry, consider a carbon tax for transport and buildings rather than including them in the ETS
CERMI CONTRIBUTION TO EUROPEAN COMMISSION 2030 CLIMATE TARGET PLAN.	Comité Español de Representantes de Personas con Discapacidad (CERMI)	Non-governmental organisation (NGO)	People will disabilities are disproportionately affected. 2030 climate goals should be universally accessible, maximise employment for people with disabilities, establish alliances with organisations representing people with disabilities and address the causes of uprooting.	People with disabilities suffer higher rates of unemployment and poverty, this should be addressed. Reduction in air pollution quality can have a greater effect on people with disabilities whose health is more vulnerable. Natural disasters destroy infrastructure leaving people with disabilities unable to move, which is especially significant during an emergency evacuation. To rectify this people with disabilities need to be involved in the planning of 2030 climate goals so inequalities do not increase further.
REDONNER L’AVANTAGE AU TRAIN	The Shift Project	Non-governmental organisation (NGO)	Train produces the least GHG emissions per unit of transport even if new technological developments are taken into account. In passenger transport, high speed electric train is the most efficient transport mode in medium distances of 500-700 km. The majority of medium distance passenger transport should be by rail. This would be possible by increasing the capacity of the existing network of high-speed trains as well as by tripling the length of high-speed rail network. The rail network should also be further electrified, and the energy efficiency of trains should be improved.	The European rail system is not fully compatible. The rail networks should be further developed to make it interoperable. If the rail system is to take over medium distance plane traffic, there should be also decisions not to support extension or construction of airports. Also, a kerosine tax can be introduced by Member States for national or inter-European flights.
Mobilité urbaine intelligente	The Shift Project	Non-governmental organisation (NGO)	Smart urban mobility is proposed for Europe to halve the use of private vehicles in and around cities. Urban transport makes up for 40% of emissions from transport road and emissions need to be cut in half by 2050, i.e., a decrease of 170 million tonnes of Co2eq. The proposal consists on a city transport revolution where alternative transport to private cars is encouraged, measures to reallocate and redistribute the use of the car are adopted as well as measures to prevent urban sprawl.	The below measures were identified to halve urban transport emissions by 2050: (1) Increase the offer of alternative transport to private cars by developing the High Level Bus network; and encouraging loop car sharing, car pooling for short journeys and home-work mobility, and a bicycle system (2) Measures to reallocate and redistribute the use of the car by reallocating the space allocate to private car and parking spaces

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				(3) Fight against urban sprawl and promote the densification of cities
Feedback	NVP	Non-governmental organisation (NGO)	Authors suggest climate goals have been misused to decimate agriculture. Given the relevance of agriculture in the green economy and in the pursue of a sustainable, healthy and living environment, farmers should be protected from anti-agricultural groups and they should receive rewards to help make our planet more sustainable	
Véhicules économes	The Shift Project	Non-governmental organisation (NGO)	This paper presents the political position of the Region Örebro County, in Sweden. The main argument of the paper is that the climate ambitions of the EU to 2030 are insufficient and should be expanded, so that the level of ambition of Sweden is mainstream across Europe. The papers argues for more ambitions in GHG emission reduction, renewable energy final consumption, energy efficiency, and proposes legislative solutions for the decarbonisation of: energy generation, industry transition, transport and mobility.	The main issue raised is that the climate ambitions at EU level are insufficient, and that the ambitious Swedish objectives should be mainstreamed across Europe. Some more specific issues are raised with regards to the energy transition in the transport and mobility sector, namely: the high purchase price of low and zero-emission vehicles, the unavailability of recharging and refuelling infrastructure, the lack of long-term legislation and policy development to get the heavy road transport transition in place, the high investments needed, and the need for companies to have grantees about the stability of the situation.
LA NOUVELLE REVOLUTION INDUSTRIELLE	The Shift Project	Non-governmental organisation (NGO)	The paper describes 16 learning iterations that contributed to the emergence of CitizenScienceLab. CitizenScienceLab is a collaborative citizen institute that aims to make citizens, organizations, and communities more aware of the challenges posed by climate change and thereby incentivizing them to take effective action.	Apart from implying that climate change results in complex challenges, no other issues are raised, but the 16 learning iterations are described in detail.
UN HABITAT SOBRE EN ENERGIE	The Shift Project	Non-governmental organisation (NGO)	The paper is the summary of a book which advocates for political and technological change alongside a sustainable behaviour transition in order to address climate-related challenges. It argues that some problems can be solved via technology (e.g. energy generation) and some problems can only be solved via behaviour change alongside existing technology (e.g. population growth and dietary choices). It especially stresses the need to promote individual behaviour change and re-invent societal discourses as a basis to then legitimise political action.	The main issue raised is the need for significant behaviour change and the inappropriate perspective which people adopt (freedom vs responsibility; right-based approach vs systemic view of societal wellbeing). The paper argues that such a shift would then help to legitimise political action in the realm of sustainability. The paper does not elaborate on how these thoughts relate to existing regulations or policies.

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UN PARC IMMOBILIER PUBLIC EXEMPLAIRE	The Shift Project	Non-governmental organisation (NGO)	This is just a graph with a projection of Co2 after a 3% in economic growing, nothing further to add	
Potential for Worldwide Displacement of Fossil-Fuel Electricity by Nuclear Energy in Three Decades Based on Extrapolation of Regional Deployment Data	PLOS	Non-governmental organisation (NGO)	The paper uses extrapolation of historical data of rapid nuclear energy installations in Sweden and France to test the feasibility of massive expansion of nuclear power to replace fossil fuels globally in power production. The conclusion is that the world could largely replace fossil fuels in 25 to 34 years using different assumptions about probable constraints and uncertainties. The paper argues that it should be technologically and industrially possible.	No renewables or efficiency approach has been implemented on a pace required to reduce emissions rapidly enough
UNEP gap report EU implication of 50 to 65 target range	WWF European Policy Office	Non-governmental organisation (NGO)	Greenhouse gas emissions trends	Global emissions need to fall by 7.5% per year between 2020 and 2030 to keep temperature rise below 1.5 C
A new European Industrial Strategy	WWF European Policy Office	Non-governmental organisation (NGO)	Discusses the EU industrial strategy sector specific plan and highlights that it is a chance to put climate action at the heart of industrial policy and tackle the emissions of the EU's most polluting industries	
A MORE EFFICIENT AND CLEANER EUROPEAN BUILDING STOCK FOR A GREEN RECOVERY	EdEn (Equilibre des Energies)	Non-governmental organisation (NGO)	EdEn proposes more strict tools to improve the energy efficiency of buildings using, among others, mandatory GHG emission criteria in the building sector, Members States to set progressive GHG emission reduction objectives for their new buildings by 2025, 2030 and 2035. Also funding sources should be provided for renovations.	The renovation wave strategy could contribute to the green recovery form the COVID-19 crisis, but only by using a very ambitious and proactive approach, it delivers the expected results of GHG emission reductions. Few Member States have submitted their national renovation strategies, and renovation rate has styed in about 1 %. There is a need to update the Energy Performance of the Buildings Directive.
Position_Paper_on_climate_change	Consumer Choice Center	Non-governmental organisation (NGO)	Innovation of Agriculture, Mobility, and Energy. More research into GMOs, nuclear energy and	Drought and heat tolerant crops can reduce deforestation for agricultural purposes. They could help decrease our dependence on natural resources and reduce pesticide use Reassess the existing EU regulations on GM foods. Ensure fair and equitable market conditions for GM and GM-free foods, currently approved GMO foods need to be labelled but GMO free do not which is discriminatory. Nuclear energy is low polluting and cheap energy. Remain technology neutral, do not burden consumers with new energy taxes. Do not impose more airline tax.

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Green Feeding – climate action from birth	International Baby Food Action Network (IBFAN)	Non-governmental organisation (NGO)	The paper discusses Green Feeding (i.e. optimal and sustainable breastfeeding complemented by practices for children aged 0-36 months) and advocates for this practice against a reliance on factory-produced baby milk. After defining the concept, the paper provides examples of specific actions to be taken at various levels (individual, community, regional, country) and discuss these actions in the context of the World Breastfeeding Trends Initiative. The listed advantages of breastfeeding for climate action are: decrease reliance on industrial dairy farming for milk production, milk formula and manufacturing, kess transoirt and packaging, and broadly speaking a smaller carbon and water footprint.	At national and EU levels, lobbies are seeking to prevent some more restrictive regulatory frameworks from being put into place.
Beitrag der Jusos Brüssel zur EU-Konsultation	Jusos Brüssel	Non-governmental organisation (NGO)	In the 2030 target impact assessment, the consequences should also be assessed for the 60% and 65% goals. Equity and social and economic justice should be considered in climate action. How can e.g. more efficient building heating and cooling benefit lower income homes, how can public transport be expanded fairly, how will low-emission individual mobility become the norm for everyone and for people with lower incomes?	We are in the midst of a health crisis that threatens to lead to an economic crisis. We have to beware of rebound effects from economic stimulus programs that give fossil industries an artificial life extension. Instead, we need massive investments in low-emission, circular economy, including business models. There will be learning effects from the corona crisis (this could include fewer and lower-emission professional trips, or normalization of home office). However, these will not continue automatically afterwards. We therefore propose that the Commission plans surveys of good practices and uses them to develop recommendations for the Union, including the public sector, and political incentives.
2030 Climate Target Plan - public consultation responses	Our Fish campaign of Funding Fish	Non-governmental organisation (NGO)	The paper discusses overfishing and the impact it has for marine environment, oceans' capacity to cope with climate change, and communities dependent on fisheries. In relation to CO2, the paper stresses that health fish stocks and marine ecosystems represent a significant carbon sink capacity and thus help mitigate global warming.	
EU climate ambition for 2030 and for the design of certain climate and energy policies of the European Green Deal	CDP Europe	Non-governmental organisation (NGO)	This paper is an academic publication which summarises empirical results published in previous articles on the associations between the built environment and travel, specifically with regards to reducing automobile use. The meta-analysis find that vehicle miles travelled is most strongly related with measures of accessibility of destination, followed by street design variables. Walking is most strongly related to land use diversity, interaction density, and destinations within walking distance. Bus and train is equally	The generalisability of the findings is the main issue raised with regards to the solution proposed.

Title	Author	Stakeholder group	Summary	Key issues raised
			related to proximity of transit and street network variables. The paper ends by drawing practical implications but warns against generalising these findings.	
Summary of the Volt Energy and Climate Change Policy	Volt Europa	Non-governmental organisation (NGO)	VOLT is a pan-European progressive political movement, focused on changing the way politics is done and shaping the future of Europe. The paper states that they have an Energy Transition and Climate Policy that sets out in detail the beginning of a transformation of our economy and society, which not only protects the environment but also creates jobs, protects health and livelihoods, and creates an inclusive and liveable society.	The cornerstone of Volt's climate policy is a comprehensive, ambitious, predictable and credible carbon pricing scheme covering 100% of emissions with an expanded EU ETS, complemented by carbon border adjustments on imports and exports. The social hardship that a high carbon price can cause will be mitigated by transparent social redistribution of revenues. Investments in green R&D and infrastructure will speed up the economic transition. Volt believes in innovation and technology and encourage research into safer, cleaner forms of energy generation, including new forms of nuclear-power generation. Volt policy aims to make the building sector life-cycle carbon-neutral by setting (near) net-zero emissions building standards for buildings' energy efficiency.
Comments from the Partnership for Policy Integrity On the Commission Adoption of the EU Climate Law	Partnership for Policy Integrity	Non-governmental organisation (NGO)	The paper expresses the support of the Partnership for Policy Integrity for the EU Climate Law and elaborates on some of its desired features that would avoid risks and perverse consequences.	The paper notes one main issue with current EU policy: the dependence on burning forest biomass as a source of renewable energy (and specifically its eligibility to EU subsidies under the RED).
Making the European Green Deal work for International Partnerships	CARE International	Non-governmental organisation (NGO)	CARE set out guiding principles (policy coherence, mainstreaming climate and environment, gender equality, human rights-based approach, inclusiveness and participation), and also established the following policy recommendations: 1) While delivering the Paris Climate Agreement and the Convention on Biodiversity, the needs of marginalised groups need to be ensured, 2) while delivering Renewed Partnership and the Comprehensive Strategy with Africa, an inclusive, human/rights-based approach is achieved; 3) while programming the Neighbourhood, Development & International Cooperation Instrument, dramatically scaled-up sources of public climate and environmental finance should be ensured.	The authors argue that the EU should champion an institutional approach which ensures new and additional finance is available under the UNFCCC and the Warsaw International Mechanism. The EU should also support holistic climate and environment solutions that prioritise the needs of the most vulnerable among with the indigenous communities. Regarding the funding of the transition, the paper argues that a 50% climate and environment spending target in the future NDICI would promote actions with co-benefits across multiple sectors. Policies should also exist to prevent harmful spending. Furthermore, prioritising support to enhancement and implementation of NDCs in geographic programmes is also important.

Title	Author	Stakeholder group	Summary	Key issues raised
BURNOUT: E.U. CLEAN ENERGY SUBSIDIES LEAD TO FOREST DESTRUCTION	Natural Resources Defense Council (NRDC)	Non-governmental organisation (NGO)	The NRDC, an environmental NGO, provided data on EU "clean energy subsidies" particularly for biomass and how they actually lead to deforestation and forest degradation. The position paper was supported by research from Trinomics on "Financial support for electricity generation and CHP from solid biomass". They highlight how burning trees for electricity is not renewable and not a viable climate solution. Critically, no E.U. member state has formally ruled out burning forest biomass for electricity in the future. Their position paper highlights that Germany, the UK and Italy provide the highest bioenergy subsidies, and Finland, Austria, and Belgium provide the highest relative share of bioenergy subsidies when compared to total renewable energy subsidies. They then provide policy recommendations per EU Member States: ■ Immediately end allocations of any future subsidies for burning forest biomass in power plants that do not use cogeneration technology to produce heat alongside electricity. This includes: ■ ending subsidies for coal-to-biomass conversions; ■ ending subsidies for biomass co-firing with coal; and ■ ending subsidies for new, dedicated biomass-burning power plants. ■ Wherever possible, immediately phase out existing subsidies for biomass electricity and redirect savings to genuinely zero-emitting and renewable alternatives, such as solar, wind, and tidal energy. ■ For all other bioenergy uses, including for CHP, ban the use of the most carbon-intensive and least sustainable biomass sources, such as whole trees and other large-diameter roundwood, limiting biomass fuel to true wastes and industrial residues. Here, recent reforms enacted in Slovakia can serve as an E.U.-wide model. ■ In their NECPs, limit plans for biomass to what is realistic under the above limitations. In most cases, this means a drastic reduction in reliance on	They note that burning trees for electricity is not renewable and not a viable climate solution.

Title	Author	Stakeholder group	Summary	Key issues raised
			bioenergy from current draft plans. ■ Create a supportive policy environment that drives rapid investment in genuinely clean and renewable energy sources, such as solar and wind, energy efficiency, smart resources such as battery storage and demand-side response innovations, and forest conservation.	
ECCE's views and proposal on the EU climate ambition for 2030 and for the design of certain climate and energy policies of the European Green Deal	European Council of Civil Engineers	Non-governmental organisation (NGO)	The existing building stock is old: over 40% of the stock in EU is over 50 years old and 75% is energy inefficient. Large renovation needs exist to maintain the safety and to increase the energy efficiency of existing buildings.	
Environmental Investigation Agency's contribution to the Public consultation on the Roadmap "2030 Climate Target Plan"	Environmental Investigation Agency	Non-governmental organisation (NGO)	An ambitious 2030 climate target of 70% and climate neutrality by 2040 reflect the need for urgent action to avoid climate tipping points and also communicate the scale of climate emergency we are facing with the wider public. To enable near-term emission reductions requires further action on Short Lived Climate Pollutants (SCLPs) such as hydrofluorocarbons (HFCs), methane and black carbon. Consideration of the economic impacts of an ambitious climate target must consider also the huge costs associated with acting too slowly to avoid the threats posed by climate change. Avoiding deforestation is also a key fast action climate mitigation strategy.	Rapid action to address methane emissions should be headlined by a phase-out of fossil gas by 2035 combined with policies to require leakage detection and repair; eliminate venting and flaring of fossil gas and accompanying measures to reduce unintended contributions to methane emissions from coal and oil as well as natural gas liquids (NGL) used to produce plastics.
Suggestions for The Public Consultation	Oxfam Belgium	Non-governmental organisation (NGO)	Oxfam demonstrates the extent of global carbon inequality by estimating and comparing the lifestyle consumption emissions of rich and poor citizens in different countries. Conclusions that the poorest half of the global population are responsible for ~10% of total global emissions, richer populations contribute around 50%, yet poor populations live in the countries most vulnerable to climate change.	Poorest people are the least responsible for and the most vulnerable to climate change, wherever they live.
Views on the EU Climate Target 2030	Surfrider Foundation Europe is a non-profit organization whose purpose is to protect the ocean, the coastline, all aquatic environments and their users.	Non-governmental organisation (NGO)	The position paper at hand supports the EU's ambition to revise the 2030 targets and advocated for an even more ambitious goal of 65% emission reduction by 2030. In order to do so it advocates for an ambitious emission reduction by addressing sectors such as offshore gas and oil, shipping or waste production rather than focusing too much on measures such as carbon capture. Furthermore, the paper highlights the fact that while adaptation strategies are important,	The paper addresses a number of topics and their role in meeting the 2030 climate target. First of all, it highlights the importance of oceans in absorbing in CO2, which however has decreased. As such, ocean protection is therefore not important only for ocean's health but also due to its role as a climate regulator. Next, offshore oil and gas exploitation should be prohibited. It is in contradiction with the main Green Deal goals and therefore the EU and MS' should adopt a common strategy to phase out the installations by 2035. Next, as waste also contributes to climate

Title	Author	Stakeholder group	Summary	Key issues raised
			mitigation is key when limiting the consequences of climate change.	change, the EU should introduce a waste prevention target and that waste incineration should not be considered as means for creating fuel. Lastly, the paper proposes that given the impact of shipping on climate change, the sector should be fully decarbonised by 2050. This should be done by extending ETS to this sector, deployment of global LCA for shipping industry and using wind as an alternative/assisstance, togerther with other technologies (e.g. clean hydrogen, biomethane or electricity). Also, the paper recommends the introduction of Green Marine Label, which would encourage shipowners to reduce their carbon footprint.
New Report Shows Wood Pellets from Drax's U.S. Mills Increase Carbon Emissions During the Timeframe Necessary to Address Climate Change	Natural Resources Defense Council (NRDC)	Non-governmental organisation (NGO)	The largest power provider in the UK has increased its reliance on burning wooden pallets to produce electricity in the UK, which increases carbon pollution for more than 40 years. Furthermore, large share of these pallets are likely to have been built from whole trees and wood rather than biomass. Given the negative impacts of this, the paper recommends change. Rather than continuing to subsidize burning wood pellets for electricity, countries must focus on transitioning to genuine, zero-emission renewable energy sources, such as wind and solar, and protecting and expanding forests. The UK government should immediately end subsidies for biomass used in large-scale electricity-only generation and redirect that support to genuine clean energy production like solar and wind.	
Views from EIT Climate-KIC on the EU 2030 Climate Target Plan	Climate-KIC	Non-governmental organisation (NGO)	The main message is that EU's emission reduction target should be consistent with the 1,5 degree aim, under which the date that should be targeted is much sooner than 2050. To follow its climate targets the EU should deploy sufficient investments to deliver the goals set in the Green Deal as EU's funding will be key in supporting climate transition. The transition should also be inclusive, fair and just. Furthermore, the EU must also move towards sustainable and decarbonised food system, focusing on plant based and alternative sources of protein. Lastly, education and skills will play an important role here as new skills and mindsets will be required.	

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ECCE's views and proposal on the EU climate ambition for 2030 and for the design of certain climate and energy policies of the European Green Deal	European Council of Civil Engineers (ECCE)	Non-governmental organisation (NGO)	ECCE supports EU climate ambition for 2030. States European Engineers are capable to provide smart holistic solutions for building, transport, infrastructure and energy production and distributions networks and smart grids. Position paper also highlights a more holistic approach may be needed for building sector especially for older existing building stock. It is essential to meet both safety and energy efficiency requirements for the existing building stock and for the building stock to come in order to meet the 2030 climate ambition targets.	Around 75% of the existing building stock is energy inefficient and was constructed before legislation on building performance was in place. 80% of today's buildings will still be in use in 2050. Majority of the existing building stock in most European countries built in the 80s, 70s or earlier. For It is easily understood that for this "aging" group of existing buildings, key challenges lay ahead, regarding their structural safety, sustainability and energy performance.
Comments to Public Consultationsfor the EU Climate ambition for 2030and for the design of certain climate and energy policiesof the European Green Deal	ERCST (European Roundtable on Climate Change and Sustainable Transport)	Non-governmental organisation (NGO)	There is no clear position presented on whether the paper agrees or disagrees with increasing the 2030 targets. Instead, it points out that any adjustments must be accompanied with a thorough impact assessment. Furthermore, the overall climate ambition of the EU should be based on 2 key elements: cost-efficiency and fairness of the transition. The paper lists certain pre- and enabling conditions that it supports, namely: 1) continues decarbonisation of the energy sector, 2) using carbon pricing revenues to ensure a just transition, 3) ensuring adequate protection against carbon leakage. The paper also provides some feedback on the OPC, regarding its timing and the types of questions asked.	With regards to 3) ensuring adequate protection against carbon leakage, it is proposed to put forward an effective carbon border adjustment mechanisms as one of the key components of ensuring this protection.
Standards in support of the European Green Deal Commitments	CEN / CENELEC	Non-governmental organisation (NGO)	CEN and CENELEC emphasize the importance of standards in European policy-making, by arguing that they can help to make different parts of an infrastructure work together or to systemize processes, they can lift barriers to the uptake of environmentally-friendly technologies and materials, and they enable the development of sustainable finance. Besides, CEN and CENELEC also provided some examples of established standards and preliminary specifications in the Annex that can support the European Green Deal.	CEN and CENELEC made the following recommendations: 1) make use of European and international standards to support the European Green Deal actions and initiatives; 2) establish clear overarching principles to guide policy making, that prioritize reduced emissions and reuse of materials; 3) identify early on the type of standards needed to support the European Green Deal actions; 4) request the development of new standards, or the revision of existing ones; and 5) integrate standardization in European framework programs (e.g. Horizon 2020 or Horizon Europe) aiming to implement the European Green Deal. Furthermore, examples of standardization are mentioned under Annex I in the fields of wind energy, thermal energy, liquid and gaseous fuels, hydrogen, sustainable finance, water footprints, energy related products, sustainable mobility, and biodiversity.

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FEAD feedback to the 2030 Climate Target - Questionnaire, Part II	Fédération Européenne des Activités de la Dépollution et de l'Environnement	Non-governmental organisation (NGO)	The European Federation for Waste Management and Environmental Services (FEAD) represents 60% of European Municipal waste and 75% of industrial and commercial waste. Their focus is on the circular economy for reducing GHG emissions, minimising resource consumption, and as such focusing on the waste sector. Three aspects were addressed in this regard: EU market signals for recyclables, strengthening recycling and waste prevention, and incentivising cuts in CO2 emissions from waste management chains.	Three aspects were addressed in this regard: EU market signals for recyclables, strengthening recycling and waste prevention, and incentivising cuts in CO2 emissions from waste management chains.
CAN-EEB-PAC_Scenario Technical Summary	CAN EUROPE AND EEB	Non-governmental organisation (NGO)	The EEB and CAN have provided a Paris Agreement Compatible (PAC) energy scenario. This PAC scenario highlights a possible pathway for the EU's energy system that is compatible with the Paris Agreement. Their recommendations resulting from this scenario is that: - The current EU target of reducing greenhouse gas emissions by at least 40% compared to 1990 can be updated to 65% emission reductions. - The current EU energy efficiency target of 32.5% also can be outperformed. The PAC scenario leads to at least 45% energy savings as compared to PRIMES 2007 projections for both primary and final energy. - The current EU renewable energy target of 32% share of renewable energy sources in gross final energy consumption can be increased to at least a 50% renewable energy share. This scenario was based on the following elements: 1. A mobilisation of energy savings potentials through accelerating deep renovation of buildings and a modernisation of industrial production processes. The increase of energy efficiency in transport is also a main contribution. This leads to halving the EU's energy demand between 2015 and 2050. 2. A swift ramping up of domestic renewable energy use, in particular of solar PV and wind energy for electricity production. Renewable	

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			electricity generation triples during the decade from 2020 to 2030. This leads to renewables covering 50% of gross final energy consumption in 2030 and 100% in 2040. 3. An electrification of industrial processes, heating and transport, based on renewable electricity. Heat pumps and electric vehicles are key technologies that will progressively dominate buildings and roads in the 2030s. 4. A quick phase-out of fossil fuels, starting with coal mostly disappearing from the mix by 2030, fossil gas by 2035 and fossil oil products by 2040. Most nuclear power plants also will be closed by 2040. 5. A limited role for non-fossil gases and fuels which are based exclusively on renewable hydrogen. These synthetic gases and fuels produced through electrolysis are essential for decarbonising industry and aviation, besides a smaller and declining contribution of sustainably sourced biogas and biomethane.	
GEN Group's arguments for the integration of nuclear energy in the "Climate Target Plan 2030"	GEN Group	Company/business organisation	The new proposed goal of 50-55% CO2 reduction is accepted by stakeholder if nuclear and other low carbon production methods are supported, if nuclear energy is not supported the increase to 50-55% objective is deemed too demanding. Important that the EU continues to support nuclear energy. IPCC and IEA have highlighted importance of nuclear energy in future energy supply terms.	To ensure that the 50-55% 2030 target is met, the EU needs to support nuclear energy electricity production. Loss of the nuclear energy low carbon source production will result in an increase in CO2 emissions. Nuclear energy is a stable source of energy i.e. not dependent on weather, season, land availability.
Trans Adriatic Pipeline (TAP) response to the European Commission's public consultation on the EU 2030 climate ambition & design of European Green Deal climate and energy policies	TAP AG	Company/business organisation	This piece is about Trans Adriatic Pipeline (TAP) making a case for natural gas to be the main forces for delivering a low carbon economy.	
REINFORCED AND EXTENDED EMISSIONS TRADING SYSTEM SHOULD TAKE THE MAIN RESPONSIBILITY FOR THE EU 2030 CLIMATE AMBITION INCREASE	Fortum Corporation	Company/business organisation	The paper advocates for a strengthening and extension of the ETS system as the main mechanism to reach EU 2030 climate ambitions. It explains how the system should be modified and how sectors not included in the ETS could be regulated by a mix of policy measures, In addition, it argues for the need to include carbon removal and negative emissions into EU climate legislation and for the EU to use its climate diplomacy to	Two key issues are raised in the paper: (1) EU legislation poorly recognises the potential of technological solutions for carbon removal and negative emissions, nor provides economic incentives for their deployment; (2) short- and medium-term excess supply of allowances in the ETS, in adapted LRF and the need to adapt the ETS system to new climate ambitions more generally speaking;

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			promote carbon pricing globally (linkages of pricing mechanisms as a first step)	
EU Position Paper Wiener Stadtwerke and Sector Integration	Wiener Stadtwerke GmbH	Company/business organisation	The paper details options for specific measures that could be taken at the EU level to promote sector integration technologies and to create a European framework for renewable gases, with the ultimate goal of obtaining a systematic approach and a cross-sectoral strategy in the energy sector.	The paper divides regulatory challenges into two classes: there is too little support for cross-sectoral activities (regulatory disadvantage for sector integration systems, uncoordinated infrastructure planning and financing between various sectors, lack of incentives for regional cross-sectoral approach, lack of financing for district heating networks), and the role of renewable gas is being neglected (lack of EU regulatory framework for renewable gas lack of clarity on producers feeding the network, lack of recognition of transitional investments in the gas sector, lack of importance of the role of renewable gas in terms of supply security). An issue specific to some form of sector integration is the double taxation of energy in storage facilities.
Folgenabschätzung der Europäischen Kommission zum 2030 Climate Target Plan	VIK Verband der Industriellen Energie- und Kraftwirtschaft eV	Company/business organisation	The VIK is believes that an increase in the EU climate protection target for 2030 must be preceded by a comprehensive impact assessment, in which industry as a player and affected person is closely involved. According to the authors, the transition to a low-carbon economy requires conditions to be met so that the technologies needed to reduce greenhouse gas emissions in the industrial sector can be developed and become competitive at all.	The basic requirements for successfully mastering the transformation are: 1) A significantly higher level of carbon leakage protection, 2) Secure access to affordable and sustainable energy, 3) A substantial increase in financial support for R&D, 4) A step-by-step development of markets for low-carbon and CO2-neutral products. Furthermore, it is important to include a fairer distribution of the burdens between the EU member states.
Feedback on the public consultation for the EU climate ambition for 2030 and for the design of certain climate and energy policies of the European Green Deal	Public Power Corporation S.A.	Company/business organisation	Public Power Corporation is the largest electricity supplier in Greece and fully supports the Commission's proposal for the European Union (EU) to become climate neutral by 2050. The "Green Deal" initiate is deemed quite beneficial and more focus should be given in realistic goals, availability of adequate investment funds, analysis of social/economic impacts, use of natural gas as primary fuel, and cross-sector decarbonization.	The overall 2030 climate ambition should be adjusted to the extent necessary to reach the 2050 targets, providing a realistic and smooth pathway to carbon neutrality, and the availability of adequate investment funds is crucial for its successful implementation. Furthermore, the social and economic impact of the updated 2030 climate targets should be a major parameter to be considered as it is a responsibility to be shared by all sectors of the economy. Finally, natural gas is going to play an important role, being a lot more climate friendly than alternative fossil fuels, provides a realistic approach to accelerating the decarbonization in the upcoming decade - not only in the power sector but also in many other heavily emitting sectors such as heating, transport etc.

Title	Author	Stakeholder group	Summary	Key issues raised
Position of SN Nuclearelectrica SA with regards to the 2030 Climate Target Plan initiative	SN Nuclearelectrica SA	Company/business organisation	SN Nuclearelectrica SA, the sole nuclear energy producer of Romania, welcomes the initiative of the Commission to increase the GHG reduction targets to 50% or 55% by 2030. However, SNN is concerned about the significant emphasis placed on renewable energy as pillar of the commitment in reaching CO2 emissions targets and the lack of mention to other carbon neutral energy sources such as nuclear power which serves the same purpose of ensuring energy transition to a low carbon emission economy.	Accelerating the 2030 GHG reduction targets will put a major strain on economic and social conditions. SNN believes that the legislation proposals which will emerge from the 2030 Climate Target Plan should put an emphasis on the significant role of nuclear power in contributing to meeting the accelerated 2030 GHG targets which would be very difficult achieve otherwise. Also, consistent policies and availability of investments for nuclear power are deemed essential.
Additional Information	Slovenské elektrárne, a. s.	Company/business organisation	Slovenské elektrárne in principle supports the idea of carbon neutrality of the European Union by 2050, but the initiative should take the different starting points and structure of Member States economies into account. Nuclear power must be enabled to meet the climate targets for a true carbon neutral economy.	The EU decarbonisation effort should subscribe to the idea of technological neutrality and just transition. Nuclear energy might be combined with hydropower plants and renewable sources, thus providing a perfect energy mix without any significant carbon footprint. The transition towards carbon neutrality should also be just by providing sufficient funds for promoting and subsidising such transition. Therefore, any future allocation from existing funds and schemes must be dedicated to support the energy transition by financing further deployment of carbon neutral power supply sources, including those deployed by large power generation utilities.
Position Paper Green Deal	CSC - IT Center for Science Ltd.	Company/business organisation	According to CSC, data is one of the key elements in sustainable economic growth, and therefore crucial also for the objectives of the European Green Deal. Therefore, digitalisation must be supported through suitable policies, funds, and levels of expertise.	A strong connection between the EU's digital priorities and the Green Deal must be developed further. Digitalisation, datafication and AI as phenomena are some of the key contributors to the objectives of the Green Deal. To achieve those targets sufficient funding for digitalisation and innovation must be secured in the EU budget. Data policies such as FAIR principles and interoperability, must be promoted. The EU needs urgent investments in broad skills and competence development across all sectors and levels. In decisions regarding placement of data centres, smart specialisation strategies and incentives for environmental sustainability must be applied, to ensure cost-efficiency at European level.
Lantmännen response to 2030 climate target public consultation, June 2020	Lantmännen	Company/business organisation	Lantmännen is an agricultural cooperative and Northern Europe's leader in agriculture, machinery, bioenergy and food products. The opportunity to reassess the EU's current 2030 climate targets is supported by Lantmännen, and believe that biofuels in transport and farming/food sectors will play a critical role towards that end.	The transport sector needs long-term sustainable policies, which renders the revision the Renewable Energy Directive to support the use of sustainable biofuels an important step. Safeguarding state aid support for sustainable biofuels and revision of the energy taxation legislation to benefit renewable fuels is quite important. There is also a need to create a stable policy framework that recognizes potential of new plant breeding techniques. Finally, more

Title	Author	Stakeholder group	Summary	Key issues raised
				research and financing is required for promising technologies like CCU.
LIGHTHOUSE SOLAR COLLECTOR	LIGHTHEAT P.C.	Company/business organisation	Heating in residential and commercial buildings is a basic need that contributes to major costs that cannot be avoided in most cases. The vast majority of heating is produced through combustion of fossil fuels with significant negative environmental impact inside the cities. Lightheat supplies solar collectors and smart thermostats and believes these technologies can support the reduction of fossil fuel consumption and increase the energy efficiency of buildings.	Lighthouse solar collector (LSC) uses technology of the actual Lighthouses, with solar tracking to point and focus the sunlight on a high-efficiency energy absorber, in order to achieve the collection of solar energy in the form of high temperature thermal energy that buildings and factories at local level need. Caloric Smart thermostat (CST) gives to the house/apartment owners and renters the most efficient technique to control and to upgrade their heating system and increase the Energy Efficiency of the building. To date, all the development has been based on team's financial, technical and scientific resources and both technologies would demand a much bigger investment for further production and distribution. Overall, similar innovative technologies that can help the transition to more sustainable cities should be supported with more funds by the EU.
Eneco	Eneco Group	Company/business organisation	In this position paper, an association of logistic companies in Germany recognises the importance of reducing emissions in the transport sector but demands a carbon pricing mechanism that does not affect competition. They argue that neither a CO2 tax and nor a national emissions trading scheme is effective solutions and that these measures could potentially distort competition and affect the German logistics industry. In contrast, they advocate the expansion of the EU-ETS, and in the short-term, the establishment of a CO2-based toll that creates a steering effect and incentives the use of alternative technologies.	A more effective EU ETS and a higher CO2-price will provide incentives for the most cost-effective investments the need for the introduction of national CO2-pricing measures by member states that distort competition. An accelerated electrification of industry will decarbonise industry in a cost-effective manner, increase the competitive position of industries through diversification of energy supply, and lead to sector coupling of the energy and industrial sectors enhancing the efficiency and flexibility of the energy system. A more ambitious and enforceable renewable energy target will improve the EU's energy security and trade balance by reducing the import of fossil fuels and will deliver more co-benefits such as additional employment, reduced air pollution and health benefits.
Towards a greener and more sustainable society: Orange's views on the Green Deal	ORANGE	Company/business organisation	The position paper fully supports the EU ambition of climate neutrality by 2050. Its main message refers to the importance of setting the right priorities within the EU to achieve both the 2030 milestone and 2050 climate neutrality target and keeping an open mind towards all technologies. To meet our climate targets do so we need to ensure the electricity and gas infrastructure are resilient and sustainable and can co-exist well. In the	EU should increase and promote a circular economy, notably regarding mobile devices and network equipment, while taking into account market best practices. The Circular Economy Action Plan proposed by the EC announces many crosscutting initiatives to decouple economic growth from resource use. Digital sobriety must be promoted and energy efficiency usages to EU society as telecom networks and digitalisation of the EU society are key enablers for

Title	Author	Stakeholder group	Summary	Key issues raised
			future we should also focus on utilising hydrogen. Furthermore, Europe needs to invest massively into renewable energy, set higher binding standards and utilise to its full potential the possibility to import renewables from more competitive regions.	the green transition. Also it should adopt and promote a global strategy for the Green transition, to accompany the EU transition and help maintain its competitiveness worldwide, while strengthening cooperation with other continents, especially with Africa.
Attachment to the Climate law Public consultation	ewia	Company/business organisation	This paper provides a discussion by IPCC author Prof. William Moomaw, on the belief that burning biomass is carbon neutral. The author notes that this is based on misconceptions and incomplete analyses. They focus on forest derived biomass burned for electricity production. The main flaw being the inefficiency of woody biomass for heat/electricity production. Furthermore, the quick time to burn a tree takes years to replace via reforestation, even in "sustainably" managed forests where the carbon content of a forest is consistent the total carbon in the atmosphere will regardless increase atmospheric carbon dioxide. Finally no policy ensures that trees are replanted after using woody biomass. Many other arguments were further provided. The EU, for example, counts biomass for electricity as carbon neutral. An irony of this is that in the EU and US biomass is carbon neutral, developing countries that also depend on biomass mostly do not regard it as carbon neutral. Furthermore as IPCC accounting rules ensure that carbon dioxide from biomass combustion must be accounted somewhere on the supply chain, this often means that it is accounted in deforestation and land-use change, rather than at the point of combustion. More directly, this means that although the EU is the consumer of the combustion, it is the developing forestry countries that take the burden of the globally accounted carbon emissions. The paper advocates that any carbon accounting system that is used to implement policies that are directed towards reducing concentrations of heat trapping gases in the atmosphere must conform to the accounting system that is actually used by the atmosphere.	There is a major opportunity for further improvement by linking more heat or process steam customers to WtE plants. The Heat Road Map Europe 2050 suggests that the potential is 200 TWh per year by 2050 for heat alone. While the Efficiency Criterion (the R1 formula) introduced in the 2008 EU Waste Framework Directive has incentivised WtE investments in efficiency, further policy changes are needed to improve infrastructure for district heating and cooling as well as to promote the efficient integration of WtE plants into local heat and power grids.

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Waste-to-Energy (WtE) 's role in waste management and climate goals	ewia	Company/business organisation	The main message of this paper is that the EU should lead by example (rather than to wait for others to joint) and it could become more ambitious; not just in achieving direct emissions reductions, but in its climate protection policy overall. In order to do so, the EU should become a world leader in new technologies, rather than subsidising 'old' industries. Furthermore, we should (for the near future at least) not focus explicitly on economic growth. Instead, we focus on basic requirements for secure and happy life, which will ensure that in the future the world will remain comparable to know what we know today.	The ratio between biogenic and fossil depends on the composition of the waste input, but operators do not have a choice on the characteristics of the input and therefore have no leeway to reduce the carbon footprint of the WtE plant. EU-ETS would not provide actual decrease in GHG emissions from WtE plants, because it applies too far from the source of plastic waste. No EU targets are set at all on commercial and industrial waste the volume of which is much higher than municipal waste. Significant carbon emissions savings can be achieved from landfill diversion considering that Landfills are still responsible for most of the carbon emissions in waste management.
LOW CARBON LIQUID FUELS have AN IMPORTANT ROLE TO PLAY IN THE ENERGY TRANSITION TOWARDS A SUSTAINABLE HEATING FUTURE	Eurofuel	Company/business organisation	The paper fully supports the EU's ambition for climate neutrality by 2050, however it remains a little cautious with regards to increasing the 2030 targets. Before any changes are made, the increase should be first thoroughly assessed and the changes will need to be accompanied with thorough legislative measures and financial support. The EU industry is already faced with challenges in reaching the 2030, which may become even more complex if the target is increased. To mitigate these challenges a number of principles (e.g. inclusion of life cycle assessment, technology neutrality, tackling emissions from existing and future fleets, etc.) should be considered when reviewing relevant legislation, namely the REDII, ETD, AFID, FQD and Regulations on CO2 emissions for light and heavy duty vehicles.	EUROFUEL suggests before proposing rash technology bans, the role of liquid fuels for heating should be acknowledged, as they provide numerous benefits to consumers and to the wider energy system. Innovation is a key factor to achieve decarbonisation in the heating sector and any bans in oil heating systems are counter-productive because they would stop progress, thus discouraging any investment in sustainable technology with liquid fuels. Envisaged bans would not certainly result in a higher share of renewable systems in heating, and the free movement of goods in the European Single Market should be persevered also for oil boilers and tanks.
HEATING WITH LIQUID FUELS	Eurofuel	Company/business organisation	WSC made the following recommendations: 1) make clear distinctions about what fuels and technical pathways are necessary to achieve zero or near-zero energy systems; 2) address more explicitly those fuels that offer some of the greatest promise; 3) carbon regulation in the maritime sector should be focused on the development of technologies and zero-carbon fuels; 4) make research and development focused on zero carbon fuels and the development of engineering systems; and 5) do not assume that an emissions trading system ensures certainty in the environmental outcome.	EUROFUEL's paper states that the EU should follow a technology-open pragmatic approach which recognises the potential of CO2 neutral fuels. Policy objectives should include all heating techniques and all potential fuels which offer the opportunity to reach the emissions target. Push forward innovation: specific fuel or technology bans will stop research an development by industry which could give answers to the challenges of achieving a successful energy transition. Create a policy framework which is reliable and predictable, and which gives the right signals to the market to invest in renewable fuel production and distribution.

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Raising European climate ambition for 2030	CLG Europe	Company/business organisation	All CLG Europe members support the call for European climate neutrality by 2050, and as a requirement of membership they are either committed to deliver that target or better in their operations, or have taken a science-based target, or both. To achieve climate neutrality by 2050, businesses must ramp up investments in the new, zero carbon economy without delay. A higher target for 2030 will help strengthen the case for this, and would also demonstrate political willingness to respond to citizens' concerns. This would also require accelerated investment and alignment of other policies and measures intended to enhance the EU's leadership in the markets and value chains of the new economy.	By adopting this increase in ambition and reflecting it across these policies, a wave of innovation and investment can be unlocked. If the EU strengthens, clarifies and formalises its commitments for climate action, it can secure that leadership role and the economic and diplomatic benefits that come with it. Besides, CLG Europe members are investing heavily in renewable energy.
The Green Deal and Europe's recovery: Building a prosperous, resilient and climate neutral EU through business and political action	CLG Europe	Company/business organisation	Business and political action combined can deliver a strong recovery that addresses the social and economic crisis from Covid-19 and the wider climate and environmental crisis at the same time. This report sets out how this can be achieved: 1) A green, just and resilient recovery: by placing the European Green Deal at its heart; 2) Clear climate ambition: Europe's net zero 2050 climate ambition backed up by strong policies; 3) Industrial innovation and a circular economy; 4) Adopting in integrated approach to clean energy, buildings and mobility; 5) Sustainable land use and nature; 6) Sustainable finance.	Green investments offer immediate economic, social and environmental benefits, including high-quality and more resilient jobs. There is widespread support for a green recovery from business, investors, governments and civil society. Member state recovery plans funded through the EU should include initiatives on skills and jobs. A stronger pipeline for green investments still needs to be built. Action is also needed to ensure the investment in the EU recovery package is actually green. Prioritising green infrastructure, and building this new infrastructure with low carbon materials is essential. Regulatory measures to help create markets for low carbon and circular products should also be prioritised. Building renovation should be one of the flagship initiatives for economic recovery. In addition, the EU could also revise public procurement rules to include energy efficiency and circular economy criteria, to address embedded emissions.EU member states should remove barriers to corporate renewable power purchase agreements. Businesses and financial institutions need to ensure climate and environment risks are disclosed, monitored and managed. This should be underpinned by EU financial regulation.
Supplementary comments to Public consultation for the EU climate ambition for 2030	Ørsted	Company/business organisation	THE UPEI believes that the Green Deal and various other legislative proposals for 2021 targeting 2030 targets provide a variety of opportunities to improve consistency and foster synergy of legislation. The main issues are found between the Fuel	Carbon leakage should be avoided. A reduction in free allowances for industry should happen gradually and with a clear and transparent trajectory to ensure predictability for affected industries. The inclusion of shipping in the ETS should happen gradually and with a clear and transparent timeline to ensure predictability for the shipping industry.

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			Quality Directive (FQD) and Renewable Energy Directive (REDII).	
Review of 2030 objectives and obsolete Directives	Iberdrola, S.A.	Company/business organisation	The authors highlight that given the technological availability, electrification based on renewables is the most efficient and effective solution to tackle climate change and air pollution. To achieve that, two actions are required: 1) decarbonisation of the electricity sector through renewables; 2) electrification of end uses (through electric vehicles and electric heat pumps).	The following issues are raised: - Products must internalise the total environmental cost so that the consumers are incentivised to buy those with lower carbon footprint, as they will be cheaper. - In addition to consumption signals, the emission generators must also receive correct price signals to reduce emissions and undertake efficiency gain measures. - The larger ambition of the Green Deal would require an increased CO2 pricing level to promote renewables and remove pollutant power plants by 2030. - It is necessary to focus efforts on the decarbonisation of road transport. Moreover, the authors recommend the revision of the following Directives: Air Quality Directive, Alternative Fuels Infrastructure Directive, Mobility package, Energy Tax Directive, EU ETS Directive, Governance Regulation, Energy Efficiency of Buildings Directive, Energy Efficiency Directive, State Aid Guidelines, Internal Market Directive and Regulation and Renewable Energies Directive.
Westinghouse response to the 2030 EU Climate Target public consultation	Westinghouse	Company/business organisation	Westinghouse supports the Commission's intention to raise the 2030 renewable energy target but encourages the Commission to also take a firmer stance on the stable clean energy supply provided by the nuclear sector. As argued, nuclear energy has a crucial role as a key component of a long-term sustainable low-carbon energy mix over the years to come, therefore the vision of nuclear power serving as a "'backbone of a carbon-free European power system'" should be supported by policy. Moreover, the development of SMR technologies in the 2030 policy framework also encouraged.	The advanced nuclear technologies (small modular reactor -SMR) have the potential to offer an even safer and more cost-effective mode of European power generation. Besides, it is argued that the 2030 target policies should also incorporate the full range of clean hydrogen, instead of limiting its scope arbitrarily to only green hydrogen. Furthermore, Westinghouse claims that the EU's financing tools should be based on objective assessments and open to all scientifically proven and commercially available clean technologies. Finally, The EU must uphold the principle of technological neutrality and provide certainty to investors with its research and climate funding tools, as well as with the sustainable finance taxonomy criteria.
POSITION PAPER - CONSULTATION ON 2030 CLIMATE & ENERGY POLICY	TenarisSilcotub	Company/business organisation	The paper describes which elements should be taken into account when setting the level of climate target (2030) according to EUROFER. Besides, EUROFER emphasizes that all sectors of EU economy need to contribute fairly to the overall climate ambition (ETS and non-ETS sectors). Furthermore, they claim that a	According to EUROFER, the level of the target should be set on the basis of a thorough impact assessment that takes into account the following elements: the COVID outbreak's impact on financial ability of EU industry, the level of climate ambition by third countries, enabling conditions, the long-time horizon of investment cycles, the non-linear trajectory of

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			strengthened framework of carbon leakage provisions needs to be urgently applied. Finally, options to possibly strengthening the EU ETS are discussed.	disruptive breakthrough technologies and the implications of the negotiations on Brexit. Furthermore, it is claimed that a higher ambition requires a bigger effort for non-ETS sectors. They do not support the proposal to include in the existing EU ETS sectors resilient to carbon abatement since they would drive up the carbon price, with a major impact also on sectors exposed to international competition and carbon leakage risk. Additionally, they argue that existing carbon leakage measures should be reduced under no circumstances. Finally, they claim that a higher target should be applied to non-ETS sectors.
EU climate ambition for 2030 and the design of certain climate and energy policies of the Green Deal	European Energy Exchange AG	Company/business organisation	EEX states that emissions trading will be a key element for delivering on increased climate ambition, that a strong carbon market price signal is key to efficient emissions reductions, that the EU ETS should be the backbone of the Europe's recovery plans, that inclusion in the EU ETS preferred option, national policy initiatives can be an intermediary step, that Increased climate ambition should be combined with increasing the auctioning share, and that global cooperation in carbon pricing and climate diplomacy need to be further intensified.	According to EEX, for the EU ETS to contribute its share to the 2030 climate target, it's most important to set the cap at a level in line with ambitions. Furthermore, they claim that an extended and more comprehensive ETS could be used as the foundation of a European market-based approach to public support, making state aid conditional on transparent.
Airbus response to the EC public consultation on 2030 Climate Target Plan.	Airbus SAS	Company/business organisation	This paper by Eurogas argues that gas (natural, renewable and decarbonised) should be given a prominent role in the EU efforts to reduce GHG emissions. It explains which role gas could play in the transition and which measures should be put in place in this respect. The topics covered include investor certainty, conducting an IA to assess increased 2030 targets, revising the internal gas market rules, and relying more on gas in the heating, road and maritime sectors.	Airbus states that more investments are needed in Aeronautics Research and Technology to reduce carbon emissions, and deploy more efficient fleets. Furthermore, it is required to boost the production and uptake of sustainable aviation fuels (SAFs) in Europe through a dedicated and stable set of policy measures and promote the use of hydrogen fuels and infrastructure for operations. It is also necessary to implement the United Nation's global aviation carbon offsetting scheme, CORSIA, whilst at the same time reforming the European Emissions Trading Scheme (ETS) for aviation. Finally, digitalisation and artificial intelligence will play a crucial role to reach 2030 targets.
PGNiG INPUT TO THE CONSULTATION 2030 CLIMATE TARGET PLAN	PGNiG SA	Company/business organisation	PGNiG claims that a comprehensive analysis is needed to investigate whether EU 2050 climate neutrality requires any changes in 2030 ambition level. PGNiG does not support the extension of the EU ETS arguing that marginal costs of emissions reduction in specific sectors differ significantly. They state that the 2030 Climate Target plan should recognize the role and importance of gas industry, because they argue it could immediately	PGNiG holds that it is of key importance to recognize the synergy between GHG emissions reduction target and renewables/energy efficiency targets, and highlights that the RES Directive/Energy Efficiency Directive describes the target as "at least", therefore there is no obligation to make it is more ambitious. It is also argued that the gas industry (power generation, transport, heating) could immediately deliver emissions reduction in an affordable way. Besides,

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			bring emissions reduction. They support the expanding of energy infrastructure's capability by alternative fuels and new gases utilization.	they claim that the main aim of Just Transition Fund should be to provide support to territories facing serious socio-economic, energy and environmental challenges, and therefore Appropriate amendments in art. 5 of JTF regulation proposal are necessary. Finally, PGNiG calls for maintaining existing measures preventing from carbon leakage and strengthening them by adopting Carbon Border Adjustment Mechanism.
RTE's answer to EC public consultation on 2030 Climate Target Plan	Réseau de Transport d'Electricité (RTE)	Company/business organisation	Tomorrow's world will be decarbonised, but not without European electricity transmission system operators (TSOs). The transformation and reinforcement of Europe's electricity networks infrastructures and their digital twins are the first conditions to achieve EU 2030 climate objectives and beyond. Investment support is needed to finance large grid adaptation and digital transformation as well as smart and digital solutions to foster information and data exchange. Financing energy transition needs a financial framework. Electrification strategy should be at the heart of the EU decarbonisation policies. Full implementation of the Clean Energy Package and network Codes is a key.	Recognise the key role of electricity transmission network infrastructures and their digital "twins" in the European Energy System integration strategy. Support today's and future necessary investments in grid infrastructure (including high-voltage power lines) and digital solutions. Develop new solutions for providing flexibility. Value externalities in market price signals (carbon pricing). Promote direct electrification of uses (especially in transport and buildings) and encourage energy system integration.
EU climate policy must be fully aligned with the Paris Agreement's goals and make further use of carbon pricing for decarbonisation	Vattenfall AB	Company/business organisation	The 2030 emission target should be raised to -55% to limit global warming to 1.5 °C. The additional GHG reduction effort needs to be split between the ETS and non-ETS sectors in a fair, coherent, and cost-efficient manner. The key enablers for the transition EU are enhancing carbon pricing across the EU and significantly increasing the electrification of transport, industry and buildings. The EU climate policy framework should also give proper attention and incentives to carbon removals.	There is a need to strengthen the EU ETS and to include additional sectors
Annex - Public consultation for the EU 2030 climate ambition and future Energy & Climate Policy Framework	Hydro	Company/business organisation	Hydro's support to an increased EU 2030 climate target is conditional to implementing effective and improved measures to protect the competitiveness of European industries which compete globally. It is important that the burden shared between the ETS and non-ETS sectors will be equal with an increased focus on cutting emissions in the non-ETS sector. The framework for funding new technology and low-carbon investments should be considerably strengthened. Investments in negative emissions should be encouraged and rewarded.	EU's energy intensive sectors face an increasing carbon and investment leakage risk. Carbon leakage risk should be an inherent element of the impact assessments accompanying the decisions on climate targets rather than a separate initiative.

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EGEC response to the consultation on EU climate ambition for 2030 and for the design of certain climate and energy policies of the European Green Deal	EGEC	Company/business organisation	The EGEC, a non-profit geothermal industry association representing 28 countries, is requesting the European Green Deal to increase climate, renewable energy, and energy efficiency targets in line with the Paris Agreement and 2050 goals. They suggest that Article 23 of the RED should increase the targets for final energy consumption in heat 50% for renewable sources. The paper puts emphasis on the energy sector as being responsible for 75% of EU emissions, and suggests higher renewable targets with a focus on geothermal solutions as the key. Solutions from geothermal energy can be found for general system decarbonisation, in providing sustainable lithium for battery technologies, and TEN-E and PCI modernisation.	There is no legal basis for an internal market for renewable heat, furthermore a level playing field for such a market would be required - i.e. with a network provider for head ENTSO-H.
How can a new type of Fuel data be the source of CO2 emission reductions for Heavy Duty Vehicles?	Avenir Développement Durable	Company/business organisation	Alertgasoil has provided a position paper on how fuel data can help to reduce CO2 emission reductions for Heavy Duty Vehicles. As the transport sector is a major energy consumer they see this sector as being able to facilitate great ambition in the EU 2030 targets. The main observations of the paper include: - Current manufacturers' algorithms to calculate fuel consumption are not reliable - Within a strong regulation context, it is very risky to consider manufacturers as judges and actors being judge around energy consumption data - The use of an in-tank fuel sensor can lead to significant savings around the following facts: o Eco-driving can generate consumption savings for up to 10% o Optimized refill process can lead to an up to 300€ savings per vehicle per month o An hour of idling every day for a 50-vehicle fleet represents a cost of 70 000€ o On average 8% of diesel is stolen for trucks. They further provide 4 recommendations to EU institutions to regulate Heavy Duty Vehicles' emissions to achieve climate targets: 1/ Requiring the use of an in-tank fuel sensor able to communicate precise, independent and continuous fuel stock data in order to generate standardized and harmonized value	

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			2/ Using the existing certified embedded device, the smart tachographs, in order to control and regulate data around energy consumption and CO2 emissions 3/ Allowing access to this data to fleet operators in order to enable significant savings, particularly with driving behaviours, and include them in a global behavioural change to consume less 4/ Implementing a European certification for fuel and CO2 emissions monitoring devices.	
Untitled	Neste Corporation	Company/business organisation	Neste supports the European Green Deal (EGD) and its aim to increase the EU 2030 climate target. However, the right regulatory framework conditions must be put in place to fully deploy the emission reduction potentials from different sectors. Neste's own target is to be carbon neutral already by 2035. In order to meet targets, we need sustainable biofuels. Regarding sustainable aviation fuels, the demand needs to be created by regulation, for example blending mandates.	The EU Clean Energy Package has just been adopted and is now still partly in the implementation phase in the Member States. Many industrial investment decisions are already taken regarding the new Directives and Regulations, like RED II. It would be very counterproductive for climate efforts if these legislations will be reopened as it would probably mean a couple of years' legislative processes creating regulatory uncertainty and slowing down the new investment decisions already in the pipeline.
Begleitpapier zur Einreichung bei der EU Stakeholder Konsultation	BASF SE	Company/business organisation	The chemical industry has a vital role to play in the climate discussion. While further optimizing existing processes, transformation with significant greenhouse gas reduction is possible only after 2030. However, the speed and depth of the EU transition is dependent on the ability and willingness of society to finance and sustain the necessary framework conditions and investments. Overall, the EU needs a well-balanced climate target.	It is very important to speed up infrastructural development for renewable electricity and hydrogen. ETS target setting must go along with improved carbon leakage protection, and ETS role as an incentivizing instrument must be revived. Alternative policy instruments with carbon cost internalization will become essential in the mid-term, as new income sources are required. Finally, the climate target and ETS/Non-ETS balance must reflect technological and financial realities.
CEPF Feedback on the European Commission Roadmap: 2030 Climate Target Plan	INSTITUT AGRÍCOLA CATALÀ DE SANT ISIDRE	Company/business organisation	CEPF welcomes the EC initiative to propose an increased climate target for 2030 in line with EU's transition towards climate neutrality by 2050 and believes that it is essential to organise the paths towards reaching this objective. CEPF highlights that EU forests and forest sector are crucial in this respect by playing a key role in meeting growing societal needs and related EU climate, environmental, economic and energy policy objectives.	CEPF highlights that EU forests and forest sector are playing a key role in meeting growing societal needs and related EU climate, environmental, economic and energy policy objectives. The Roadmap recognises EU's land use sector, including forests, as a CO2 net natural sink. This is made possible with the application of Sustainable Forest Management (SFM). The three benefits (sink, storage and substitution) contribute to the reduction of CO2 emissions release to the atmosphere, and therefore forests must be considered in the new target's definition and as part of future sectorial policy measures. EU needs to strengthen its ambition towards establishing a vital circular bioeconomy, and to align its policies with the New EU Climate Adaptation Strategy to improve forest management.

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CEPF Feedback on the European Commission Roadmap	Confederation of European Forest Owners (CEPF)	Company/business organisation	CEPF welcomes the EC initiative to propose an increased climate target for 2030 and highlights that EU forests and forest sector are crucial in this respect.	The Roadmap recognises EU's land use sector, including forests, as a CO2 net natural sink. The role of SFM is not limited only to carbon sinks, but it also allows to provide renewable and climate-friendly raw material for wood products which store carbon and can act as a substitute to fossil-based materials and fuels. Any measures that would promote EU's production and mobilisation of sustainable biomass according to local strengths and needs and would support the mainstreaming of the circular bioeconomy across EU policies are highly recommended. The New EU Climate Adaptation Strategy should provide further knowledge on how to improve forest management adaptation to appropriately respond to climate change.
Comments on cost assumptions and modeling approach	EDF (Electricité de France)	Company/business organisation	Technology cost assumptions and modelling approach play a large role in the comparison of energy sources. Flexibility potential in the electricity system will increase with electrification both in the transport (electric vehicles with vehicle-to-grid) and building sectors (heat storage). This flexibility provided by the demand side should be properly assessed and modelled in the scenarios to avoid overestimating the need for additional storage assets. The costs of some technologies like heat pumps and batteries have decreased lately. The new cost data should be used in modelling. Long-term scenarios should also take into account the full cost of infrastructure developments.	
Calls for a fast and just energy transition	Solar Heat Europe/ESTIF	Company/business organisation	Heating market is twice the size of the electricity market, but this sector lacks the necessary attention and concrete actions from policy makers at all levels. Heating systems have an average lifetime of more than 20 years, hence every system producing emissions installed in 2030 or later will still be there beyond 2050, therefore the period from 2021 - 2027 is critical. Solar energy is a known, cheap, mature and efficient technology that should be harnessed more to achieve a fully decarbonised Europe by 2050.	Heating and cooling represent almost 50% of total energy demand in the EU, which is twice the size of the current electricity consumption.
Public consultation for the EU climate ambition for 2030 and for the design of certain climate and energy policies of the European Green Deal	Schneider Electric	Company/business organisation	EU must increase its CO2 emission target from 40 to 55 by 2030 and climate neutrality can be achieved/stay on track through electrification/decarbonisation of sectors and ensuring Europe's entire industry are driven by the EU green deal.	Digitalisation is to be at the core of all our effort so to invest into the future.

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Public consultation for the Climate Target Plan for 2030	Wacker Chemie AG	Company/business organisation	The paper raises 3 main points. First of all, the 2030 and ETS target is only feasible (for industry) if competitiveness is scaled up and redesigned to better fit the purpose. Secondly, Europe should increase its renewable energy ambition and aim for at least 40% by 2030. Lastly, the paper recommends to introduce industrial electricity prices in EU (next to the already existing instruments for free allocation and indirect cost compensation under ETS), which could guarantee access to competitive prices in green electricity. This would lead to immediate emission reduction and pave the way for investments.	The paper elaborates on specific answers provided for Part II of the OPC. With regards to 'role of different climate policy instruments' (5.1), it is pointed out that sectors that fall under Effort Sharing Regulation (ESR) should play a central role in emission reduction. As such, their ambition should be increased (especially for building and transport sector). The paper also addresses the fact that EU ETS (5.2) needs to deliver additional efforts, together with the possibly policy options that could allow for it. Such policy option would be to increase the linear reduction factor (LRF), which would accelerate the reduction of available annual allowances. The increase in LRF is technologically possible, however not economically feasible for globally competitive companies. Therefore the paper urges that current carbon leakage instruments are scaled up and redesigned in order to maintain the current level of competitiveness. Furthermore, to further develop carbon leakage protection, it is recommended to introduce 'industrial electricity price', guaranteeing access to competitively priced green electricity. As a next topic (5.6.1), the paper supports the ambition to expand renewables and encourages EU to increase its target to (at least) 40% by 2030. Lastly, it highlights the importance of scaling up of energy efficiency as it is an important part of moving towards climate neutral economy. It mentions that this should be better considered under the European Energy Efficiency Directive.
Public consultation for the EU climate ambition for 2030 and for the design of certain climate and energy policies of the European Green Deal	ENGIE	Company/business organisation	Stakeholder supports overarching principles of the EGD. Agrees that climate neutrality objectives should leave no one behind and preserve welfare and employment in the EU. Discusses the transitional move away from fossil fuels to electrification/decarbonisation/renewable fuels. EU climate ambition for 2030 should take into account the impact of COVID 19 and be based on a solid impact assessment, accounting for all measures that can be mobilised. Stakeholder also discusses the importance in having an EU-wide ETS applicable for all sectors.	In the short term, GHG emissions in Europe can be significantly reduced by further replacing coal and lignite with gas in the power sector (reduction of up to 50%), as well as by substituting oil through gas in heating and transport. Going further, to achieve deep decarbonization, gas needs to be increasingly replaced by renewable and decarbonized gases across various economic sectors including power, heating, transport and industrial processes.
Towards Climate Neutrality: Setting the Right Priorities	Siemens Gas and Power	Company/business organisation	The position paper fully supports the EU ambition of climate neutrality by 2050. Its main message refers to the importance of setting the right priorities within the EU to achieve both the 2030 milestone and 2050 climate neutrality target and	One of the key issues discussed is the fact the existing gas infrastructure within the EU remains resilient, sustainable and affordable and that it coexists and is closely integrated with the electricity infrastructure. Also, through regulation it needs to be promoted that

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			keeping an open mind towards all technologies. To meet our climate targets do so we need to ensure the electricity and gas infrastructure are resilient and sustainable and can co-exist well. In the future we should also focus on utilising hydrogen. Furthermore, Europe needs to invest massively into renewable energy, set higher binding standards and utilise to its full potential the possibility to import renewables from more competitive regions.	the gas infrastructure is hydrogen-ready. As such, the EU should focus on enabling a fast market uptake of clean hydrogen. Furthermore, the grid infrastructure needs to be able to better integrate energy sources. To that end, the European Commission should review the F-Gas Regulation rapidly and propose a differentiated phase-out of SF6 in HV applications in regulated markets. SF6 should be phased out immediately in new HV equipment, where already on the market. Until 2030, all HV SF6 equipment older than 40 years should be replaced by SF6-free product and oil by natural ester in transformers should be phased out. Another issue raised is that ETS is not fit for purpose to drive investments needed for achieve carbon-neutrality, instead legislation (Renewable Energy Directive and Energy Taxation Directive) should promote and enable all types of renewable energy. Investments into renewables are key, together with higher binding targets. EU could also benefit from importing renewable energy from regions better suited for renewable energy production.
Shell Response to The Climate Target Plan	Shell	Company/business organisation	Shell made the following recommendations: 1) establish a sectoral approach as a guiding principle for the implementation of the Green Deal; 2) reform the ETS to align it with the climate neutrality target; and 3) increase role for carbon removal technologies, including both Nature-Based Solutions (NBS) and Carbon Capture Usage and Storage (CCUS).	Shell provides an overview of challenging pathway to achieve Net Zero Emissions (NZE), which includes the increasing electrification of energy system, use of biofuels and clean hydrogen, and improved energy efficiency. Besides, Shell argues that the sectoral approach should be based on the following elements: 1) establish pathways to net zero emissions in hard to abate sectors; 2) create sectoral markets for low carbon energies and products; 3) provide time-limited support for the first industrial-scale demonstration projects; 4) ensure there is a robust and rising carbon price; and 5) drive investment in enabling infrastructure to transport low carbon energies. Moreover, Shell recommends the following steps for the reform of EU ETS: 1) tightening emissions cap through a higher linear reduction factor; 2) Strengthening the Innovation Fund; 3) gradually extending emission trading to non-covered sectors; 4) supporting safeguards and innovations.
Das Handwerk als starker Partner für ein nachhaltigeres Europa	Bayerischer Handwerkstag e.V. (Bavarian Confederation of skilled crafts and trade)	Company/business organisation	The Bavarian craft industry welcomes the increase in 2030 targets, but notes that there should be consideration into the feasibility, reliability, collaboration, balance, secure mobility, setting incentives and recognise SMEs as a regional drive.	The increase of climate protection performance of SMEs through their limited investment opportunities due to Covid 19 must be considered, the current 40% target already faces a major challenge. Short term adjustments create uncertainties & inhibit the companies willing to invest, whereas longer term goals give SMEs enough time to invest and plan. Also

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				stakeholder states that the triad balance between sustainability, security and economy is maintained.
Future Energy Scenarios in five minutes 2019	NATIOINAL GRID ESO	Company/business organisation	Reaching net zero carbon by 2050 is achievable. However, this requires immediate action across all key technologies and policy areas. The electricity system will need to operate using only zero carbon generation and the power sector will need to deliver negative emissions (e.g. biomass with CCUS). A whole system view across electricity, gas, heat and transport underpins a sustainable energy transformation.	Decarbonising heat means improving the thermal efficiency of homes, raising appliance standards and installing domestic heat pumps. Fossil heat can be substituted by different technologies. Electric vehicles can help decarbonise both transport and electricity supply.
Response to the consultation on the EU Climate Ambi tion for 2030 and for the design of certain climate and energy polici es of the European Green Deal	Falck Renewables	Company/business organisation	A carbon pricing system covering sectors currently not included in the ETS should be established. More stringent renewable targets in transport and heating/cooling and stronger electrification should be established. A smarter grid and gross-border interconnections are essential. Stronger sector coupling and more balanced fiscal policy (removing fossil fuel subsidies) would benefit European consumers and would increase the chances to reach the EU decarbonization targets.	Falck strongly supports the introduction at Community level of minimum carbon prices (both in the ETS and outside) aimed at giving more favourable signals to investors. Energy inequality should be clearly addressed and reduced.
IKEA position on external carbon pricing	Inter IKEA Group and Ingka Group	Company/business organisation	IKEA recognises external carbon pricing as an important tool, but in a right way. It should align with the 1.5 C target and put higher demand on actual emission reductions, with little to no role for CCS. It must be combined with removal of fossil fuels subsidies. No discount from carbon offsets should be given. The mechanism should be applied on corporate level, not product level. Carbon pricing should be applied across all sectors, in as many countries as possible and be internationally harmonised. The price levels and policies should reflect the true cost of climate change and be defined in advance, with specific taxes or floor prices instead of fluctuating prices. Carbon pricing should fund investments in renewable energy & continuous efficiency improvements.	Correct application of carbon pricing is essential to achieve ambitious climate targets.

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2030 CLIMATE TARGET PLAN - KGHM POLSKA MIEDŹ S.A. COMMENTS	KGHM Polska Miedź S.A.	Company/business organisation	The European energy intensive industry must be protected against carbon leakage. It is necessary to provide countries and regions most vulnerable to the negative consequences of climate transformation with support on an appropriate scale and of a long-term nature. In designing and implementing the Green Deal, the Commission must be careful to ensure that the competitiveness of European industry is an objective in itself. The coherence and complementarity of the European policy-making needs to be preserved so that one piece of legislation does not remain in contrast with the other one.	A higher 2030 target will increase the risk of carbon leakage as a result of both the direct and indirect costs of the ETS. In the copper sector these costs will not be passed on to consumers via higher prices. The products are priced globally at exchanges such as the London Metal Exchange (LME). It is crucial to maintain existing support tools within the ETS.
TOP 5 PRIORITIES OF THE RECYCLING INDUSTRY FOR THE PERIOD 2019-2024	EuRIC AISBL – Recycling: Bridging circular economy & climate policy	Company/business organisation	EuRIC, representing the European Recycling Industry, calls for the completion of a competitive internal market for recycling rewarding circular value chains in Europe and beyond. Five key policy priorities for recycling were highlighted. These included: rewarding recycling's environmental benefits, removing barriers to an internal market for recycling, having a competitive European recycling sector, aligning circular flows, and design for circularity.	
Equinor Response to Consultation on the 2030 Climate Target Plan	EQUINOR	Company/business organisation	To achieve climate neutrality, a collective and bold action on the sides of both private and public sector. There is no clear support for/disagreement with the increase of the 2030 target. Instead it highlights that if such change is to be made, all technologies should be considered on equal basis together with enabling investments. Furthermore, any new 2030 target should serve as a basis for coherent decarbonisation policies across different sectors. In this respect, the EU should prioritise clear and consistent rules to integrate and mainstream innovative low-carbon solutions, (e.g. CCS or hydrogen). The paper also makes a reference to its responses to Energy System Integration Strategy consultation (highlighting again the importance of hydrogen and CCS, market signals, useful policy framework and ETS) and TEN-E Regulation and EU Hydrogen Strategy consultation (where it calls for sustainable and clean gas, CCS or ETS).	The paper also refers to EU Offshore Energy Strategy, which is of equal importance to EU emission reduction targets. There is a need for a clear EU roadmap for achieving 450 GW of offshore wind energy production by 2050, encouragement for key hybrid projects, energy system integration. With regards to finances, not only the right financing mechanisms are required (e.g. Renewable Energy Financing Mechanism) but a proper market design that promotes investments in new offshore wind capacities and other clean energy solutions.

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Our Ambition	BP	Company/business organisation	Paper relating to BPs ten aims to become a net zero company by 2050 or sooner, and to help the world get to net zero. Not very relevant apart from Aim 6 to more actively advocate for policies that support net zero, including carbon pricing.	NA
Public consultation for the EU climate ambition for 2030 and for the design of certain climate and energy policies of the European Green Deal	BP Brussels Office	Company/business organisation	This position paper provided a late response to the questionnaire by the British Petroleum (BP). Not all questions were responded to. Some key issues will be addressed below. They found the largest opportunity for higher targets being to save the planet for future generations while the largest challenge was the significant investment challenge and short timeframe to implement measures. For the energy sector they noted that higher energy efficiency, renewable energy penetration, phase-out of fossil-fuels, better sector coupling between gas and electricity, use of CCUS, and use of carbon neutral energy carriers like hydrogen were key. On fossil fuels they perceived the phase-out should be pushed by market signals and through clear customer communication. Furthermore, they noted that gas can be used to help achieve targets. They were greatly positive on sustainable transport being a key area to improve. They perceived the main barriers to the uptake of zero-emission vehicles as their purchase price, availability of recharging infrastructure, and insufficient range capacity. They further noted this was confirmed by a study they carried out. They stated that there is no silver bullet for mobility and multiple options need to be pursued. The renewable energy directive and the internal energy market legislations should be revised according to BP to achieve targets.	

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On the "2030 Target Plan" of the EU Commission	BDI	Company/business organisation	This paper focuses on investments in the EU to achieve 2030 and 2050 targets. It highlights that current GHG emissions targets are already very ambitious when viewing the current investment gap and decreasing EU-investments as a result of the corona virus. The paper advocates for investment in key technologies, such as CCUS, hydrogen, and e-mobility infrastructure. Furthermore, protection against carbon leakage was requested before increasing 2030 targets further. They note that a stable EU policy framework and market will lead to increased investments, which will facilitate 2050 climate neutrality and the 2030 milestone.	The key issues include the investment gap, higher targets leading to higher carbon leakage, short timeframes for achieving targets, and a lack of tested technology to be implemented.
Begleitpapier zur Einreichung bei der EU Stakeholder Konsultation	BASF	Company/business organisation	Indicates an impact assement is required first before establishing a target. Do not support combined ETS for Energy/Industry and Transport/Buildings. Support ETS but state free certificates will have an essential role to safeguard competitiveness. Do not consider Carbon Border Adjustments Mechanisms (CBAM) an appropriate measure for Carbon Leakage protection (excessive administrative burdens and global countermeasures are unsurmountable). New policy instruments need to be developed. The climate target and ETS /Non-ETS balance must reflect technological and financial realities	Additional costs for European producers, carbon leakage, if CO2 avoidance costs in electricity are not taken into account, do not consider Carbon Border Adjustments Mechanisms (CBAM) an appropriate measure. CBAMs risk increasing basic material prices in the EU. Combined ETS for Energy/Industry and Transport/Buildings could lead to a significant CO2 price increase that industry can´t carry if it is to remain competitive in global markets. As a result, Carbon Leakage protection would become more expensive for the member states.
FEAD feedback to the 2030 Climate Target - Questionnaire, Part II	EUROGAS	Company/business organisation	This paper by Eurogas argues that gas (natural, renewable and decarbonised) should be given a prominent role in the EU efforts to reduce GHG emissions. It explains which role gas could play in the transition and which measures should be put in place in this respect. The topics covered include investor certainty, conducting an IA to assess increased 2030 targets, revising the internal gas market rules, and relying more on gas in the heating, road and maritime sectors.	The paper stresses that increased 2030 targets must be accompanied by a social, economic and environmental assessment to ensure that they can be achieved responsibly. The paper also argues that not giving enough attention to gaseous energy and its existing infrastructure will prevent a timely, just and cost-effective transition and will put energy reliability and safety at risk.
Life cycle assessment of waste tyre treatments: Material recycling vs. coincineration in cement kilns	Force Technology	Company/business organisation	This paper is an LCA study commissioned for Genan Holding (a tyre recycler) by Force Technology. The LCA covers waste tyre treatments: Material recycling vs. coincineration in cement kilns. The paper did not identify what this study means in relation to the EU's 2030 climate targets. The study's focus (functional unit) was the	

Title	Author	Stakeholder group	Summary	Key issues raised
			treatment of 1 tonne of tyres in Europe. It only covered grave and grave-cradle system boundaries, i.e. the end of life and recycling of rubber tyres. The paper covered several impact categories, including climate change, acidification, eutrophication, ozone depletion, amongst others. It's results highlighted that material recycling of tyres had 76-80% lower climate change impacts as co-incineration. For 14 out of the 16 impact categories material recycling had a more positive impact than co-incineration. Nevertheless, it was noted that co-incineration, for most impact categories, had net-negative values. This means it was still deemed better than baseline scenarios of tyre treatment. In conclusion both treatment systems lead to significant savings in environmental impacts.	
2030 Climate Target Plan Answer to the public Consultation - 23/06/2020	EDF	Company/business organisation	Support 55% by 2030, decarbonise energy sector,	carbon content should be compass for emissions and carbon pricing should occur across all sectors, strengthen ETS but don't apply to every sector as varying abatement costs means a blanket ETS won't be effective
Die Illusion der „Energiewende“	Gegenpol Ostbelgien	Environmental organisation	By using graphs, the author of the document argues that the expansion of renewable energies (such as solar and wind) in Germany is not needed. It is shown that the German energy demand is highly dependent on coal, nuclear, and natural gas power plants and that the contribution of renewable energies is very limited and unstable. Other forms of clean energy such as hydropower and biogas have limited applicability in Germany.	The increased deployment of renewable energies such as solar and wind will lead to insufficient and unstable energy supply
Klimamanifest von Heiligenroth	Gegenpol Ostbelgien	Environmental organisation	For the EU to remain at the forefront of international efforts to mitigate climate change, it must focus its efforts on sectors where it is leading, like energy efficiency. Energy efficiency should be the starting point for all decarbonisation efforts and, together with renewables it should represent a large share of measures required to meet the 2050 target. The paper then presents a number of recommendations that can help to consider energy efficiency to its full potential, such as mainstreaming the energy sector,	

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			prioritising energy efficiency in all policy areas and invesment decisions, focus on energy efficient buildings and tackling heating and cooling consumption.	
Ein Angebot für eine nachhaltige Klimapolitik ... holistisch, gerecht und liberal	SaveClimate.Earth	Environmental organisation	The position paper presents the proposal “Alternative Climate Concept” developed by the association SaveClimate Earth. The concept aims to provide an effective solution to climate mitigation that relies neither on voluntary individual contributions nor a CO2 tax. The scheme would be implemented with the introduction of monthly identical allowances of carbon budgets and a resource currency "ECO" (Earth Carbon Obligation), which would lead to a fair distribution of climate change burdens. The position paper presents the details of the concept, as well as an overview of its advantages over the current carbon pricing schemes in the EU climate policy.	The carbon pricing mechanism currently in place do not ensure an effective and fair distribution of the burdens of climate change mitigation, do not include the entire value chain of products and are not transparent.
Public consultation for the EU climate ambition for 2030 and for the design of certain climate and energy policies of the European Green Deal	Parents for Future Heidelberg, Germany	Environmental organisation	The main message of this paper is that the EU should lead by example (rather than to wait for others to joint) and it could become more ambitious; not just in achieving direct emissions reductions, but in its climate protection policy overall. In order to do so, the EU should become a world leader in new technologies, rather than subsidising 'old' industries. Furthermore, we should (for the near future at least) not focus explicitly on economic growth. Instead, we focus on basic requirements for secure and happy life, which will ensure that in the future the world will remain comparable to know what we know today.	The paper also raises some other points with regards to emission reduction. First of all, even though ETS has been successful, the fact that not all sectors were included and that certificates have been distributed too freely has limited its success. In the future all sectors and emissions that are linked to EU consumption, travel or transport are taken into account, for example also those from international flight or import from/to outside of the EU. Of these 50% could be counted as EU emissions. Secondly, the paper appreciates direct mention of circular economy in the Green Deal. To further build upon it, legislation could be introduced that would require companies to provide support and/or methodology for full recycling of their product at the end of its lifetime. Where full recycling is not yet feasible, it could be made economically feasible by applying costs for non-recycling, which would stimulate industry to find methods to do. Export of waste should be banned. Third, EU trade agreements (important for climate protection though not explicitly mentioned in the OPC) should include a clause that climate protection superseded trade benefits. Furthermore, a panel of scientists could be deployed to regularly review the progress of the Green Deal and produce binding reports for EU's future action. Lastly, to make EU policies as effective as possible, they need to be

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				better communicated to the wider public, for example via TV channels and other popular means (outside of the already relied upon means).
CONSUMERS AT THE CENTRE OF THE DRIVE TO SUSTAINABILITY	BEUC	Consumer organisation	Consumers need the right price signals in all areas. Consumers need to be given positive messages. The Green Deal should ensure consumer rights with regards to more durable products and consumer information.	Consumer information alone cannot replace a thorough change in the way products are made. Today the sustainable choice is often burdensome and expensive. In the future the sustainable option should become the default whereas the unsustainable option becomes impossible for consumers.
Consultation publique sur l'ambition de l'Union européenne en matière de climat à l'horizon 2030 et sur la conception de certaines politiques climatiques et énergétiques dans le cadre du pacte vert pour l'Europe	CFE-CGC Energies	Trade union	The paper presents the views of a French workers' association in the energy sector. It starts by voicing its support for EU emission targets while noting that these will be very difficult to achieve by solely relying on RE and energy efficiency. Instead, the paper advocates for pushing for nuclear energy and gas (as a short-term option) alongside RE. It also stresses that MS should be responsible for selecting their energy mix to reach low carbon targets and that the EU should focus on non-intermittent and domestic sources of energy to secure energy security in a post-covid world.	The paper notes that current efforts to reduce GHG emissions are putting us on path to achieve only a 30% decrease, thus falling short of EU ambitions, and that RE and energy efficiency efforts will be insufficient to enable us to reach these goals incorporated into the Green New Deal. It also argues that energy security is a major issue in light of the Covid-19 pandemic and to take into account while moving towards carbon neutrality.
ETUC resolution on European Green Deal initiatives: Climate Law, EU Sustainable Investment Plan, Just Transition Fund Regulation and new EU Industrial Strategy	European Trade Union Confederation (ETUC)	Trade union	The position paper provides ETUC's views on some of the key initiatives that the European Commission launched as part of its European Green Deal in the context of the COVID19 crisis. It provides analysis and recommendations on the proposal for a Climate Law, on the European Green Deal Investment Plan, on the Just Transition Fund regulation and on the climate aspects of the new EU Industrial Strategy.	In its position paper, the ETUC calls the European Commission, the European Council and EU Member States to give the European Green Deal a future in the context of the recovery from the COVID19 crisis; for a Climate Law that links climate target with strong social requirements and an inclusive governance where workers are actively involved; for a European Green Deal Investment Plan that matches the challenges at stake; for a Just Transition Fund that ensures solidarity and convergence in Europe; for a new social and sustainable Industrial Strategy that strengthens employment and strategic value chains in EU.
Propuestas a una Ley de Cambio Climático y Transición Energética: obligatoriedad de zonas de bajas emisiones en zonas turísticas y territorios insulares	Migeul Penate	Academic/research institution	Low emission zones in touristic areas and insular territories are crucial for public health. A Law for Climate Change and Energy Transition for the EU should establish that any measure that would imply the regression of an existing low emission zone should have the approval of competent authorities in charge of environmental protection. Moreover, given the relevance of low emission zones, these should be made compulsory for cities with over 50,000 inhabitants by no latter than	

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			2023. Measures for shared electric mobility should also be promoted.	
Är kärnkraften dyr?	Uppsala Universitet	Academic/research institution	The materials intensity (t/TWh) needed to produce electricity is according to this graph the highest in solar PV, followed by hydro, wind and geothermal energy, and the lowest in nuclear energy production.	
The role of the EU ETS in increasing EU climate ambition: Assessment of policy options	Sitra study by Oeko institute	Academic/research institution	Heavy burden on 2030-2050 to reduce emissions, ETS is currently unlikely to meet target goals	Current ambition will not achieve Paris Agreement goals, ETS to reduce emissions by 61% by 2030 to reach an overall target of 55% by 2030. 65% ETS reduction will be needed to reach 60% 2030 target. ETS has surplus of allowances, market stability reserve (MSR) has helped slightly but needs to be strengthened whilst reducing the overall cap. Cancelling allocations when power plants close and setting a price floor will also help.
Choosing the right climate policies : look before leaping	P. Vis/European University Institute	Academic/research institution	Discussion on the use of carbon offset credits to fulfil a higher greenhouse gas reduction in 2030 than previously envisaged, introduction of a carbon border tax as a measure to protect EU competitiveness, possible inclusion of transport and housing in the EU's Emission Trading System. Discovered they all have drawbacks but the existing approaches are good but policy strengthening is needed.	Offset credits can only be transitional, long-term all countries need an absolute cap on emissions. Carbon border taxes need to be WTO compatible, this would be the end of free allocation as both methods together would disrupt competitiveness. Sub-European levels of governance are more important for the transport and housing sector, short-term measures are best but a huge increase in investment is needed.
EU ETS up to 2030: Adjusting the Cap in light of the IPCC1.5°C Special Report and the Paris Agreement	German Environment Agency	Academic/research institution	Focus on ETS, recommend reducing the ETS cap by 61% until 2030 and increasing the reduction target to 50% by 2030. This will make for a smoother transition between 2030 and 2050	Emission budget of 30 Gt CO2e for the EU ETS between 2016 and 2050, while achieving net-zero emissions in 2050, is reasonable. 80% of this would be used by 2030 under current ETS parameters. National coal phase-out can help accelerate the reduction of the cap.
THE EUROPEAN GREEN DEAL IMPACT ON THE GHG'S EMISSION REDUCTION TARGET FOR 2030 AND ON THE EUA PRICES	Centre for Climate and Energy Analysis (CAKE)	Academic/research institution	The paper reports calculations on the impacts of tighter 2030 emission reduction targets. Tighter targets would increase the EUA prices, which would decrease the share of fossil fuels in electricity generation. The total cost of purchasing allowances would rise significantly. This would have the largest effect on the energy sector. Fossil fuels would be replaced mainly by renewables. Increasing emission reduction targets for the non-ETS sector would make it very difficult for Poland to meet them.	The current emission reduction targets for the non-ETS sector for Poland are already challenging, tighter ones would be even more so (assuming that the emission reduction is distributed between ETS and ESR like today).

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MEMORIA_ZBE_ZONAS_TUR_STICAS	Miguel Peñate	Academic/research institution	Low emission zones in touristic areas and insular territories are crucial for public health. A Law for Climate Change and Energy Transition for the EU should establish that any measure that would imply the regression of an existing low emission zone should have the approval of competent authorities in charge of environmental protection. Moreover, given the relevance of low emission zones, these should be made compulsory for cities with over 50,000 inhabitants by no latter than 2023. Measures for shared electric mobility should also be promoted.	
Comments to Public Consultations for the EU Climate ambition for 2030 and for the design of certain climate and energy policies of the European Green Deal	European Roundtable on Climate Change and Sustainable Transition	Academic/research institution	In ERCST's view, updating EU 2030 Climate Ambition should first and foremost be based on two key elements: the cost-efficiency and the fairness of the transition to a zero-GHG society. ERCST sees carbon pricing as the primary tool to decarbonize. Finally, the ERCST provided some comments regarding on the open consultation.	ERCST strongly believes that any judgment of the overall level of ambition, the contribution from different sectors, and the role of different policy options, has to be based on a thorough impacts assessment. Furthermore, the ERCST support the following enabling conditions: facilitating the continued decarbonization of the energy sector, Using carbon pricing revenues to ensure a just transition, and ensuring adequate protection against the risk of carbon leakage. Regarding the public consultation, ERCST highlighted that 1) most questions seem to be asking respondents to select the most effective option, not the most preferred option; 2) it is difficult to answer certain questions which cannot be seen in a vacuum, but are presented as such, and 3) the public consultation should take place after the impact assessment.
Additional Information	EASAC	Academic/research institution	EASAC believes that its is justified to increase EU climate ambitions in the in the European Green Deal and it is essential to reform the current treatment of biomass in the RED-otherwise the EU's flagship climate policy will continue to create perverse incentives for activities that have a substantial negative impact on the climate.	Even though EU energy sector declared emissions are reducing, only the genuine renewables of solar, wind and hydro have helped reduce CO2 levels. Biomass is recorded as having contributed to reduced emissions, but in reality, its extra emissions have undermined the progress made by the other low-carbon sources. Also, If increasing the renewable energy target increases biomass, the science shows that the effects on climate would be perverse and the opposite of the original intentions of the RED-to mitigate climate change. Therefore, it is necessary to examine how the ETS might better recognise the emissions that are relevant from a climate change perspective as currently coal emissions are declared at 100% of their real input into the atmosphere, while biomass is excluded. Literature suggests that wind and solar have a net reduction in atmospheric CO2 levels results after a few years. Therefore, a technology which increases emissions

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				beyond the period in which Paris agreement target would on scientific grounds be ineffective in mitigating climate change. Finally, an important reform would be to shift the burden of proof to the operator and require them to evaluate their whole supply chain from a climate perspective-and to assume responsibility for compliance with their assumptions.
Project Phenix	Mehdi Badji	EU citizen	The paper describes a closed cycle concept of recycling of biomasses including urban farm, food users, wate water purification plant, biogas plant etc.. The idea of the author is that it could be applied at large scale.	
Note di commento alla richiesta di modifica al PAER della Regione Toscana	Mario Apicella	EU citizen	This paper provides comments on requests for the modifications to the regional environmental and energy plan (PAER) for Tuscany, Italy. It provides 5 points on the plan and how it should be changed. The majority of these points (2-5) all focus on geothermal power plants in the region. It states that such power plants are not appropriate for the region as they do not meet the objectives of the PAER. They are noted as the cause for a variety of air emissions (CO2, H2S, CH4, NH3 among others), sound pollution, as well effecting surface water and local agriculture and biodiversity. In same aspects the author notes that geothermal plants that have been build directly conflict with the PAER. They however do not provide evidence on how to support EU 2030 GHG emission reduction targets.	
Biomass harvesting impacts on biodiversity	Zoltan Kun	EU citizen	This paper is a submission from the Dutch government which presents its views about further strengthening the EU ETS, including two options for improvement, in light of increased EU climate ambitions related to the quantification of the emission ceiling and the enhancement of the Market Stability Reserve. The paper also discusses the widening of EU ETS and EU ETS aviation. The two main points are: EU ETS needs to be re-evaluated and while an ETS for shipping may be a possible option, emission trading for decarbonising the road transport and the built environment is not deemed to be an appropriate tool.	The main issue raised is that EU policies should be revised in light of the recent EU pledge to become carbon neutral by 2050, and that the EU ETS is well positioned to contribute to this target, However, the paper argues that this mechanism should be revised to do so more effectively. Main issues raised with regards to the current situation and expected developments are: the linear reduction factor of the emission ceiling will not be high enough for the period 2026-2030; the expected increase of surplus of allowances together with the lowering of the Market Stability Reserve intake rate may reintroduce imbalances in the carbon market; there is an insufficient understanding of the future interaction and coexistence of EU ETS for aviation and CORSIA in the aviation sector; and emission trading may not be the right instrument for decarbonising road transport and the built

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				environment due to a low price elasticity in these sectors and the high administrative costs such a measure would entail. For this last point, the Dutch government mentions the harmonisation and greening of the taxation system within the EU, as well as the strengthening of legally binding performance standards and other targeted EU policy, as alternative solutions
Forderungen_EU	Birgit Ulmer	EU citizen	EU should take up regulatory measures that will make burning of fossil fuels uneconomical. Renewable energy production should be massively expanded taking into account decentralized production, which benefits the local inhabitants. The 2030 emission reduction target should be at least 65%. Climate justice should be supported by using effective and legally binding instruments. The most vulnerable must be cared for. Cities should prioritize pedestrians, cyclists and public transport.	We need smarter investments and regulations. Abolish subventions to fossil fuels and redirect them to support renewables. In the coming investments, human health should be a central issue, healthy recovery is needed after Covid19.
Deine_Forderungen_an_die_EU	Dana Brückmann	EU citizen	The Europe should stop species extinction and achieve net zero emissions by 2025. In 2025 fossil fuels should not be used for energy, but EU should take up measures that will make burning fossil fuels uneconomical. Renewable energy should be massively expanded taking into account decentralized production, which benefits the local inhabitants. The EU climate policy should take responsibility of rainforest protection. The EU should recognize by mid-2021 causing climate damage as a crime. Companies should have a responsibility to compensate for climate damage.	Strict regulations are needed to ensure climate neutrality: obligations and penalties
Eat less meat: UN climatechange panel tackles diets	Alice Callegaro	EU citizen	Researchers warn in a high-level report that efforts to curb greenhouse-gas emissions and the impacts of global warming will fall significantly short without drastic changes in global land use, agriculture and human diets.	The special report by the Intergovernmental Panel on Climate Change (IPCC) describes plant-based diets as a major opportunity for mitigating and adapting to climate change. Also, the Amazon rainforest is a huge carbon sink that acts to cool global temperature, but rates of deforestation are accelerating, in part because of the policies and actions of the government of Brazilian President Jair Bolsonaro. Cattle are often raised on pastures created by clearing woodland, and produce methane, a potent greenhouse gas, as they digest their food. It is stated with high confidence that balanced diets featuring plant-based and sustainably produced animal-sourced food present major opportunities for adaptation and mitigation while generating significant co-benefits in terms of human health. Biofuel crops and the creation of new forests

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				must be carefully managed to avoid food shortages and biodiversity loss. Overall, farmers and communities around the world must also grapple with more-intense rainfall, floods and droughts resulting from climate change, as degradation and expanding deserts threaten to affect food security, increase poverty and drive migration.
EU_Survey	Julien Alléon	EU citizen	We should increase our efforts to fight climate change. We should consider and reduce both our direct and indirect emissions. We should review our constant search for economic growth. Green growth is an utopia and we cannot rely on it. We should take major decisions now, stop using fossil fuels and rely on other technologies. Nuclear energy appears as the best clean energy solution in spite of its security problems. We can make it safe. It is best to start by using existing technologies, we cannot afford to wait.	Green growth is an utopia, we should put limits to growth. It is important to act now, not wait for new technologies, but use the best existing ones.
Meine_Forderungen_an_die_EU	Petra Reichl	EU citizen	Continuous economic growth is not possible. The EU should focus in all policies on sustainability, environmental justice and climate protection. Europe should be net zero by 2030. In 2030 fossil fuels should not be used for energy, but EU should take up regulatory measures that make burning fossil fuels uneconomical. Renewable energy should be massively expanded taking into account decentralized production, which benefits the local inhabitants. The EU climate policy should take responsibility of rainforest protection.	Scientists and independent experts should be heard instead of lobbyists of large companies. Abolish subsidies to fossil fuels and redirect them to support renewables. In the coming investments, human health should be a central issue
CitizenScienceLab — The Emergence of a Prototype Over Time	Ralf Lippold	EU citizen	The paper describes 16 learning iterations that contributed to the emergence of CitizenScienceLab. CitizenScienceLab is a collaborative citizen institute that aims to make citizens, organizations, and communities more aware of the challenges posed by climate change and thereby incentivizing them to take effective action.	Apart from implying that climate change results in complex challenges, no other issues are raised, but the 16 learning iterations are described in detail.
Multiple health and environmental impacts of foods	Anton Salfner	EU citizen	Focuses on food productions impact on the environment. Food that has a lower impact on one environmental issue tends to have a lower impact on other environmental issues.	Red meats and processed meats have the largest negative impact on the environment,

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Additional information to public consultation 12265-2030-Climate-Target-Plan	Ivo Abschlag	EU citizen	Focuses on stakeholders opinion and ideas to aid in biodiversity loss and reduce greenhouse gas emissions to net zero by 2025. To move away from fossil fuels for electricity and heat production, expand renewable energy sector for Europe's energy supply. Expresses agreement that climate damage should be recognised as criminal damage	• Introduce a CO2 fee of 250EUROS per ton across all sectors by 2023. • Renewable energy sector must be expanded for Europe's energy supply. • EU must also take responsibility for protecting the rainforest. • Combustion plants that no longer operate under BAT must be retrofitted or removed. • Suggests a new "Euro 7" vehicle emissions standard is introduced to prohibit the production of fossil fuel vehicles until 2022
Consumo_GAS_de_TERSA__SANT_ADRIA_DE_BESOS	Alejandro Scaglia	EU citizen	The material provided by the author illustrates the reduction of the overall level of monthly gas consumption from 2018 to 2020, which is below the minimum value of the year of controls and complains	
answer to EU questionnaire	Andreas Pfennig	EU citizen	The paper is the summary of a book which advocates for political and technological change alongside a sustainable behaviour transition in order to address climate-related challenges. It argues that some problems can be solved via technology (e.g. energy generation) and some problems can only be solved via behaviour change alongside existing technology (e.g. population growth and dietary choices). It especially stresses the need to promote individual behaviour change and re-invent societal discourses as a basis to then legitimise political action.	The main issue raised is the need for significant behaviour change and the inappropriate perspective which people adopt (freedom vs responsibility; right-based approach vs systemic view of societal wellbeing). The paper argues that such a shift would then help to legitimise political action in the realm of sustainability. The paper does not elaborate on how these thoughts relate to existing regulations or policies.
LE DEGEL DU PERMAFROST, UNE BOMBE CLIMATIQUE A RETARDEMENT : IL FAUT REFROIDIR ET CLIMATISER NOTRE PLANETE	Gino Scatolin	EU citizen	Paper highlighting the urgent need to not only focus on CO2 emissions but also on preventing permafrost thawing. The paper explains how water vapour and release of methane as well as CO2 emissions from permafrost thawing is a ticking time bomb. The paper highlights water vapour has a global warming potential 8 times more important than CO2 and for CH4 is 23 times larger. Highlights aviation and transport by air is largely responsible for the global warming in the Arctic in winter and the thawing of permafrost in Siberia, Greenland, Alaska and Northern Canada. Also included is how this links to virus spreading (such as COVID-19) and permafrost could release ancient viruses.	Thawing permafrost and key link to aviation and air transport.

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Description Titre de l'invention: Installation côtière de gestion de phénomènes météorologiques	Gino Scatolin	EU citizen	This is a description of an invention. This invention is a coastal installation that can manage meteorological phenomenon's. The paper describes how cyclones are formed when the surface temperature of the water is more than 26°C at a depth of less than 50 metres. Therefore some areas are cyclone formation hotspots. The invention aims to reduce cyclone formation in these areas by using a pumping system to pump cool water into the ocean and a dispersion system. Technical details regarding the invention are detailed. This paper also includes diagrams of the installation.	Cyclones
Rechtsprobleme im Anthropozän: Vom Umweltschutz zur Selbstbegrenzung	University of Bremen, Forschungsstelle für Europäisches Umweltrecht (FEU)	EU citizen	Looks at changing laws to enforce environmental measures, such as minimum service life to promote circular economy,	Discusses regenesis to combat climate change, 30 hour work week could reduce demand on energy, introducing laws such as minimum service life to promote circular economy, planning permission for all resource consuming activites such as chemical use in water treatment, set maximum trade quotas to manage resources. Include environmental protection in state budgets,
Car Tolls	Michael Kusterer	EU citizen	In Germany cities do not have the right to implement a toll for cars in order to reduce traffic jams and improve the timeliness of public busses and use the money to run much, much more public busses. The EU should force member states to enable their cities to implement such toll systems. It should be up to the cities, to decide, if they want to implement car-tolls and every city should have the possibility to do it.	EU should enforce member states to allow for local authority government to be able to enforce measures that will benefit the 2030 GHG reduction target, not at a country level, at a city level
muster-frage4_0	Katharina Krug	EU citizen	Europe should be net zero by 2025. In 2025 fossil fuels should not be used for energy production, but EU should take up regulatory measures that make burning fossil fuels uneconomical. Renewable energy should be massively expanded taking into account decentralized production, which benefits the local inhabitants.	We need smarter investments and regulations. Abolish subsidies to fossil fuels and redirect them to support renewables. In the coming investments, human health should be a central issue, healthy recovery is needed after Covid19.
Frage_4	Leo Kögel	EU citizen	EU should take up regulatory measures that make burning fossil fuels uneconomical. Renewable energy should be massively expanded taking into account decentralized production, which benefits the local inhabitants. The 2030 emission reduction target should be at least 65%. In cities cycling, pedestrians and public transport should be given priority. Climate justice should be supported by using effective and legally binding instruments. The most vulnerable must be cared for.	We need smarter investments and regulations. Abolish subsidies to fossil fuels and redirect them to support renewables. In the coming investments, human health and environmental protection should be central issues. Decisions must be based on scientific advice.

Title	Author	Stakeholder group	Summary	Key issues raised
Energetic possibility of CO2-reduction at 1% global economic growth scenario	Wolfgang Metzeler-Kick	EU citizen	Graph illustrates the decrease in atmospheric CO2 will be faster and earlier if the Photovoltaic is installed in the desert rather than mid- Europe (although both will result in lower atmospheric CO2). The desert scenario will also use less land-surface-coverage	N/A
Energetic possibility of CO2-reduction at 3% global economic growth scenario	Wolfgang Metzeler-Kick	EU citizen	This is just a graph with a projection of Co2 after a 3% in economic growing, nothing further to add	
Notes	Antoine Clement	EU citizen	Brief notes on suggestions for actions to be taken for the following topics ; tourism, transport, society, trade, advertising, fashion, industry, biowaste (in more detail in the key issues raised column).	Actions for improvement identified. Tourism - stop mass tourism and develop local tourism, promote and invest in trains/bikes. Transport - substitute internal flights by train journeys, develop a night train and le TER (French railway). Society - Create collective projects and support local initiatives. Educate the future generations and raise awareness from a much earlier age, reinforce ERASMUS exchanges. Find more relevant indicators than GDP and move to a decline in economic growth. Finance - finance the Green Deal, tax large groups and the financial sector, remove tax havens, reinforce the polluter-pays principle, support modest income households and carbon taxes. International trade - stop free-exchange agreements, impose social-environmental requirements that are at a minimum equivalent to those established by the EU. Advertising - limit adverts and stop incentivising consumption, introduce taxes. Fashion - ecodesign, sustainability. Industry - improve durability and reparability of products. Reinstate standards - standardise product contents, the bonus/malus of companies and develop the sector further. Biowaste - regional collection , constrain large companies and develop valuation.
position_sur_le_climat	Sandrine Leblanc	EU citizen	An opinion on climate change in general. Main message expressed is that it is now time for humans to stop thinking we have the rights to nature. View is expressed that the freedom of one is halted where the freedom of another begins. View that this applies to the natural elements that surround us, including animals but these do not have the power of using words. The view is expressed that society is too driven by money and a negative view is expressed that the respondent is not sure if humanity will be able to come to an	Key issue raised is that humanity will not be able to come to an agreement to improve regulations. Another issue raised is that society is too focused on money.

Title	Author	Stakeholder group	Summary	Key issues raised
			agreement and change the rules of a game that has become corrupt at all levels.	
Offener Brief	Edmund Schultz	EU citizen	The citizens' initiative Baumschutz Braunschweig, urge their minister to support "fossil-free" actions. The European Investment Bank should refrain from financing any projects for the use of fossil fuels worldwide (oil, coal, natural gas) and support renewable technologies.	Renewable raw materials such as wood, palm oil, maize should not be an alternative and transport projects for fossil-powered ships, planes or motor vehicles should not be financed. The funds are urgently needed for sustainable renewable energies and only through extremely consistent action climate change can be stopped. EIB, the world's largest multilateral lender, has a significant impact on whether the Paris climate goals can be achieved, and while maintaining an environmentally friendly image, it also supports large-scale projects that are extremely harmful to the climate. Between 2013 and 2017, it committed almost € 12 billion Projects to promote fossil fuels such as the dangerous TAP pipeline between Azerbaijan and Italy. Overall, EIB must become exclusively climate-friendly bank. The effects of climate change are not only observed on global scale but also on a local scale. City trees are in danger due to drought and can go extinct from heat and extreme storms. Also, summers in the city are getting hotter and more unbearable over the years.
Wir brauchen einen Klima-Rettungsschirm	Edmund Schultz	EU citizen	Financial rescue packages in the coronavirus pandemic should be granted to businesses that are unharmful to the environment as this will determine whether climate targets will be met in the post covid-19 era.	Setting 1.5 degree target for global warming is a first step to fight climate change, and there are only 10 years left to meet this huge task. Economic stimulus packages of billions to trillion euros are now being discussed worldwide because of the corona virus pandemic, and these rescue packages will determine the course for the future. Either they will be granted to huge enterprises that are harmful to the environment such as aviation and coal industry, or they can be used to support smaller businesses that are friendlier to the environment. Tax surpluses and funds should be invested in research and education. Also, it is necessary to promote modern construction technology, urban and traffic planning, which alone could save more than half in energy and CO2 generation. Finally, funds should be given to smallholders of organic agriculture to preserve forests, and to follow Germany's example for cheap and clean electricity from renewable energy.

Title	Author	Stakeholder group	Summary	Key issues raised
Fahrradmobilität und -attraktivität in Braunschweig	Edmund Schultz	EU citizen	The paper describes what measures are to be taken in order to increase bicycle mobility and attractiveness in Braunschweig.	The overall goal is to increase the share of cycle traffic well over 50%.The paper discusses the necessary conditions (such as redistribution of finances, road space, planning based on the Netherlands or Copenhagen) and measures (establishing speed limits, cycling network..) that need to be taken to achieve that goal.
Fee & Climate Income	Per Bergström	EU citizen	Per Bergstrom is suggesting the use of a simple digital system to apply fees (or otherwise climate income) that will contribute towards the reduction of fossil fuels usage.	A small steadily rising EU-fee on carbon for fossil fuel companies at source or import should be applied. People should shop more fossil free and less of the steadily pricier fossil dependant products. Money should be run through a simple digital system where companies must be guaranteed fair competition through border adjustments, and the money should be returned in equal dividends to all citizens every month. Overall, this could be a politically resilient system that would phase out fossil fuels.
Public consultation for the EU climate ambition for 2030 and for the design of certain climate and energy policies of the European Green Deal	Ulrike Nater	EU citizen	This paper states that in a healthy economy and civil society the most vulnerable among us are looked after. Workers have access to well-paying jobs that do not exacerbate pollution or nature degradation, cities prioritise pedestrians, cyclists and public transport, and our rivers and skies are protected and clean.	The paper recommends an increase in the use of electrified trains instead of driving cars utilising fossil fuels, also the integration of the European rail system. The paper recommends the introduction of a kerosene tax on intra-EU flights, to eventually replace air travel within the continent.
From Florence De Boni	Florence De Boni	EU citizen	According to the opinion of a European citizen, EU should establish the right framework to support the expansion of renewable energy technologies and reduce the consumption of fossil fuels.	Government must act now to halt biodiversity loss and reduce greenhouse gas emissions ton zero by 2025. Europe in 2025, neither electricity nor heat should be obtained from fossil fuels. It is expected that European legislative measures to make the combustion of fuels from coal, natural gas and oil uneconomical. The renewable energy sector should be massively expanded for Europe's energy supply. EU should introduce a CO2 fee of € 250 per ton across all sectors by 2023, which will ensure regulatory governance.
Ergänzende Angaben	Margrit Clemenz	EU citizen	The author highlights the importance of regulating the population size to achieve the low-carbon transition in Europe.	
Andrea Wirth	Andrea Wirth	EU citizen	The author suggests fear create survival mechanisms that are self-destructive, at an individual and social level. Thus, a holistic education on being human is required to effectively achieve climate protection.	

Title	Author	Stakeholder group	Summary	Key issues raised
Travel and the Built Environment	João TEIXEIRA	EU citizen	This paper is an academic publication which summarises empirical results published in previous articles on the associations between the built environment and travel, specifically with regards to reducing automobile use. The meta-analysis find that vehicle miles travelled is most strongly related with measures of accessibility of destination, followed by street design variables. Walking is most strongly related to land use diversity, interaction density, and destinations within walking distance. Bus and train is equally related to proximity of transit and street network variables. The paper ends by drawing practical implications but warns against generalising these findings.	The generalisability of the findings is the main issue raised with regards to the solution proposed.
Maßnahmen für eine insgesamt nachhaltigere Wirtschaft, die für Konsumenten Anreize für eine nachhaltigere Lebensweise schafft	Carolin Gruhl	EU citizen	Authors identify two key measures to achieve a sustainable economy: (1) to encourage people to shop in a more ecological way and (2) to shift long-distance transport modes of choice from air to rail and road	
Open Source Ecology Germany	Florian Rabis	EU citizen	Open Source Ecology (OSE) is a German movement aimed at establishing an Open Source Economy. OSE requests to prepare legal systems and administration to adopt an open source economy by allowing “open source” as a valid statute purpose for non-profit organisations; enabling adequate patent legislation (e.g. simplifying patent procedures and reducing costs); defusing the so called minefield liability; and modifying open source warranty obligations. Moreover, OSE advocates more funding for open source development and open licenses as a condition for accessing to public funding. Finally, OSE backs the use open source technologies in public infrastructure and financial support for voluntary social year.	OSE presents funding for small organisations as one of the main issues for open source development coupled with counterproductive tax obligations; the high competition for limited funding and limited human resources.
Massnahmen gegen Klimaerwärmung	Zoran Dukic	EU citizen	The position paper presents a set of different measures to tackle the effects of climate change. It suggests to foster the construction of energy-efficient and low-energy houses; to promote electric mobility and expand battery exchange stations; to increase public transport and encourage short distances between home and workplace; to ensure renewable power infrastructure in buildings and industry; to stimulate forests protection and increase research	Higher costs of passive and low-energy houses compared to conventional houses, low governmental support, and low credit accessibility; low awareness regarding climate change effects in the general population, such as increased water and food scarcity; countries with large areas of forest lack financial resources to protect them; lack of infrastructure to foster electric mobility; counterproductive construction of fossil fuels-power plants.; lack of

Title	Author	Stakeholder group	Summary	Key issues raised
			for the deployment of carbon capture and utilisation technologies, and to raise awareness of climate change issues that can allow to stop overpopulation and inspire sustainable life-styles.	sufficient education on climate change issues and sustainable lifestyles.
Amtlich festgestellt: Energiewende ist vermurkst	Gustav Pfaff	EU citizen	The paper describes which elements should be taken into account when setting the level of climate target (2030) according to EUROFER. Besides, EUROFER emphasizes that all sectors of EU economy need to contribute fairly to the overall climate ambition (ETS and non-ETS sectors). Furthermore, they claim that a strengthened framework of carbon leakage provisions needs to be urgently applied. Finally, options to possibly strengthening the EU ETS are discussed.	
Für einen „Green Deal“ - Klimaschutz und nachhaltige Entwicklung mit wirtschaftlicher Erholung, Wettbewerbsfähigkeit, sozialer Ausgewogenheit und Stabilität verbinden	Laura Broitzmann	EU citizen	The German parliamentary group CDU/CSU highlights that the consequences of the corona pandemic need to be considered for the upcoming regulatory proposals of the EU Commission, including the Green Deal. The group supports the goal of a climate-neutral EU by 2050 but sees the rise of the 2030 targets as a significant increase and indicates that its achievement would require the burdens to be distributed fairly within the MS. The position paper also supports the implementation of new effective rules but highlights the need to consider existing national regulations. Moreover, it emphasizes the need for improved market-based mechanisms for climate protection; stresses the importance of research and innovation and a strengthened agriculture sector; and asks for a revision of the border adjustment mechanisms, as well as of the taxation directive.	Health, economic, social, and fiscal consequences of the corona pandemic; Unfair distribution of burdens among Member States; Lack of reliable monitoring systems of carbon credits; New EU regulations are usually not coherent with existing national ones; Carbon leakage regulation needs to be strengthened (need to improve market-based instruments); Emission standards for new vehicles already represent a huge technical and economic challenge; Fair competitiveness within the EU (standard electricity price); International competitiveness and administrative feasibility
Doorrekening van het concept-klimaatakkoord	Gerrit Blom	EU citizen	The report summarises the results of a calculation which determines the consequence of the Dutch (draft) climate agreement, divided into targets for 2030 targets (49% reduction) and 2050 (0 emissions). Majority of the transition is expected to be achieved from 5 main sources, namely reduction of gas reliance of small users, electrification of the transport sector, limiting energy consumption of industry and maximisation of solar and wind energy. Marginal input is also expected to be from biomass.	

Title	Author	Stakeholder group	Summary	Key issues raised
In Frage 5.8 ist die Wichtigkeit der „Berücksichtigung der öffentlichen Wahrnehmung einiger Technologien	Nils Vogel	EU citizen	To achieve climate neutrality, a collective and bold action on the sides of both private and public sector. There is no clear support for/disagreement with the increase of the 2030 target. Instead it highlights that if such change is to be made, all technologies should be considered on equal basis together with enabling investments. Furthermore, any new 2030 target should serve as a basis for coherent decarbonisation policies across different sectors. In this respect, the EU should prioritise clear and consistent rules to integrate and mainstream innovative low-carbon solutions, (e.g. CCS or hydrogen). The paper also makes a reference to its responses to Energy System Integration Strategy consultation (highlighting again the importance of hydrogen and CCS, market signals, useful policy framework and ETS) and TEN-E Regulation and EU Hydrogen Strategy consultation (where it calls for sustainable and clean gas, CCS or ETS).	CCS and CCU procedures in climate protection strategies might not be as beneficial as it is believed nowadays, because the trust in such technologies and thus the technical controllability of climate change undermines the efforts to reduce CO2 emissions. However, reduction of carbon emissions in general would be enormously advantageous to meet sustainability targets. One of the aims of the Green Deal is to decouple economic growth from resource consumption, but its proven from multiple scientific studies that this is not possible. Growth is very important and to achieve sustainability focus should be given in efficiency, recycling and the circular economy. For example, the obligation to have a significantly longer guarantee period (at least 5 years) for products, that could last much longer, but manufacturers - many times intentionally - produce faulty products to increase profits from sales.
‘Polluter Pays Principle’ – Does it really? An Analysis of the EU Renewable Energy Programme	Pat Swords	EU citizen	The author claims that the EU renewable energy programme was adopted without proper assessment of alternatives and quantification of benefits in terms of externalities. Using the case of Ireland, he argues that promoting renewable energy has come at a very high cost.	
How to avoid the end of the world	Bartolomeo Rizzo	EU citizen	The paper is a guide on "how to avoid the end of the world". It provides the author's opinions on how the world is coming to an end and a set of points on how this can be prevented. The paper is focused on the Italian political context, however they note that their points can be adopted in any country. It provides an overview on how society should function in the future. It offers a completely new economic, social and political model that they believe should be assured in the future. This model will require increased automation of society, and countries being self-reliant for energy (principally through bountiful renewable energy generation). It will be a socialist state with economic stratification for employment (in the form of "bands"). The author further provides an outlook on how cities, homes and society will function. It finally emphasises the importance of inter-planetary colonisation. The however does not address the EU's 2030 targets or	

Title	Author	Stakeholder group	Summary	Key issues raised
			means to achieving ambitious GHG emission reduction.	
EXISTING GAPS IN THE RESEARCH ON NUCLEAR MATERIALS FOR ADVANCED NUCLEAR SYSTEMS IN EUROPE	Jana KALIVODOVA	EU citizen	There should be more support for development of innovative materials solutions for advanced nuclear systems as well as advanced materials testing, characterization and monitoring.	
My vision for the EU	Clara Nicolai	EU citizen	This submission provided input from three campaigns, one advocating Frans Timmermans, one supporting the Green New Deal for Europe Campaign, and one supporting HealthRecovery by the World Medical Association. This response was very ambitious in future GHG emission reductions and the measures proposed to achieve this. It covered a wide variety of sectors. It provided three long lists (one per campaign) with a list of policy actions required to steer for environmental change. Most actions proposed new measures that should be adopted, however some suggested key EU legislative instruments that need to be amended.	Some key issues included transport measures focused on electrification and public transport, consumer rights, harsh business regulation and transparency, and environmental justice, among others
Myth of Carbon Neutrality of Biomass	Henrik Petrén	EU citizen	This paper provides a discussion by IPCC author Prof. William Moomaw, on the belief that burning biomass is carbon neutral. The author notes that this is based on misconceptions and incomplete analyses. They focus on forest derived biomass burned for electricity production. The main flaw being the inefficiency of woody biomass for heat/electricity production. Furthermore, the quick time to burn a tree takes years to replace via reforestation, even in "sustainably" managed forests where the carbon content of a forest is consistent the total carbon in the atmosphere will regardless increase atmospheric carbon dioxide. Finally no policy ensures that trees are replanted after using woody biomass. Many other arguments were further provided. The EU, for example, counts biomass for electricity as carbon neutral. An irony of this is that in the EU and US biomass is carbon neutral, developing countries that also depend on biomass	Bad carbon accounting systems when focused on woody biomass combustion for electricity.

Title	Author	Stakeholder group	Summary	Key issues raised
			mostly do not regard it as carbon neutral. Furthermore as IPCC accounting rules ensure that carbon dioxide from biomass combustion must be accounted somewhere on the supply chain, this often means that it is accounted in deforestation and land-use change, rather than at the point of combustion. More directly, this means that although the EU is the consumer of the combustion, it is the developing forestry countries that take the burden of the globally accounted carbon emissions. The paper advocates that any carbon accounting system that is used to implement policies that are directed towards reducing concentrations of heat trapping gases in the atmosphere must conform to the accounting system that is actually used by the atmosphere.	
Public consultation for the EU climate ambition for 2030 and for the design of certain climate and energy policies of the European Green Deal	Michal Danhelka	EU citizen	As per this position, the 2030 emissions target should remain unchanged as it appears that it might create more challenges than opportunities. Any changes to the 2030 target should be based on a comprehensive IA, including on MS' level. Furthermore, any increased climate ambition on EU's side should be followed on the same level by EU's international partners. Lastly, currently the EU's priority should be to stabilise the economy which has been heavily impacted by the covid-19 pandemic.	The sectors that should be most prioritised when meeting the target are buildings, industry, transport, energy supply and waste management. By 2030, EU should achieve at least 32,5% energy efficiency.
Climate Question File	Hall Cynthia	Non-EU citizen	There needs to be greater ambition and enhanced action to address the climate crisis. The EU has the opportunity to direct and influence how the challenge is addressed	Use the Mercorsur agreement to protect the amazon; use legal tools to prevent ecocide; create a transport network which is green orientated; use fiscal instruments to protect the environment; use the spirit of the pandemic to address the climate crisis;
How Carbon Fee and Dividend Works	Joe Grimm	Non-EU citizen	The paper describes a proposed carbon fee and dividend scheme and explains the positive benefits that such a scheme would have on the economy, health, and carbon emissions. The scheme entails the pricing of CO2 emissions derived from burning fossil fuels upstream (at the mine) and the direct transfer of these net fees (i.e. minus administrative costs) to households. The scheme also proposes a border adjustment mechanism consisting of a carbon fee for imported goods and a rebates for US exporting industries)	The main issue raised - carbon leakage - is addressed by the solution proposed by the paper (border adjustment mechanism).

Title	Author	Stakeholder group	Summary	Key issues raised
Global Carbon Capture and Storage Institute	Global Carbon Capture and Storage Institute	Other	GCCSI welcomes the opportunity to contribute to the 2030 Climate Target Plan consultation and has identified four major topics that can be further improved. According to the Institute, it is important to identify the impact of different technologies and carbon removal to the new 2030 target. Also, available financial streams need to be highlighted and a clear plan to build CO2 transport and storage infrastructure has to be set out.	Global CCS Institute recommends more clarity on how different technologies and solutions are expected to contribute to the new 2030 target, including expected deployment of CCS technologies in industrial decarbonisation, clean hydrogen production and carbon removal. Also, it asks for more details on the expected contribution of carbon removal to achieving the EU 2030 climate target. How will it be defined, which specific solutions are considered and how is relevant policy framework expected to evolve. Also a plan needs to be established to build out CO2 transport and storage infrastructure. The Climate Target Plan should elaborate on the expected build-out of CO2 transport and storage infrastructure in Europe as an enabler for this progress. Well thought-out plan for the CO2 infrastructure would provide more European countries with access to these decarbonisation technologies. Finally, financial streams need to be highlighted to establish clear links between all proposed policy tools and financial resources.
Enabling a Citizen-Centered Energy Transition through Local Action	ICLEI European Secretariat	Other	The paper focuses on the role of localised and community level RE generation as contributors to the energy transition and as a key for post-corona green recovery. It lists five key enabling policies for prosumerism, six ideas for market reforms to facilitate the uptake of prosumerism, and explains how technology can contribute to its uptake as well. It also lists ideas to increase local value while pursuing socially inclusive community wind projects.	Little enthusiasm from consumers/citizens and acceptance are mentioned as potential barriers to the take up of prosumer technologies.
Government functions	ICLEI European Secretariat	Other	ICLEI is a membership organisation of local governments and associations of local governments. It sets out government actions starting from local level up to EU-continental level. It's suggestions are based in the right use and implementation of information sharing, rule-setting and financial streams.	Regarding the information sharing, ICLEI suggests that climate awareness and ambitions should be raised, as well as, information channels through different governmental levels and stakeholders should be established. Furthermore, climate strategies and legislations should be in alignment between different governmental levels. Finally, funding programmes should be raised, and reporting is necessary in all levels.
Towards carbon-neutrality: An ambitious target to support Europe walk-the-talk	ICLEI European Secretariat	Other	ICLEI is a membership organisation of local governments and associations of local governments. The mission is to build and serve a worldwide movement of local governments to achieve tangible improvements in global sustainability with special focus on environmental conditions through cumulative local actions. The	The EU imports more than half of all the energy it consumes, mainly crude oil and natural gas, inputs to generate electricity, heating and to provide transport services especially in cities. This dependence leaves countries, regions and cities vulnerable to supply disruptions, whether caused by political or commercial disputes, or infrastructure failure. A

Title	Author	Stakeholder group	Summary	Key issues raised
			paper states that local authorities need clear empowered mandates, free access to local and regional energy data, and appropriate capacity development for technical staff, to benefit from bottom-up contributions, both on mitigation and on adaptation. Local and regional governments are best positioned to engage their communities and implement ambitious and timely action, acting not only as administrators but also as service providers, and significant purchasers of energy services (e.g. electricity grids, heating services and public transport).	sustainable energy transition for Europe, able to deliver on the Paris Agreement should include the increase of energy efficiency on the demand as well as the supply side, especially in the transport, building and industry sectors. City and regional energy systems including, electricity, heating and cooling or transportation must be adapted and be flexible enough to cope with the energy security risks. Accelerating the implementation of local sustainable energy and climate action plans, and providing cities the skills, knowledge and tools enabling them to invest and take bold decisions to guarantee a future-proof energy system is essential to guarantee local energy security in the medium and long term.
CPMR Regions at the heart of the European Green Deal	Conference of Peripheral Maritime Regions (CPMR)	Other	The CPMR members regions are at the forefront of the growing and worsening impacts of climate change; sea-level rise, coastal flooding, droughts, heavy rains and floods and forest fires are already impacting their territories, economies and citizens. The paper calls for the EGD to deliver four enablers to ensure a transition for a prosperous, competitive and fair climate neutral society for all regions in Europe: an ambitious climate policy, a long-term adequately funded growth strategy, full involvement and partnership with regions, a fair and just transition.	The CPMR members regions are at the forefront of the growing and worsening impacts of climate change; sea-level rise, coastal flooding, droughts, heavy rains and floods and forest fires are already impacting their territories, economies and citizens. Tailor-made solutions to territories are needed as well as full ownership. Furthermore, not all regions start from the same point or have the same capacity to respond. Some regions are already on track to become climate-neutral before 2050, whilst others, such as outermost regions as underlined in the EGD, have specific vulnerabilities that need to be taken into account and consequently need to be supported in the transitions.
ZEP RESPONSE TO THE CONSULTATION ON 2030 CLIMATE TARGET PLAN	Zero Emissions Platform	Other	ZEP made the following 3 recommendations: 1) put in place an enabling policy framework, making it economically feasible for companies to invest in the whole value chain of Carbon Capture and Storage (CCS); 2) recognise and ensure political support for common infrastructure, both for CO2 and clean hydrogen; and 3) use the green recovery to kick-start projects along the whole value chain of CCS and clean hydrogen now.	According to ZEP, the development of CO2 infrastructure is critical to achieve large-scale decarbonisation and deliver carbon dioxide removals. ZEP also argued that clean hydrogen will also be required in large quantities, and that its production from reformed natural gas with CCS can be delivered within the decade. Finally, they argue that research and innovation activities to reduce costs are hugely important

Annex D: Correlation analysis tables

This section contains correlation analysis of all questions in Part I and II of the open public consultation. These correlations take the questions from these sections and compare them to the stakeholder type question [Q2], of the questionnaire. They are all provided below.

Part I - General Feedback

Table D-1 Correlation of responses by stakeholder type [Q2] and desired ambition for the new EU 2030 climate target [Q13]

Type of information	It should remain unchanged at 40%	It should be increased to at least 50%.	It should be increased to at least 55%
As an individual in a personal capacity	220	380	2 584
Of which:			
EU citizen	217	372	2 556
Non-EU citizen	3	8	28
In a professional capacity or on behalf of an organisation	126	135	320
Of which:			
Academic/research institution	6	14	21
Business association	40	42	54
Company/business organisation	38	46	75
Consumer organisation	4	0	3
Environmental organisation	3	3	25
Non-governmental organisation (NGO)	17	9	86
Trade union	1	2	3
Other	7	5	28
Public authority	10	14	25

Table D-2 Correlation of responses by stakeholder type [Q2] and the opportunities related to a higher climate ambition by 2030 [Q14]

Type of information	It will be a chance to do our part in saving the planet and thus fulfilling our duty towards the future generations.	It will allow a more gradual pathway to reaching a climate neutral EU by 2050	It will help mitigate costs associated with climate change to the society (from e.g. extreme weather events, droughts, loss of ecosystems etc.)	It will ensure a growing EU economy based on new production and consumption models (e.g. circular economy approach)	It will reinforce EU leadership and inspire action to battle climate change globally	It will create new (green) jobs, including those that are difficult to outsource outside the EU (e.g. maintenance of renewable energy installations, construction)	It will lower pollution, improve health, make cities and buildings more liveable and thus increase the well-being of citizens.	It will give the EU industry a first-mover advantage on global markets	It will improve energy security and reduce the EU dependency on imported fossil fuels	Other (please specify in answer box)
As an individual in a personal capacity	2 607	1 322	2 298	1 762	1 905	2 001	2 642	1 345	2 047	362
Of which:										
EU citizen	2 575	1 304	2 269	1 741	1 875	1 973	2 609	1 327	2 021	358
Non-EU citizen	32	18	29	21	30	28	33	18	26	4
In a professional capacity or on behalf of an organisation	350	378	357	381	301	389	439	273	361	203
Of which:										
Academic/research institution	30	26	30	23	19	26	36	17	30	4
Business association	51	105	61	88	54	88	88	64	87	55
Company/business organisation	89	103	82	104	83	112	111	77	83	58
Consumer organisation	4	3	4	2	3	2	4	3	2	3
Environmental organisation	26	16	25	22	24	24	29	17	20	13
Non-governmental organisation (NGO)	88	67	89	80	72	83	100	60	80	53
Trade union	6	8	6	6	5	5	7	5	6	4
Other	27	23	30	24	18	20	30	10	21	7
Public authority	29	27	30	32	23	29	34	20	32	6

Table D-3 Correlation of responses by stakeholder type [Q2] and the challenges related to a higher climate ambition for 2030[Q15]

Type of information	It will represent a significant investment challenge for EU industry, services, transport, and energy sectors. The costs of investments are likely to be passed on to consumers via higher prices or taxes	It will likely lead to a structural shift and changing skill requirements in the economy, in particular leading to a decline of sectors and jobs linked to fossil fuels extraction and carbon-intensive manufacturing	It will change the existing policy and will confront us with reduced lead-time for devising and implementing additional measures and for the economic actors to adjust.	The simultaneous transition to climate neutral, circular, and digital economy and society may lead to significant labour reallocation across sectors, occupations and regions. Businesses, especially SMEs could face challenges in re-skilling and ensuring sufficient workforce	It may lead to societal inequalities due to an initially higher cost of green products, sustainable food and transport and renewable energy, which may negatively impact the lower income people/regions and contribute to energy poverty	Even with a more ambitious 2030 target, it is difficult to ensure sufficient action to reduce greenhouse gas emissions on the ground	The EU, if acting alone, will lose out in terms of international competitiveness	Other (please specify in answer box)
As an individual in a personal capacity	1 084	1 708	1 284	1 292	1 112	1 271	350	341
Of which:								
EU citizen	1 065	1 686	1 273	1 272	1 099	1 257	344	332
Non-EU citizen	19	22	11	20	13	14	6	9
In a professional capacity or on behalf of an organisation	362	376	274	314	246	228	219	199
Of which:								
Academic/research institution	26	31	17	31	18	18	12	4
Business association	119	80	78	68	69	59	87	69
Company/business organisation	109	103	81	77	60	71	78	56
Consumer organisation	6	3	3	4	4	1	1	1
Environmental organisation	8	19	15	13	8	11	1	10
Non-governmental organisation (NGO)	37	82	43	71	33	26	14	43
Trade union	5	7	4	5	6	3	6	4
Other	23	21	15	20	21	16	9	8
Public authority	29	30	18	25	27	23	11	4

Table D-4 Correlation of responses by stakeholder type [Q2] and the relative weight of opportunities versus challenges[Q16]

Type of information	Agree	Disagree	Do not know/Do not have an opinion
As an individual in a personal capacity	2 845	249	174
Of which:			
EU citizen	2 811	246	171
Non-EU citizen	34	3	3
In a professional capacity or on behalf of an organisation	454	99	86
Of which:			
Academic/research institution	38	4	2
Business association	86	39	35
Company/business organisation	117	32	31
Consumer organisation	4	4	0
Environmental organisation	29	3	0
Non-governmental organisation (NGO)	99	9	8
Trade union	3	1	3
Other	35	5	3
Public authority	43	2	4

Table D-5 Correlation of responses by stakeholder type [Q2] and the prioritisation of sectors where efforts to reduce GHG emissions are necessary [Q17]

[Q2] Stakeholder Type	Services (including ICT)	Buildings	Industry	Mobility/Transport	Energy supply	Agriculture	Forestry	Waste management
As an individual in a personal capacity	6.0	4.4	3.1	3.2	2.6	4.4	6.1	6.0
Of which:								
EU citizen	6.0	4.4	3.1	3.2	2.6	4.4	6.1	6.0
Non-EU citizen	5.8	4.3	3.7	3.3	3.4	4.6	5.4	5.2
In a professional capacity or on behalf of an organisation	6.1	3.5	3.5	2.8	2.7	4.8	6.3	5.9
Of which:								
Academic/research institution	6.2	4.3	3.8	3.2	3.2	4.7	5.5	5.0
Business association	6.1	3.0	3.7	2.6	2.5	5.2	6.4	5.8
Company/business organisation	5.9	3.4	3.6	2.9	3.0	4.7	6.3	5.8
Consumer organisation	5.1	3.3	3.9	3.0	2.0	4.5	7.1	6.8
Environmental organisation	6.5	3.6	3.0	3.0	2.1	4.8	6.3	6.7
Non-governmental organisation (NGO)	6.2	3.6	3.5	2.9	2.4	4.5	6.1	6.3
Trade union	6.2	3.0	4.0	3.1	3.1	4.4	5.7	4.8
Other	6.2	4.1	3.5	2.4	2.9	4.5	6.5	5.8
Public authority	6.1	3.7	3.1	2.4	2.9	5.0	6.2	5.7

Notes: the figures in this graph represent a weighted average, which was created based on the rankings (1-8). This helps identify whether stakeholders prioritised the sector (figures closer to 1), or not.

Table D-6 Correlation of responses by stakeholder type [Q2] and the main drivers of the necessary energy transition [Q18]

[Q2] Stakeholder Type	Higher energy efficiency	Higher penetration of renewable energy	Use of nuclear energy for power generation	Electrification of final energy use	Phase-out of solid fossil fuels	More limited role of natural gas	Better sector coupling between gas and electricity sectors	Use of carbon capture and use technologies	Use of carbon-neutral energy carriers such as green/blue hydrogen, bio-methane, e-gas or e-fuels	Reduced need for energy thanks to life-style changes (e.g. using active modes of transport, circular economy approaches)	Do not know/Do not have an opinion
As an individual in a personal capacity	2 141	2 670	524	1 251	2 417	1 251	297	495	927	2 492	25
Of which:											
EU citizen	2 123	2 640	514	1 237	2 386	1 232	295	487	918	2 468	25
Non-EU citizen	18	30	10	14	31	19	2	8	9	24	0
In a professional capacity or on behalf of an organisation	488	543	113	284	403	156	202	205	310	372	8
Of which:											
Academic/research institution	27	38	10	10	29	10	9	11	23	31	0
Business association	128	140	36	70	88	25	74	72	107	71	3
Company/business organisation	131	144	43	87	102	25	81	73	98	80	4
Consumer organisation	6	6	2	2	3	3	3	3	2	4	0
Environmental organisation	25	28	4	19	26	20	3	2	4	24	0
Non-governmental organisation (NGO)	90	98	6	58	92	54	9	18	25	87	0
Trade union	7	5	2	5	5	1	2	1	5	5	0
Other	33	41	6	12	30	9	7	12	18	29	1
Public authority	41	43	4	21	28	9	14	13	28	41	0

Table D-7 Correlation of responses by stakeholder type [Q2] and the required EU renewable energy ambition for 2030 [Q19]

[Q2] Stakeholder Type	Achieve at least a share of 32% renewable energy in the final energy consumption in the EU by 2030, i.e. unchanged from the level already agreed	Achieve at least a share of 35% renewable energy in the final energy consumption in the EU by 2030	Achieve at least a share of 40% renewable energy in the final energy consumption in the EU by 2030	Achieve even higher level of ambition than at least a share of 40% renewable energy in the final energy consumption in the EU by 2030	Do not know/Do not have an opinion
As an individual in a personal capacity	150	134	399	2 378	140
Of which:					
EU citizen	148	129	396	2 357	136
Non-EU citizen	2	5	3	21	4
In a professional capacity or on behalf of an organisation	97	79	114	235	73
Of which:					
Academic/research institution	4	8	12	15	4
Business association	32	22	28	31	33
Company/business organisation	38	31	37	44	15
Consumer organisation	1	1	0	4	1
Environmental organisation	1	1	3	25	2
Non-governmental organisation (NGO)	7	6	13	73	8
Trade union	2	1	0	1	3
Other	4	5	5	23	6
Public authority	8	4	16	19	1

Table D-8 Correlation of responses by stakeholder type [Q2] and the required EU energy efficiency ambition for 2030 [Q20]

[Q2] Stakeholder Type	Achieve at least 32.5% energy efficiency (in both primary and final energy consumption) by 2030, i.e. unchanged from the level already agreed	Achieve at least 35% energy efficiency (in both primary and final energy consumption) by 2030	Achieve at least 40% energy efficiency (in both primary and final energy consumption) by 2030	Achieve even higher level of ambition than at least 40% energy efficiency (in both primary and final energy consumption) by 2030	Do not know/Do not have an opinion
As an individual in a personal capacity	172	193	448	2 135	250
Of which:					
EU citizen	170	188	446	2 113	246
Non-EU citizen	2	5	2	22	4
In a professional capacity or on behalf of an organisation	112	82	101	210	81
Of which:					
Academic/research institution	1	7	13	12	5
Business association	42	25	22	28	29
Company/business organisation	42	29	25	40	24
Consumer organisation	1	1	1	4	0
Environmental organisation	2	1	5	22	2
Non-governmental organisation (NGO)	9	5	16	67	9
Trade union	2	2	0	0	2
Other	5	4	5	22	7
Public authority	8	8	14	15	3

Table D-9 Correlation of responses by stakeholder type [Q2] and the role of fossil fuels in relation to the existing GHG emission reduction targets for 2030 and 2050 [Q21]

[Q2] Stakeholder Type	No further public intervention is needed in addition to existing framework	Regulate on the national level, by imposing a phase out of solid fossil fuels in power generation by a certain date	Regulate on the national level, by imposing a phase out of solid fossil fuels in heating by a certain date	Clearly indicate to consumers that the use of solid fossil fuels in heating is not sustainable	Give a stronger price signal on EU and national level for fuel switch away from solid fossil fuels (e.g. through carbon taxation or emission trading)	Phase out of any public support to solid fossil fuel related investments and use.	Promote clean technologies (such as carbon capture and storage/utilisation), which could allow for the continuation of the consumption of solid fossil fuels	Promote carbon-neutral power generation and electrification of the final demand (e.g. renewables-based power generation and electric heat pumps and vehicles)	Do not know/Do not have an opinion
As an individual in a personal capacity	165	2 246	1 993	1 587	2 450	2 545	709	2 291	32
Of which:									
EU citizen	163	2 215	1 964	1 569	2 422	2 517	700	2 263	32
Non-EU citizen	2	31	29	18	28	28	9	28	0
In a professional capacity or on behalf of an organisation	44	275	256	196	382	380	177	403	30
Of which:									
Academic/research institution	0	20	20	19	29	29	13	27	0
Business association	15	37	38	37	72	75	54	87	15
Company/business organisation	15	61	63	46	103	93	57	116	8
Consumer organisation	2	2	2	5	4	4	3	5	0
Environmental organisation	2	26	23	16	25	25	4	22	0
Non-governmental organisation (NGO)	3	77	67	33	82	82	20	83	3
Trade union	1	4	3	6	4	4	0	4	0
Other	4	23	21	18	28	32	10	27	3
Public authority	2	25	19	16	35	36	16	32	1

Table D-10 Correlation of responses by stakeholder type [Q2] and the role of natural and other gases in relation to the 2030 and 2050 climate targets [Q22]

[Q2] Stakeholder Type	Yes, natural gas can help the EU reach the 2030 targets as it is a more climate friendly alternative to coal or oil in heating, transport and power generation and it is a source of flexibility for an increasingly renewable energy based power system	Natural gas may have a role as a transition fuel but, at the latest after 2030, it should be increasingly replaced by carbon-neutral alternatives, such as biogas, bio-methane, green hydrogen and e-gas	Natural gas is a fossil fuel, its continued use will make it harder to meet the 2030 target and create lock-in effects in the longer term; a focus on energy efficiency and electrification will help reduce demand for natural gas	Do not know/Do not have an opinion
As an individual in a personal capacity	179	788	2 049	195
Of which:				
EU citizen	178	776	2 030	191
Non-EU citizen	1	12	19	4
In a professional capacity or on behalf of an organisation	128	233	216	40
Of which:				
Academic/research institution	2	20	18	2
Business association	60	63	26	8
Company/business organisation	44	75	38	14
Consumer organisation	1	3	3	0
Environmental organisation	1	3	26	2
Non-governmental organisation (NGO)	9	21	72	6
Trade union	0	6	1	0
Other	8	14	16	6
Public authority	3	28	16	2

Table D-11 Correlation of responses from by stakeholder type [Q2] and the role of residential buildings [Q23]

[Q2] Stakeholder Type	Replace the current heating & cooling system by a more efficient one (e.g. replace a gas boiler by a heat pump)	Replace old or inefficient heating equipment using bioenergy, solid or liquid fossil fuels	Use renewable energy on-site (e.g. biomass, solar thermal, PV panels, geothermal) or off-site through district heating/cooling networks	Improve the thermal properties of the building's envelope through better insulation and windows	Use smart technologies (e.g. building automation and control systems, room temperature controls, smart meters)	Use more energy efficient appliances
As an individual in a personal capacity	3.5	3.7	3.7	3.8	3.0	3.3
Of which:						
EU citizen	3.5	3.7	3.7	3.8	3.0	3.2
Non-EU citizen	3.3	3.0	3.9	3.9	2.8	3.3
In a professional capacity or on behalf of an organisation	3.9	3.5	4.0	4.0	3.5	3.7
Of which:						
Academic/research institution	3.9	3.6	3.9	3.8	3.2	3.6
Business association	3.8	3.6	4.0	4.1	3.7	3.6
Company/business organisation	3.9	3.3	4.0	3.9	3.6	3.5
Consumer organisation	3.7	4.0	3.3	3.2	3.2	3.7
Environmental organisation	3.5	3.9	4.3	4.1	3.0	3.8
Non-governmental organisation (NGO)	4.2	3.6	4.3	4.3	3.7	4.1
Trade union	4.5	3.8	4.2	3.8	4.0	3.8
Other	4.0	3.7	4.1	4.1	3.5	3.8
Public authority	3.7	3.3	3.8	4.0	3.4	3.3

Notes: the figures in this graph represent a weighted average, which was created based on the rankings (1-5). This helps identify whether stakeholders prioritised the option (numbers closer to 5), or not. The heatmap provides the deepest reds when the figure is closest to 5 -i.e. representing when the stakeholder type prioritised that option.

Table D-12 Correlation of responses by stakeholder type [Q2] and the role of non-residential buildings [Q24]

[Q2] Stakeholder Type	Use of building automation and control systems and smart building technologies	Improve the thermal properties of the building's envelope through better insulation and windows	Introduce more energy efficient heating & cooling systems	Use renewable energy on-site (e.g. biomass, solar thermal, PV panels, geothermal) or off-site through district heating/cooling networks	Apply energy management systems
As an individual in a personal capacity	3.4	3.8	3.7	3.9	3.3
Of which:					
EU citizen	3.4	3.8	3.7	3.9	3.3
Non-EU citizen	3.0	3.9	3.5	4.1	3.4
In a professional capacity or on behalf of an organisation	3.8	4.0	4.1	4.1	3.8
Of which:					
Academic/research institution	3.7	3.6	3.9	4.2	3.7
Business association	3.8	4.0	4.1	4.0	3.9
Company/business organisation	3.9	3.9	4.0	3.9	3.9
Consumer organisation	3.8	3.8	4.3	4.0	3.8
Environmental organisation	3.2	3.9	3.8	4.3	3.6
Non-governmental organisation (NGO)	3.9	4.4	4.3	4.4	4.1
Trade union	4.0	4.2	4.0	4.0	3.8
Other	3.8	4.1	4.0	4.1	3.8
Public authority	3.7	3.8	3.9	4.0	3.6

Notes: the figures in this graph represent a weighted average, which was created based on the rankings (1-5). This helps identify whether stakeholders prioritised the option (numbers closer to 5), or not. The heatmap provides the deepest reds when the figure is closest to 5 -i.e. representing when the stakeholder type prioritised that option.

Table D-13 Correlation of responses by stakeholder type [Q2] and the role of industry [Q25]

[Q2] Stakeholder Type	Higher energy efficiency of industrial processes	Electrification of industrial processes	Use of hydrogen in industrial applications as e.g. fuel, feedstock or reducing agent	Use of e-fuels in industrial applications	Use of sustainable biomass as a feedstock (e.g. in the chemicals industry)	Use of sustainable biomass as a fuel	Use of carbon capture and storage or carbon capture and use	Developing a more circular economy where products and materials are more re-used and recycled, developing new business concepts	Substitution of emissions intensive products by alternative products produced with no or low greenhouse gas emissions
As an individual in a personal capacity	3.9	3.5	3.1	2.4	3.3	2.4	2.6	4.0	3.8
Of which:									
EU citizen	3.9	3.5	3.1	2.4	3.3	2.4	2.6	4.0	3.7
Non-EU citizen	3.5	3.5	3.1	2.4	3.3	2.7	3.1	3.9	3.8
In a professional capacity or on behalf of an organisation	4.1	3.8	3.6	2.8	3.2	2.9	3.1	4.1	3.7
Of which:									
Academic/research institution	3.5	3.3	3.4	3.3	2.9	3.1	2.9	4.1	4.0
Business association	4.0	3.7	3.7	2.9	3.3	3.4	3.5	4.0	3.6
Company/business organisation	4.0	3.8	3.5	2.8	3.1	3.1	3.4	4.0	3.7
Consumer organisation	3.8	3.5	3.3	2.5	3.3	2.0	2.8	4.0	3.8
Environmental organisation	4.1	3.7	3.2	2.1	3.3	1.9	2.0	4.3	3.6
Non-governmental organisation (NGO)	4.4	4.1	3.9	2.2	3.0	2.3	2.5	4.5	3.7
Trade union	4.5	3.7	3.7	4.2	3.8	3.8	4.6	3.7	4.3
Other	4.0	3.6	3.4	2.6	3.6	2.7	3.1	4.2	3.9
Public authority	3.9	3.7	3.7	3.0	3.5	3.1	3.1	3.8	3.7

Notes: the figures in this graph represent a weighted average, which was created based on the rankings (1-5). This helps identify whether stakeholders prioritised the option (numbers closer to 5), or not. The heatmap provides the deepest reds when the figure is closest to 5 -i.e. representing when the stakeholder type prioritised that option.

Table D-14 Correlation of responses by stakeholder type [Q2] and the role of mobility: road transport [Q26]

[Q2] Stakeholder Type	Increasing the share of more sustainable transport modes (e.g. supporting multimodality, active transport mode such as walking and cycling)	Improving the efficiency of the whole transport system (e.g. through better traffic management systems)	Increasing the uptake of clean vehicles such as electric and hydrogen fuelled vehicles (e.g. emission standards) and ensuring their efficient integration into the energy grid	Increase the uptake of sustainable alternative fuels (e.g. developing recharging/refuelling infrastructure, blending mandates)	Incentivising sustainable consumer choices and low-emission mobility practices (e.g. increased application of the 'polluter-pays' and 'user pays' principles, better consumer information on carbon footprint)	Increasing investment in sustainable transport infrastructure and solutions (e.g. high-speed rail, inland waterways, recharging and refuelling infrastructure)	Fostering the deployment of innovative digital solutions in transport Improving affordability and accessibility of sustainable transport	Improving affordability and accessibility of sustainable transport
As an individual in a personal capacity	3.9	3.5	3.1	2.4	3.3	2.4	2.6	4.0
Of which:								
EU citizen	3.9	3.5	3.1	2.4	3.3	2.4	2.6	4.0
Non-EU citizen	3.5	3.5	3.1	2.4	3.3	2.7	3.1	3.9
In a professional capacity or on behalf of an organisation	4.1	3.8	3.6	2.8	3.2	2.9	3.1	4.1
Of which:								
Academic/research institution	3.5	3.3	3.4	3.3	2.9	3.1	2.9	4.1
Business association	4.0	3.7	3.7	2.9	3.3	3.4	3.5	4.0
Company/business organisation	4.0	3.8	3.5	2.8	3.1	3.1	3.4	4.0
Consumer organisation	3.8	3.5	3.3	2.5	3.3	2.0	2.8	4.0
Environmental organisation	4.1	3.7	3.2	2.1	3.3	1.9	2.0	4.3
Non-governmental organisation (NGO)	4.4	4.1	3.9	2.2	3.0	2.3	2.5	4.5
Trade union	4.5	3.7	3.7	4.2	3.8	3.8	4.6	3.7
Other	4.0	3.6	3.4	2.6	3.6	2.7	3.1	4.2
Public authority	3.9	3.7	3.7	3.0	3.5	3.1	3.1	3.8

Notes: the figures in this graph represent a weighted average, which was created based on the rankings (1-5). This helps identify whether stakeholders prioritised the option (numbers closer to 5), or not. The heatmap provides the deepest reds when the figure is closest to 5 -i.e. representing when the stakeholder type prioritised that option.

Table D-15 Correlation of responses by stakeholder type [Q2] and the barriers for market uptake of zero-emission vehicles[Q27]

[Q2] Stakeholder Type	Purchase price of low and zero-emission vehicles	Availability of recharging/refuelling infrastructure	Availability of vehicles models	Insufficient range capacity	Tax treatment of low and zero-emission vehicles	Other
As an individual in a personal capacity	1 995	2 338	1 152	1 020	459	379
Of which:						
EU citizen	1 970	2 314	1 143	1 000	453	378
Non-EU citizen	25	24	9	20	6	1
In a professional capacity or on behalf of an organisation	417	417	181	240	136	94
Of which:						
Academic/research institution	28	27	8	16	8	5
Business association	92	96	44	60	35	20
Company/business organisation	119	123	42	75	30	18
Consumer organisation	6	7	3	4	2	0
Environmental organisation	19	24	16	11	8	10
Non-governmental organisation (NGO)	75	71	39	43	41	26
Trade union	7	6	1	2	0	0
Other	27	27	11	13	4	9
Public authority	44	36	17	16	8	6

Table D-16 Correlation of responses by stakeholder type [Q2] and the role of agriculture, forestry and land use [Q28]

[Q2] Stakeholder Type	Afforestation to increase forest cover in Europe	Sustainable forest management, restoration and preservation of forests to ensure existing forests absorb more CO2	Ensuring forests are a source of material for the bio-economy, while pursuing sustainable forest management practices	Enhancing agriculture practices to allow to store more CO2 in agricultural soils and reduce activities that release such soil carbon	Promoting agroforestry and agro-ecological practices	Agriculture/aquaculture as a source of biomass for bio-energy and bio-fuels: Based on food crops	Agriculture/aquaculture as a source of biomass for bio-energy and bio-fuels: Based on agricultural waste	Agriculture/aquaculture as a source of biomass for bio-energy and bio-fuels: Based on woody biomass (e.g. perennials, woody and herbaceous crops, short rotation coppice)	Agriculture/aquaculture as a source of biomass for bio-energy and bio-fuels: Based on algae production	Conservation and restoration of organic soils, wetlands, peatlands	Conservation and restoration of grassland	Reducing emissions from livestock	Reducing emissions from fertilizer, including through reduced fertilizer use, in agriculture	Reducing emissions from tilling practices in agriculture	Shifting food and feed production from land to sustainable aquaculture
As an individual in a personal capacity	2 305	2 617	738	1 856	1 221	255	1 019	287	1 071	2 430	1 795	2 386	2 408	1 090	1 036
Of which:															
EU citizen	2 280	2 589	728	1 831	1 202	250	1 006	281	1 061	2 405	1 774	2 357	2 380	1 076	1 024
Non-EU citizen	25	28	10	25	19	5	13	6	10	25	21	29	28	14	12
In a professional capacity or on behalf of an organisation	264	364	194	274	208	65	198	90	96	278	201	256	260	151	53
Of which:															
Academic/research institution	21	31	16	28	21	6	16	5	6	22	15	21	22	13	3
Business association	57	63	54	56	24	25	53	36	24	39	25	37	39	19	10
Company/business organisation	70	77	46	56	42	13	52	24	18	44	23	40	36	21	10
Consumer organisation	3	5	3	4	2	1	1	0	1	4	3	4	3	2	0
Environmental organisation	18	26	9	17	13	1	10	1	9	27	23	28	25	13	6
Non-governmental organisation (NGO)	40	85	21	58	69	12	30	12	18	77	68	75	81	52	8
Trade union	6	5	4	5	2	0	3	1	1	4	3	2	3	3	1
Other	27	33	13	26	13	3	16	5	11	29	18	20	24	11	7
Public authority	22	39	28	24	22	4	17	6	8	32	23	29	27	17	8

The correlation by stakeholder type [Q2] and consumer choices and behavioural changes that could impact GHG emission reduction [Q29] is not included here, as it is within the main report's text.

Table D-17 Correlation of responses by stakeholder type [Q2] and actions to support the just transition and employment [Q30]

[Q2] Stakeholder Type	Economic diversification and modernisation away from the use of fossil fuels	Energy system modernisation focussing on energy efficiency and renewable energies deployment	Re-skilling of workers in greenhouse gas intensive sectors or sectors producing goods that are greenhouse gas intensive	Social and welfare policies, such as policies addressing energy poverty and supporting labour market transitions	Other
As an individual in a personal capacity	2 283	2 167	2 108	2 140	188
Of which:					
EU citizen	2 255	2 142	2 079	2 116	184
Non-EU citizen	28	25	29	24	4
In a professional capacity or on behalf of an organisation	376	464	309	297	70
Of which:					
Academic/research institution	24	25	19	23	4
Business association	88	125	56	48	17
Company/business organisation	81	125	74	51	22
Consumer organisation	4	8	1	5	1
Environmental organisation	26	22	22	24	2
Non-governmental organisation (NGO)	88	87	84	82	10
Trade union	6	6	6	6	5
Other	25	34	20	29	7
Public authority	34	32	27	29	2

Table D-18 Correlation of responses by stakeholder type [Q2] and the use of proceeds from carbon pricing [Q31]

[Q2] Stakeholder Type	Recycle revenue via reductions in labour taxes (i.e. reform tax systems to make them more employment friendly)	Use revenue to compensate low income households, or other vulnerable groups	Use revenue to support low-income households in the transition process (e.g. targeted subsidies for home insulation and energy efficiency or low-emission mobility)	Use revenue to finance deployment of green technologies, deployment of low-emissions mobility infrastructure, etc.	Use revenue to support just-transition process in vulnerable regions
As an individual in a personal capacity	1 254	1 609	2 205	2 306	1 740
Of which:					
EU citizen	1 242	1 598	2 178	2 276	1 721
Non-EU citizen	12	11	27	30	19
In a professional capacity or on behalf of an organisation	154	147	329	493	286
Of which:					
Academic/research institution	16	10	22	28	16
Business association	29	26	65	138	60
Company/business organisation	37	24	67	137	63
Consumer organisation	1	3	3	6	2
Environmental organisation	11	13	26	25	21
Non-governmental organisation (NGO)	28	36	82	86	78
Trade union	4	5	7	7	4
Other	10	16	25	29	22
Public authority	18	14	32	37	20

Table D-19 Correlation of responses by stakeholder type [Q2] and views on government research funding [Q32]

[Q2] Stakeholder Type	Climate science	Hydrogen economy and fuel cells	Synthetic fuels	Circular, zero-carbon industry	Carbon capture, use and storage technologies	Energy efficiency	Renewable energy	Energy storage	Sustainable and smart mobility	Smart and sustainable buildings	Bioeconomy, agriculture and forestry, nature-based solutions on land and sea	Technology integration, infrastructure, and digitalisation	Socio-economic and behavioural research and innovation
As an individual in a personal capacity	1 046	812	246	2 005	540	1 184	1 822	2 056	1 881	1 476	1 507	446	1 063
Of which:													
EU citizen	1 029	802	242	1 985	531	1 164	1 797	2 035	1 865	1 455	1 491	440	1 048
Non-EU citizen	17	10	4	20	9	20	25	21	16	21	16	6	15
In a professional capacity or on behalf of an organisation	150	276	118	400	203	334	391	367	306	240	239	222	165
Of which:													
Academic/research institution	18	16	8	26	13	18	24	27	16	11	24	13	17
Business association	25	89	42	96	76	83	105	90	65	49	47	78	16
Company/business organisation	23	98	41	103	72	94	104	111	77	58	47	82	24
Consumer organisation	0	3	3	3	2	4	4	4	4	5	3	3	1
Environmental organisation	15	5	3	24	2	15	16	19	22	22	13	3	15
Non-governmental organisation (NGO)	47	28	7	85	12	68	78	59	66	56	55	24	51
Trade union	0	4	2	3	2	4	5	4	2	2	3	2	5
Other	10	14	5	27	9	23	23	25	21	20	21	7	19
Public authority	12	19	7	33	15	25	32	28	33	17	26	10	17

Part II – Specific policy design

Table D-20 Correlation of responses by stakeholder type [Q2] and key climate legislation that requires increased ambition [Q34]

[Q2] Stakeholder Type	EU Emission Trading System	Effort Sharing Regulation	Land Use, Land Use Change and Forestry Regulation
As an individual in a personal capacity	4.0	3.8	3.5
Of which:			
EU citizen	4.0	3.8	3.5
Non-EU citizen	3.9	3.9	4.2
In a professional capacity or on behalf of an organisation	3.8	4.0	3.5
Of which:			
Academic/research institution	3.9	3.9	4.1
Business association	3.3	3.9	3.0
Company/business organisation	3.7	4.0	3.3
Consumer organisation	2.7	3.7	3.3
Environmental organisation	4.4	4.4	3.7
Non-governmental organisation (NGO)	4.4	4.3	4.1
Trade union	4.4	4.2	3.8
Other	4.4	3.6	3.5
Public authority	4.0	4.0	3.4

Notes: the figures in this graph represent a weighted average, which was created based on the rankings (1-5). This helps identify whether stakeholders prioritised the legislation (numbers closer to 1), or not. The heatmap provides the deepest reds when the figure is closest to 1 -i.e. representing when the stakeholder type prioritised that option.

Table D-21 Correlation of responses by stakeholder type [Q2] and whether the EU ETS can be strengthened by different policy options [Q35]

[Q2] Stakeholder Type	Increase the linear reduction factor and as such reduce faster the amount of allowances available each year	Increase the linear reduction factor as well as lower the starting point on which the linear reduction factor is applied (i.e. shifting the total allocation downwards)	Introduce a pricing policy (e.g. minimum price floor)	Reduce or eliminate the share of free allocation	Strengthen the Market Stability Reserve rules (e.g. update feed rates) but allow other policies to be the primary drivers to increase greenhouse gas reduction ambition
As an individual in a personal capacity	352	493	471	470	166
Of which:					
EU citizen	349	487	467	465	165
Non-EU citizen	3	6	4	5	1
In a professional capacity or on behalf of an organisation	171	133	193	188	144
Of which:					
Academic/research institution	7	10	14	10	4
Business association	55	19	37	38	35
Company/business organisation	65	28	48	44	40
Consumer organisation	1	0	0	0	1
Environmental organisation	7	19	14	15	9
Non-governmental organisation (NGO)	19	43	50	58	40
Trade union	0	2	4	1	2
Other	5	7	11	12	2
Public authority	12	5	15	10	11

Table D-22 Correlation of responses for stakeholder type [Q2] and on changing the share of free allocation [Q36]

[Q2] Stakeholder Type	The share of free allocation for industry in the ETS cap is allowed to increase	The share of free allocation for industry in the ETS cap should remain at the present level	The share of free allocation for industry in the ETS should decline	Don't know/Don't have an opinion
As an individual in a personal capacity	43	58	673	256
Of which:				
EU citizen	43	57	666	255
Non-EU citizen	0	1	7	1
In a professional capacity or on behalf of an organisation	89	57	197	75
Of which:				
Academic/research institution	2	3	13	7
Business association	43	20	38	16
Company/business organisation	34	25	44	29
Consumer organisation	2	0	1	0
Environmental organisation	0	0	18	4
Non-governmental organisation (NGO)	4	2	59	3
Trade union	0	2	1	1
Other	2	0	11	6
Public authority	2	5	12	9

Table D-23 - Correlation of responses by stakeholder type [Q2] and the role of carbon pricing in the buildings and transport sectors [Q37]

[Q2] Stakeholder Type	Should be complementary to other sector specific policies, including taxes, duties and charges already in place	Should replace other sector-specific measures	Is not suitable/feasible and other measures should drive emission reductions instead	Don't know/Don't have an opinion
As an individual in a personal capacity	741	164	149	80
Of which:				
EU citizen	733	161	148	79
Non-EU citizen	8	3	1	1
In a professional capacity or on behalf of an organisation	268	56	75	54
Of which:				
Academic/research institution	18	3	1	5
Business association	65	19	32	16
Company/business organisation	73	21	21	19
Consumer organisation	0	0	5	0
Environmental organisation	19	0	3	0
Non-governmental organisation (NGO)	57	6	8	6
Trade union	2	1	0	1
Other	17	1	3	3
Public authority	17	5	2	4

Table D-24 Correlation of responses by stakeholder type [Q2] and preferred carbon pricing options for buildings and road transport sectors [Q38]

[Q2] Stakeholder Type	Proposing a CO_2 tax for these sectors	Include these sectors in an emission trading system and apply auctioning	Don't know/Don't have an opinion
As an individual in a personal capacity	743	171	168
Of which:			
EU citizen	732	170	166
Non-EU citizen	11	1	2
In a professional capacity or on behalf of an organisation	223	108	99
Of which:			
Academic/research institution	17	6	3
Business association	47	35	43
Company/business organisation	51	48	29
Consumer organisation	0	1	3
Environmental organisation	15	3	1
Non-governmental organisation (NGO)	59	7	8
Trade union	2	1	1
Other	15	3	3
Public authority	17	4	8

Table D-25 Correlation of responses by stakeholder type [Q2] and whether energy emissions currently covered by the ESR should be moved to the EU ETS [Q39]

[Q2] Stakeholder Type	Yes	No	Don't know/Don't have an opinion
As an individual in a personal capacity	557	143	349
Of which:			
EU citizen	550	142	346
Non-EU citizen	7	1	3
In a professional capacity or on behalf of an organisation	119	145	157
Of which:			
Academic/research institution	9	6	11
Business association	25	45	56
Company/business organisation	35	33	46
Consumer organisation	2	2	1
Environmental organisation	10	10	3
Non-governmental organisation (NGO)	24	31	20
Trade union	0	1	3
Other	7	7	5
Public authority	7	10	12

Table D-26 Correlation of responses by stakeholder type [Q2] and if ESR energy emissions should be covered by the EU ETS for buildings and road transport then [Q39-1]

[Q2] Stakeholder Type	Energy emissions from small industrial installations	Energy emissions from municipal waste incineration	Energy emissions from other remaining sectors such as agriculture etc.
As an individual in a personal capacity	430	472	478
Of which:			
EU citizen	427	468	472
Non-EU citizen	3	4	6
In a professional capacity or on behalf of an organisation	64	78	79
Of which:			
Academic/research institution	2	5	5
Business association	16	14	18
Company/business organisation	18	20	27
Consumer organisation	1	1	1
Environmental organisation	8	10	6
Non-governmental organisation (NGO)	9	18	10
Trade union	0	0	0
Other	5	5	6
Public authority	5	5	6

Table D-27 Correlation of responses by stakeholder type [Q2] and the desirable degrees of harmonisation of carbon pricing for buildings and the EU ETS sectors [Q40]

[Q2] Stakeholder Type	There should be immediately uniform carbon prices across Member States in the buildings sector by inclusion of the buildings sector in the EU ETS	A carbon price should be applied EU-wide in the buildings sector, but it should be possible that carbon prices in the buildings sector differ from carbon prices in existing ETS sectors	A carbon price for the building sector needs to be set, but Member States should retain the possibility to determine national carbon prices in the buildings sector	It is not suitable to apply an EU-wide carbon price given the already existing national instruments (taxes, levies etc.)
As an individual in a personal capacity	346	304	204	116
Of which:				
EU citizen	342	301	200	115
Non-EU citizen	4	3	4	1
In a professional capacity or on behalf of an organisation	79	121	87	69
Of which:				
Academic/research institution	5	8	8	1
Business association	21	28	22	27
Company/business organisation	30	32	24	19
Consumer organisation	0	0	0	3
Environmental organisation	2	10	5	2
Non-governmental organisation (NGO)	13	25	13	10
Trade union	0	3	0	0
Other	3	8	5	4
Public authority	5	7	10	3

Table D-28 Correlation of responses by stakeholder type [Q2] and the desirable degrees of harmonisation of carbon pricing for road transport sector and the EU ETS sectors [Q41]

[Q2] Stakeholder Type	There should be immediately uniform carbon prices across Member States in the road transport sector by inclusion of the road transport sector in the EU ETS	A carbon price should be applied EU-wide in the road transport sector, but it should be possible that carbon prices in the road transport sector differ from carbon prices in existing ETS sectors	A carbon price for the road transport sector needs to be set but Member States should retain the possibility to determine national carbon prices in the transport sector	It is not suitable to apply an EU-wide carbon price given the already existing national instruments (taxes, levies etc.)
As an individual in a personal capacity	641	154	84	99
Of which:				
EU citizen	634	152	82	98
Non-EU citizen	7	2	2	1
In a professional capacity or on behalf of an organisation	92	146	58	65
Of which:				
Academic/research institution	7	9	7	0
Business association	17	43	14	25
Company/business organisation	30	44	15	21
Consumer organisation	0	0	0	4
Environmental organisation	8	9	0	2
Non-governmental organisation (NGO)	16	27	10	8
Trade union	0	3	0	1
Other	6	6	4	1
Public authority	8	5	8	3

Table D-29 Correlation of responses by stakeholder type [Q2] and the opportunities related to the extension for EU ETS on the buildings and transport sectors [Q42]

[Q2] Stakeholder Type	Increases economic efficiency	Makes renovation and electrification of buildings financially more attractive	Electric vehicles and fossil fuelled vehicles face the same carbon price incentive	Generates revenues which can be used to facilitate transition and compensate lower income household	Helps EU to achieve its climate and environmental objectives
As an individual in a personal capacity	3.3	3.4	3.1	3.0	3.9
Of which:					
EU citizen	3.3	3.4	3.1	3.0	3.9
Non-EU citizen	3.4	3.3	3.2	3.1	4.5
In a professional capacity or on behalf of an organisation	3.1	3.2	2.9	3.0	3.5
Of which:					
Academic/research institution	3.6	3.3	3.3	3.1	3.7
Business association	3.4	3.2	3.1	2.9	3.6
Company/business organisation	3.4	3.4	3.1	3.1	3.7
Consumer organisation	2.3	2.0	2.5	2.0	2.5
Environmental organisation	2.3	2.5	2.2	2.7	3.1
Non-governmental organisation (NGO)	2.4	2.5	2.1	2.8	2.7
Trade union	4.0	4.0	3.3	3.3	3.3
Other	3.0	3.7	3.5	3.7	3.8
Public authority	3.0	3.7	3.3	3.3	3.8

Notes: the figures in this graph represent a weighted average, which was created based on the rankings (1-5). This helps identify whether stakeholders prioritised the option (numbers closer to 5), or not. The heatmap provides the deepest reds when the figure is closest to 5 -i.e. representing when the stakeholder type prioritised that option.

Table D-30 Correlation of responses by stakeholder type [Q2] and the challenges related to the extension of EU ETS on the buildings and transport sectors [Q43]

[Q2] Stakeholder Type	The required level of carbon price signal needed for buildings and road transport actors to reduce emissions	The resulting impact on the EU ETS price	Administrative complexity and implementation of robust monitoring, reporting and verification system	Overlap with existing pricing measures (in particular taxation) in these sectors	Social acceptability with a view to a just transition	Political acceptability of introducing a carbon price in these sectors
As an individual in a personal capacity	3.4	2.6	3.6	3.3	3.8	3.3
Of which:						
EU citizen	3.4	2.6	3.6	3.3	3.8	3.3
Non-EU citizen	3.5	2.8	3.6	2.7	3.9	3.8
In a professional capacity or on behalf of an organisation	4.1	3.6	3.8	3.9	3.9	3.8
Of which:						
Academic/research institution	4.1	3.7	3.5	3.7	3.3	3.2
Business association	4.0	4.0	3.9	4.1	3.8	3.7
Company/business organisation	4.3	3.8	3.8	3.7	3.8	3.6
Consumer organisation	3.3	3.3	5.0	4.0	4.4	4.8
Environmental organisation	3.9	2.5	3.7	3.8	4.2	3.8
Non-governmental organisation (NGO)	4.2	3.1	3.5	4.0	4.4	4.1
Trade union	3.7	4.3	3.3	3.0	3.0	4.0
Other	4.0	3.6	3.7	3.9	4.3	3.9
Public authority	3.8	3.4	3.7	4.0	3.7	4.0

Notes: the figures in this graph represent a weighted average, which was created based on the rankings (1-5). This helps identify whether stakeholders prioritised the option (numbers closer to 5), or not. The heatmap provides the deepest reds when the figure is closest to 5 -i.e. representing when the stakeholder type prioritised that option.

Table D-31 Correlation of responses by stakeholder type [Q2] and whether to include EU-wide carbon pricing on the maritime transport sector [Q44]

[Q2] Stakeholder Type	Proposing a fuel levy for the sector, creating certainty about the carbon pricing incentive provided but not about the environmental outcome	Include the sectors in the EU ETS and apply auctioning, creating certainty about the overall greenhouse gas emission reduction outcome for all sectors included in the EU ETS	Don't know/Don't have an opinion
As an individual in a personal capacity	394	377	183
Of which:			
EU citizen	387	373	183
Non-EU citizen	7	4	0
In a professional capacity or on behalf of an organisation	63	164	124
Of which:			
Academic/research institution	6	11	7
Business association	15	32	49
Company/business organisation	16	49	34
Consumer organisation	1	0	0
Environmental organisation	5	13	4
Non-governmental organisation (NGO)	11	43	11
Trade union	1	2	0
Other	4	5	5
Public authority	4	9	14

Table D-32 Correlation of responses by stakeholder type [Q2] and most important aspects to consider when extending the EU ETS to maritime transport [Q45]

[Q2] Stakeholder Type	Greenhouse gas emissions to be covered (emissions at ports, intra/extra EU emissions)	Cost-effectiveness of emission reduction measures based on a technology neutral and flexible approach	Generation of revenues to support investments to reduce emissions in the maritime sector	Risk of avoidance/evasion	Competitiveness of the EU maritime transport sector	Enforceability (e.g. administrative burden for shipping companies)	Paving the way for future emission reduction measures at the global level
As an individual in a personal capacity	499	174	216	537	174	222	572
Of which:							
EU citizen	492	171	213	530	171	218	564
Non-EU citizen	7	3	3	7	3	4	8
In a professional capacity or on behalf of an organisation	186	111	112	108	110	63	161
Of which:							
Academic/research institution	14	8	5	4	5	7	9
Business association	34	33	14	23	33	17	27
Company/business organisation	49	31	32	31	39	16	39
Consumer organisation	0	0	0	0	0	0	0
Environmental organisation	14	2	9	12	4	2	16
Non-governmental organisation (NGO)	48	18	39	19	14	10	50
Trade union	3	3	2	1	1	1	3
Other	8	3	4	9	5	4	7
Public authority	16	13	7	9	9	6	10

Table D-33 Correlation of responses by stakeholder type [Q2] and how the ESR and corresponding national emission reduction targets should reflect the EU 2030 ambition [Q46]

[Q2] Stakeholder Type	The overall ambition of the Effort Sharing Regulation should be derived from the cost-effective contribution of effort sharing sectors to overall emission reductions compared to the EU Emission Trading System and the Land use, Land Use Change and Forestry sectors	The additional contribution of the effort sharing sectors should be lower than the additional contribution of the ETS sectors	The increased EU level 2030 climate ambition for effort sharing sectors does not have to be fully reflected in national targets under the Regulation, but part of additional emission cuts could be delivered e.g. by actions by nonstate actors or by enabling policies	CO2 emissions from effort sharing sectors, such as from buildings and transport, should be covered to the extent possible by an emissions trading system, and be excluded from the scope of the national targets under the Effort Sharing Regulation	CO2 emissions from effort sharing sectors, such as from buildings and transport, should be covered to the extent possible by an emissions trading system and also remain under the national emission reduction targets under the Effort Sharing Regulation to retain incentives for Member States to implement complementary policies to reduce emissions	Don't know/Don't have an opinion
As an individual in a personal capacity	176	29	49	70	171	482
Of which:						
EU citizen	173	29	48	70	169	476
Non-EU citizen	3	0	1	0	2	6
In a professional capacity or on behalf of an organisation	152	32	37	66	92	103
Of which:						
Academic/research institution	6	0	4	6	5	8
Business association	46	13	11	20	28	32
Company/business organisation	59	11	15	20	31	23
Consumer organisation	1	0	1	1	0	0
Environmental organisation	2	0	1	0	4	7
Non-governmental organisation (NGO)	23	4	1	13	8	18
Trade union	3	0	1	1	1	0
Other	4	2	2	1	7	4
Public authority	8	2	1	4	8	11

Table D-34 Correlation of responses by stakeholder type [Q2] and whether other elements of the ESR should be adapted [Q47]

[Q2] Stakeholder Type	No, the current design of the Regulation is fit for purpose	Give cost efficiency more weight in the methodology with which the increases in national targets are calculated	Adapt the limits of the flexibilities related to banking, borrowing and transfers	Increase the possibility to use LULUCF credits	Increase or widen access to the flexibility with the EU ETS	Don't know/Don't have an opinion
As an individual in a personal capacity	209	180	204	55	63	377
Of which:						
EU citizen	207	178	202	55	61	372
Non-EU citizen	2	2	2	0	2	5
In a professional capacity or on behalf of an organisation	51	112	62	66	67	140
Of which:						
Academic/research institution	2	2	4	6	2	11
Business association	17	37	20	24	20	42
Company/business organisation	13	41	19	27	29	39
Consumer organisation	1	2	0	0	0	0
Environmental organisation	8	2	4	0	0	4
Non-governmental organisation (NGO)	6	14	8	3	9	21
Trade union	0	1	0	0	0	2
Other	3	3	4	3	4	5
Public authority	1	10	3	3	3	16

Table D-35 Correlation of responses by stakeholder type [Q2] and the role of the Regulation on LULUCF [Q48]

[Q2] Stakeholder Type	Make LULUCF accounting rules more stringent, so more effort is required to generate LULUCF credits	Increase the ambition of LULUCF removals across the whole sector	Increase the existing flexibility in how LULUCF credits are used towards climate targets (e.g. wider trade flexibility options within LULUCF; higher flexibility with the Effort Sharing Regulation, including off-setting of agricultural emissions)	Develop an EU methodology to certify carbon dioxide removal credits at the level of farmers and foresters for different types of carbon dioxide removals in forestry and agriculture	Don't know/Don't have an opinion
As an individual in a personal capacity	4.0	3.4	2.1	3.8	3.5
Of which:					
EU citizen	4.0	3.4	2.1	3.8	3.5
Non-EU citizen	4.3	4.2	2.4	4.1	1.0
In a professional capacity or on behalf of an organisation	3.5	3.7	2.7	3.6	3.3
Of which:					
Academic/research institution	3.4	3.7	2.6	3.7	4.8
Business association	2.7	3.2	3.5	4.1	3.0
Company/business organisation	3.3	3.5	3.4	4.1	3.1
Consumer organisation	3.0	3.0	4.5	4.0	-
Environmental organisation	4.5	4.2	1.3	2.6	1.0
Non-governmental organisation (NGO)	4.3	4.2	1.4	2.5	3.7
Trade union	2.7	3.0	2.3	3.3	5.0
Other	3.1	3.1	3.7	4.3	4.7
Public authority	3.2	3.5	2.9	3.7	3.3

Notes: the figures in this graph represent a weighted average, which was created based on the rankings (1-5). This helps identify whether stakeholders prioritised the option (numbers closer to 5), or not. The heatmap provides the deepest reds when the figure is closest to 5 -i.e. representing when the stakeholder type prioritised that option.

Table D-36 Correlation of responses by stakeholder type [Q2] and the role of energy policies [Q49]

[Q2] Stakeholder Type	Energy Efficiency Directive	Renewable Energy Directive	Regulation on the Governance of the Energy Union and Climate Action	Internal energy market legislation	Other	No revision needed
As an individual in a personal capacity	436	574	392	325	72	57
Of which:						
EU citizen	430	565	386	321	71	57
Non-EU citizen	6	9	6	4	1	0
In a professional capacity or on behalf of an organisation	268	310	196	182	127	48
Of which:						
Academic/research institution	15	18	6	9	4	0
Business association	76	91	53	47	37	20
Company/business organisation	71	83	49	56	34	15
Consumer organisation	1	2	0	0	1	1
Environmental organisation	14	16	12	9	9	1
Non-governmental organisation (NGO)	55	61	48	42	38	3
Trade union	1	2	3	2	1	0
Other	18	17	9	9	1	3
Public authority	17	20	16	8	2	5

Table D-37 Correlation of responses by stakeholder type [Q2] and higher ambition for renewable energy [Q50]

[Q2] Stakeholder Type	Stronger enforcement of the existing legislation	Additional technical and financial support in implementation of the existing legislation	Additional measures to incentivise a more Europe-wide approach for renewable energy production (e.g. cross-border projects for renewable electricity production)	Additional measures to increase decentralised renewable energy production (e.g. self-consumption, energy communities)	Additional measures to increase renewable electricity production, including development of necessary infrastructure	Additional measures to increase renewable heat and cold production (both in buildings and in industry)	Additional measures to increase renewable energy consumption in industry	Additional measures to increase renewable energy consumption in buildings	Additional measures to increase renewable energy consumption in transport	Additional measures to ensure that biomass use remains sustainable	Additional measures to support innovation related to renewable energy production
As an individual in a personal capacity	3.70	3.24	4.01	3.94	4.06	3.43	3.25	3.29	3.27	3.80	4.03
Of which:											
EU citizen	3.70	3.24	4.01	3.95	4.06	3.43	3.24	3.28	3.26	3.80	4.03
Non-EU citizen	4.11	3.38	4.36	3.70	4.25	3.60	4.08	3.91	4.18	4.44	4.20
In a professional capacity or on behalf of an organisation	3.87	3.81	3.99	4.02	4.32	4.07	4.04	4.03	4.14	3.56	4.26
Of which:											
Academic/research institution	3.29	3.53	3.79	3.73	4.29	3.93	4.13	3.94	3.93	3.33	4.31
Business association	3.83	3.69	3.91	3.88	4.30	3.92	3.95	3.89	4.30	3.05	4.24
Company/business organisation	3.76	3.80	4.11	3.84	4.25	3.95	3.90	3.95	4.01	3.33	4.21
Consumer organisation	3.00	3.33	3.33	4.33	3.33	4.00	4.00	4.33	4.20	3.80	3.60
Environmental organisation	4.16	3.59	3.85	4.25	4.32	3.74	3.67	3.55	3.48	4.24	4.05
Non-governmental organisation (NGO)	4.34	4.24	4.00	4.52	4.56	4.44	4.53	4.45	4.34	4.32	4.50
Trade union	1.50	3.00	4.50	3.00	3.00	3.50	4.50	5.00	4.00	4.00	4.75
Other	3.90	3.63	4.09	4.09	4.43	4.45	4.10	3.90	4.28	3.25	4.24
Public authority	3.64	3.80	3.96	3.93	4.17	4.17	3.84	4.15	4.12	4.04	4.16

Notes: the figures in this graph represent a weighted average, which was created based on the rankings (1-5). This helps identify whether stakeholders prioritised the option (numbers closer to 5), or not. The heatmap provides the deepest reds when the figure is closest to 5 -i.e. representing when the stakeholder type prioritised that option.

Table D-38 Correlation of responses by stakeholder type [Q2] and higher ambition for energy efficiency [Q51]

[Q2] Stakeholder Type	Stronger enforcement of the existing legislation	Additional technical and financial support in implementation of the existing legislation	Making the "Energy Efficiency First" principle a compulsory test in relevant legislative, investment and planning decision	More stringent energy performance standards for products	More stringent energy performance requirements for buildings	More stringent energy performance requirements for industrial processes, including through process integration and waste heat reuse	More stringent energy performance requirements for transport vehicles	New requirements for agriculture sector and promoting electrification of machinery	Standards for ICT sector to promote energy efficiency and reuse of waste heat (e.g. though decisions on location and design of data centres)
As an individual in a personal capacity	3.93	3.54	4.03	3.87	3.92	3.77	4.16	3.81	3.94
Of which:									
EU citizen	3.93	3.54	4.03	3.86	3.91	3.77	4.15	3.80	3.94
Non-EU citizen	4.00	3.70	4.22	4.40	4.70	4.50	4.70	4.45	3.50
In a professional capacity or on behalf of an organisation	3.92	4.09	3.80	3.78	3.86	3.79	3.92	3.51	3.90
Of which:									
Academic/research institution	3.40	3.62	3.50	3.60	3.75	4.06	3.88	3.47	3.92
Business association	3.82	4.00	3.40	3.33	3.44	3.24	3.51	3.29	3.66
Company/business organisation	3.73	4.11	3.73	3.56	3.85	3.53	3.68	3.09	3.76
Consumer organisation	2.67	4.33	3.00	3.33	3.00	2.33	3.60	3.67	4.00
Environmental organisation	4.58	3.79	4.50	4.19	4.37	4.35	4.65	4.06	4.37
Non-governmental organisation (NGO)	4.48	4.40	4.41	4.40	4.44	4.56	4.42	3.98	4.28
Trade union	1.50	2.67	2.50	3.67	3.50	4.00	3.00	3.00	3.33
Other	4.14	4.05	3.72	4.20	3.64	4.20	4.22	3.38	3.82
Public authority	3.65	4.14	4.08	3.93	3.81	3.93	4.08	4.00	3.80

Notes: the figures in this graph represent a weighted average, which was created based on the rankings (1-5). This helps identify whether stakeholders prioritised the option (numbers closer to 5), or not. The heatmap provides the deepest reds when the figure is closest to 5 -i.e. representing when the stakeholder type prioritised that option.

Table D-39 Correlation of responses by stakeholder type [Q2] and building renovation [Q52], Part I

[Q2] Stakeholder Type	Removing administrative barriers preventing energy efficiency and renewable solutions	Raising awareness and communicating better the wider benefits of sustainable buildings, notably in terms of costs savings	More frequent and clear information about gas consumption enabled by smart meters to increase consumers' awareness	Better education and training of architects, engineers and workforce to provide quality renovations	Targets for mandatory renovation in specific sectors, e.g. public buildings, social housing, schools, hospitals	Energy saving obligation schemes	Obligation to go beyond a certain energy performance standard before renting, phasing out the worst-performing buildings	Financial mechanisms (access to finance and incentives), including schemes directly attached to the property itself, and not to the person renting the building	Promoting one-stop-shops, reducing administrative burden and delays and other approaches to facilitate the "renovation journey", including prefabricating energy efficiency solutions	Giving households right to a free, independent energy audits (e.g. paid by authorities or via an obligation on fossil heating fuel suppliers)	Carbon pricing	Aggregating smaller projects to make the investment more attractive
As an individual in a personal capacity	465	384	116	600	524	325	314	296	454	289	573	187
Of which:												
EU citizen	462	379	113	591	515	319	308	292	448	283	563	182
Non-EU citizen	3	5	3	9	9	6	6	4	6	6	10	5
In a professional capacity or on behalf of an organisation	256	215	68	208	210	131	114	214	181	133	199	125
Of which:												
Academic/research institution	11	8	5	10	12	7	4	11	7	6	8	1
Business association	66	53	16	49	39	22	21	44	41	28	50	29
Company/business organisation	80	54	25	44	56	34	27	55	51	27	48	30
Consumer organisation	1	1	0	2	1	0	1	1	0	2	0	1
Environmental organisation	15	11	5	19	16	13	11	12	12	11	16	9
Non-governmental organisation (NGO)	54	54	10	50	55	41	39	55	42	48	50	36
Trade union	1	4	1	3	2	0	0	3	3	1	3	0
Other	11	10	5	13	13	4	6	11	10	4	13	8
Public authority	17	20	1	18	16	10	5	22	15	6	11	11

Table D-40 Correlation of responses by stakeholder type [Q2] and building renovation [Q52], Part II

[Q2] Stakeholder Type	Working with building portfolio owners in order to shift to climate neutral/low emission building	Promoting the use of Energy Performance Contracts and Energy Service Companies	Public sector leading by example (e.g. renting or buying climate neutral/low emission buildings or renovating existing public buildings)	Encourage better urban planning, for the construction of sustainable buildings and the refurbishment of existing buildings and promote green infrastructure (e.g. green roofs or green walls)	For rented buildings/apartments, finding new ways to share the costs and benefits of green solutions with the landlord	Encourage construction sector to apply circular approaches, in particular design for easy dismantling and expansion of life span, apply material efficiency, use low carbon materials and maximise recycled/reused content
As an individual in a personal capacity	68	39	131	172	96	155
Of which:						
EU citizen	66	38	130	167	95	151
Non-EU citizen	2	1	1	5	1	4
In a professional capacity or on behalf of an organisation	12	7	13	23	10	21
Of which:						
Academic/research institution	1	3	4	7	2	5
Business association	1	1	1	2	1	1
Company/business organisation	2	0	3	5	0	7
Consumer organisation	0	0	0	0	1	0
Environmental organisation	1	0	0	0	1	0
Non-governmental organisation (NGO)	2	1	0	2	2	2
Trade union	0	1	0	1	1	1
Other	2	0	1	2	1	2
Public authority	3	1	4	4	1	3

Table D-41 Correlation of responses by stakeholder type [Q2] and the barriers to building renovation [Q53]

[Q2] Stakeholder Type	Split incentives (different interests of owners and tenants)	Long pay-back periods	Lack of technologies	Lack of skills in the construction/renovation sector and lack of available workforce	Limited offer for packaged and easy to install integrated solutions by local 'one-stop-shops' for building renovation	Households' inability or unwillingness to pay for energy audits	Lack of information/low awareness amongst consumers	Lack of access to suitable financing solutions	Discomfort and trouble related to the works	Too complex administrative procedures (permits required, high number of contacts and contracts needed)	Possible negative impact on the building aspect	Lack of trust in the new technologies and the solutions currently proposed by the market
As an individual in a personal capacity	574	552	228	413	232	395	365	484	177	440	97	191
Of which:												
EU citizen	566	544	225	407	226	390	361	476	177	437	96	188
Non-EU citizen	8	8	3	6	6	5	4	8	0	3	1	3
In a professional capacity or on behalf of an organisation	235	278	36	153	109	84	169	217	89	195	39	61
Of which:												
Academic/research institution	11	11	1	6	5	5	6	6	5	7	3	2
Business association	56	70	8	32	19	20	37	54	23	56	12	13
Company/business organisation	62	83	9	35	23	20	40	53	28	65	11	21
Consumer organisation	2	2	0	1	0	0	0	1	1	1	1	0
Environmental organisation	14	16	4	16	9	7	13	13	3	9	1	2
Non-governmental organisation (NGO)	49	54	6	40	37	16	49	58	14	28	4	9
Trade union	1	1	1	2	2	1	2	2	0	0	2	1
Other	19	14	2	12	4	7	9	12	9	11	2	3
Public authority	21	27	5	9	10	8	13	18	6	18	3	10

Table D-42 Correlation of responses by stakeholder type [Q2] and energy infrastructure and sector integration [Q54]

[Q2] Stakeholder Type	As long as natural gas demand is strong, the EU should allow public support for the construction of new gas pipelines	Strike a balance between electricity and gas infrastructure. Electricity cannot cover all energy demand, and thus gas will still be needed, but will have to be decarbonised. Part of the electricity production can be converted into synthetic gas/hydrogen through power-to-gas technologies and transported to demand centres.	Put the focus on electricity transmission and smart grids. With the expansion of renewable electricity and the electrification of energy demand, the priority is to expand the electricity network, notably to reap full potential of wind	Natural gas is a fossil fuel and does not contribute to the decarbonisation of the EU's energy system. The construction of new gas infrastructure has a lock-in effect that will lead to continued consumption of the fossil natural gas; the large-scale decarbonisation of gas remains a distant perspective.
As an individual in a personal capacity	77	268	641	606
Of which:				
EU citizen	77	266	631	599
Non-EU citizen	0	0	10	0
In a professional capacity or on behalf of an organisation	84	236	221	152
Of which:				
Academic/research institution	1	12	9	8
Business association	36	100	53	22
Company/business organisation	36	84	73	32
Consumer organisation	2	0	0	0
Environmental organisation	1	1	11	19
Non-governmental organisation (NGO)	3	12	39	52
Trade union	0	4	3	1
Other	2	8	13	7
Public authority	3	15	20	11

Table D-43 Correlation of responses by stakeholder type [Q2] and reducing of greenhouse gas emissions in industry [Q55], Part I

[Q2] Stakeholder Type	Progressive decarbonisation of energy supply and of industrial feedstock	Competitive clean energy prices and feedstocks.	Markets for zero- and low-carbon products via policy intervention (e.g. Labelling public procurement, standards, guarantees of origin)	EU legal and financing framework for infrastructure, networks and grids	Reduced administrative burdens e.g. faster access to construction and environmental permits	Addressing public perception of some technologies, such as carbon capture and storage (CCS) and carbon capture and use (CCU	Develop an EU methodology to certify carbon dioxide removal credits at the level of installations for different types of carbon dioxide removals in energy and industry, including use of bioenergy with CCS/mineralisation, air capture with CCS/mineralisation.	More circular economy, ensuring we re-use and recycle more products and materials in the EU, choose products with smaller environmental and carbon footprint, reduce waste and develop new business concepts for EU industry	Making mandatory the implementation of the recommendations in the energy audits
As an individual in a personal capacity	3.94	3.83	3.55	3.41	3.05	2.26	2.34	4.08	3.54
Of which:									
EU citizen	3.93	3.83	3.55	3.40	3.04	2.25	2.34	4.08	3.54
Non-EU citizen	4.55	4.09	3.80	3.80	3.27	2.73	2.50	3.85	3.64
In a professional capacity or on behalf of an organisation	4.42	4.27	3.95	4.08	3.85	2.91	3.13	4.18	3.01
Of which:									
Academic/research institution	4.50	4.31	3.81	3.63	3.63	3.47	3.15	4.25	2.73
Business association	4.42	4.55	3.77	4.10	4.09	3.33	3.63	3.93	2.45
Company/business organisation	4.40	4.57	3.96	4.10	4.10	3.20	3.50	4.10	2.68
Consumer organisation	4.50	5.00	3.50	3.50	4.50	4.50	4.00	4.50	4.00
Environmental organisation	4.42	3.42	4.00	3.94	3.00	1.67	1.78	4.45	3.89
Non-governmental organisation (NGO)	4.62	3.64	4.29	4.40	3.24	1.70	1.98	4.52	3.78
Trade union	4.50	4.25	4.00	3.00	3.00	3.33	3.00	5.00	2.00
Other	4.33	4.24	3.65	4.00	3.94	3.38	3.21	4.38	3.64
Public authority	4.08	3.84	4.23	3.76	3.86	2.94	3.18	4.26	3.11

Table D-44 Correlation of responses by stakeholder type [Q2] and reducing of greenhouse gas emissions in industry [Q55], Part II

[Q2] Stakeholder Type	Offer SMEs the right to free energy audits or similar support	Border adjustment mechanism allowing EU industries to decarbonise without risk of "carbon leakage", i.e. production shift to countries with less strict climate regulation	Enhanced focus on joint solutions by the social partners contributing to the achievement of climate-neutrality and to address just transition within the sector	Support instruments providing stable incentives and increased investment certainty such as carbon contracts for difference	Increased coherence of price signals (including taxes, levies, carbon prices) for incentivising clean energy technologies	Stronger EU Emissions Trading System price signal	Support measures that would allow closing the financing gap for the demonstration and first deployment of innovative low-carbon technologies or products, and seamless combination with other EU funding instruments, such as a strengthened Innovation Fund	Secure supply of sustainable raw materials needed for clean technology value chains
As an individual in a personal capacity	3.72	4.03	3.30	3.28	3.82	4.02	3.24	3.46
Of which:								
EU citizen	3.72	4.03	3.29	3.28	3.81	4.01	3.24	3.46
Non-EU citizen	3.73	4.00	3.70	3.27	4.42	4.33	3.64	3.36
In a professional capacity or on behalf of an organisation	3.33	3.78	3.54	3.57	4.04	3.80	4.01	3.94
Of which:								
Academic/research institution	2.71	3.94	3.57	3.60	4.33	4.15	4.46	4.29
Business association	3.13	3.47	2.94	3.75	3.81	3.27	4.19	3.99
Company/business organisation	2.92	3.79	3.19	3.86	3.94	3.58	4.25	4.16
Consumer organisation	3.50	3.50	3.00	3.00	3.50	3.00	4.50	5.00
Environmental organisation	3.82	3.93	4.11	2.72	4.20	4.68	3.18	3.21
Non-governmental organisation (NGO)	3.98	4.04	4.47	3.18	4.35	4.51	3.19	3.44
Trade union	3.00	4.00	4.75	2.50	4.67	4.00	4.33	4.00
Other	3.79	4.21	4.20	3.73	4.21	4.08	4.14	4.29
Public authority	3.40	4.00	3.05	3.50	4.24	4.18	4.23	4.04

Table D-45 Correlation of responses by stakeholder type [Q2] and waste policies [Q56]

[Q2] Stakeholder Type	Introduce further waste recycling targets for instance related to construction and industrial waste	Introduce overall waste prevention target	Introduce a target to reduce EU food waste	Introduce a target to ensure a certain amount of our food and animal waste is converted into biogas	Introduce legislation focussed on reducing greenhouse gas emissions from wastewater and liquid waste (e.g. sewage sludge)	Prohibit landfilling of waste that can be treated differently and limit as much as possible incineration with a view to increasing recycling	Harmonise the treatment of waste incinerators under climate legislation
As an individual in a personal capacity	438	604	480	168	318	657	136
Of which:							
EU citizen	433	596	473	165	311	651	134
Non-EU citizen	5	8	7	3	7	6	2
In a professional capacity or on behalf of an organisation	200	187	149	99	66	203	72
Of which:							
Academic/research institution	11	15	12	7	6	13	7
Business association	41	33	36	35	16	42	24
Company/business organisation	47	41	38	34	21	59	22
Consumer organisation	1	0	0	1	1	0	0
Environmental organisation	19	18	7	0	4	17	1
Non-governmental organisation (NGO)	49	54	25	8	6	41	8
Trade union	1	2	1	2	1	2	0
Other	16	13	11	5	6	10	2
Public authority	15	11	19	7	5	19	8

Table D-46 Correlation of responses by stakeholder type [Q2] and priorities for climate diplomacy [Q57]

[Q2] Stakeholder Type	Western Balkans, Eastern Europe and Central Asia	Middle East and North Africa	Sub-Saharan Africa	North-Atlantic region including the USA	Latin America and Caribbean including Brazil	South Asia including India	East Asia including China	South East Asia	Australia, New Zealand and the Pacific Region	G20/G7	International Financial Institutions (IMF, WB, OECD, etc.)
As an individual in a personal capacity	379	499	490	368	305	430	522	177	154	595	475
Of which:											
EU citizen	373	493	487	360	305	424	517	177	152	587	467
Non-EU citizen	6	6	3	8	0	6	5	0	2	8	8
In a professional capacity or on behalf of an organisation	172	165	129	182	147	184	237	94	63	244	199
Of which:											
Academic/research institution	7	6	5	11	10	8	16	7	2	11	8
Business association	32	33	21	46	33	41	58	16	10	67	41
Company/business organisation	50	52	29	56	38	54	76	18	8	73	62
Consumer organisation	1	1	0	1	0	2	2	0	1	2	2
Environmental organisation	10	13	13	12	9	12	12	8	7	15	11
Non-governmental organisation (NGO)	48	42	39	39	39	44	49	33	27	53	55
Trade union	2	3	2	2	2	4	3	3	2	2	1
Other	8	7	12	8	7	7	8	5	3	6	5
Public authority	14	8	8	7	9	12	13	4	3	15	14

Table D-47 Correlation of responses by stakeholder type [Q2] and development assistance and climate financing [Q58]

[Q2] Stakeholder Type	Building coalitions around adaptation with the most vulnerable countries and regions	Allowing countries with limited energy supply to leapfrog to climate neutral technologies	Providing support for the development of comprehensive national plans and strategies	Development of low emissions infrastructure	Supporting just transition	Development of climate compatible land-use practises and nature-based solutions	Promoting circular economy and decent supply chains	Development of sustainable finance and investment environments (enabling environments)
As an individual in a personal capacity	409	620	287	635	393	522	604	405
Of which:								
EU citizen	404	612	281	627	387	514	598	396
Non-EU citizen	5	8	6	8	6	8	6	9
In a professional capacity or on behalf of an organisation	177	174	196	197	176	193	237	204
Of which:								
Academic/research institution	12	11	13	15	13	14	16	12
Business association	25	34	40	41	32	42	54	41
Company/business organisation	42	52	61	60	41	39	55	60
Consumer organisation	2	0	0	2	0	2	2	0
Environmental organisation	11	15	7	13	12	10	16	13
Non-governmental organisation (NGO)	55	44	52	45	52	56	58	48
Trade union	0	2	2	0	2	1	3	1
Other	13	4	9	9	10	16	14	11
Public authority	17	12	12	12	14	13	19	18

Table D-48 Correlation of responses by stakeholder type [Q2] and the coherence of climate, trade and foreign policy instruments [Q59]

[Q2] Stakeholder Type	Pursue ambitious external action to encourage other countries to raise their climate ambition to levels similar to the EU's.	Prepare to introduce border measures to avoid carbon leakage in case others don't respond with comparable action	Pursue positive trade cooperation in the context of tariffs, public procurement rules, standards and regulation	Promote green tech/low carbon business dialogues	Enforce the climate provisions of the Trade and Sustainable Development (TSD) chapters of the Free Trade Agreements	Lead by example and increase the EU's greenhouse emissions target for 2030 to 50% to 55% compared to 1990	Drive further progress on climate action in other international fora such as ICAO (aviation) and IMO (shipping)	Better address the security implications of climate change	Intensify dialogues at leaders' level
As an individual in a personal capacity	490	668	271	369	529	613	466	298	324
Of which:									
EU citizen	482	657	262	365	518	602	459	294	318
Non-EU citizen	8	11	9	4	11	11	7	4	6
In a professional capacity or on behalf of an organisation	277	222	158	186	197	197	182	98	171
Of which:									
Academic/research institution	15	9	8	6	11	13	13	4	4
Business association	78	69	49	58	50	40	46	20	33
Company/business organisation	105	74	56	72	47	49	59	33	53
Consumer organisation	1	1	1	1	1	0	1	1	2
Environmental organisation	7	12	5	2	15	16	9	4	12
Non-governmental organisation (NGO)	41	29	21	25	50	49	28	17	50
Trade union	2	5	1	2	2	2	1	0	2
Other	11	11	5	9	8	12	11	10	8
Public authority	17	12	12	11	13	16	14	9	7

Table D-49 Correlation of responses by stakeholder type [Q2] and what deliverables are most important to achieve at the UN climate conference [Q60]

UN COP Deliverables	Maintaining global momentum and stakeholder engagement in support of the implementation of the Paris Agreement through a signal of commitment to increase global ambition in line with science	Demonstrating climate efforts by non-state actors	Submission of ambitious long-term low greenhouse gas emission strategies	Finalisation of the Katowice rulebook to make the Paris Agreement fully operational	Announcement of new headline targets - Nationally Determined Contributions (NDCs)	Reaching agreement on the process to establish the post-2025 climate finance pledge	Establishing processes to direct private sector funds to sustainable and resilient climate investments	Increasing the share of international climate financing for adaptation and resilience	Making progress under the work programme for Warsaw International Mechanism to address loss and damage associated with impacts of climate change in the most vulnerable developing countries
As an individual in a personal capacity	532	261	474	700	306	484	357	346	496
Of which:									
EU citizen	522	258	465	690	302	477	352	340	490
Non-EU citizen	10	3	9	10	4	7	5	6	6
In a professional capacity or on behalf of an organisation	294	97	214	251	179	154	156	155	120
Of which:									
Academic/research institution	15	6	15	11	10	7	8	7	4
Business association	69	22	67	88	42	28	39	20	11
Company/business organisation	89	37	76	78	45	39	54	38	24
Consumer organisation	1	1	1	2	1	2	1	1	0
Environmental organisation	15	4	5	7	14	13	5	13	15
Non-governmental organisation (NGO)	67	13	25	32	48	46	25	50	44
Trade union	4	1	0	3	2	1	1	0	1
Other	14	7	9	14	6	8	10	12	12
Public authority	20	6	16	16	11	10	13	14	9

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