

Glossary – GBTA monthly newsletter

What is the Fit for 55?

The Fit for 55 package is a **set of proposals to revise and update most of the EU's climate and energy legislation** to align it with its new goals set out in the European Green Deal and new climate law. Essentially, "Fit for 55" refers to the EU's target of reducing net greenhouse gas emissions by at least 55% by 2030.

Here is your guide through the important legislations:

1. **Revision of the EU's emissions trading system (EU ETS)**

The Commission has proposed a comprehensive set of changes to the existing EU ETS that should result in an overall emission reduction in sectors concerned of **61% by 2030** compared with 2005.

- a. Within the revision, the Commission has suggested the creation of a new separate ETS to cover road transport and buildings sector.

2. **Emissions Trading system for aviation**

The Commission has proposed to phase out the sector's free allocation of EU Allowances for the aviation sector by 2027. The Commission proposes that flights within the European Economic Area (EEA) continue to be covered by the EU ETS, as well as flights to Switzerland and the UK.

3. **Renewable Energy Directive (RED)**

The proposal is to increase the current EU-level target of at least 32% of renewable energy sources in the overall energy mix to at least 40% by 2030.

4. **Energy Efficiency Directive (EED)**

The Commission has proposed to revise the current energy efficiency directive by increasing the current EU-level target for energy efficiency **from 32.5% to 36%** for final, and **39%** for primary energy consumption. In addition, it put forward several provisions to accelerate energy efficiency efforts by member states, such as increased annual energy savings obligations and new rules to decrease the energy consumption of public sector buildings.

5. **Alternative infrastructure Regulation (AFIR)**

This proposal aims to accelerate the deployment of infrastructure fuels for recharging or refueling vehicles with alternative fuels and to provide alternative power supply for ships in ports and stationary aircraft. The proposal concerns all modes of transport and includes targets for infrastructure deployment. It also tackles interoperability and improves user friendliness.

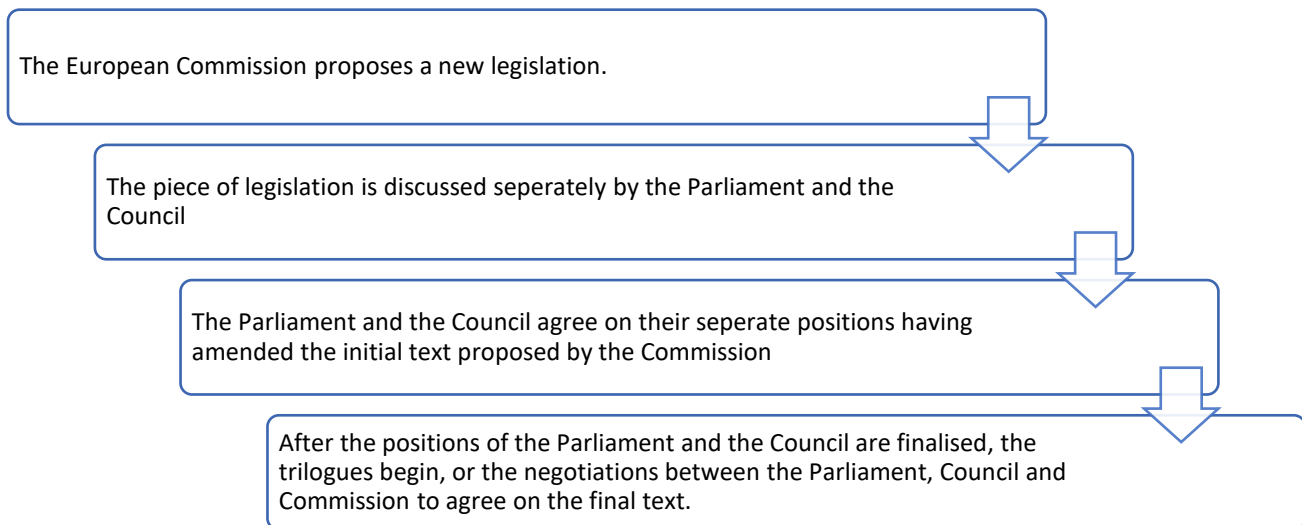
6. **ReFuelEU Aviation initiative (Sustainable Aviation Fuels Initiative)**

ReFuelEU Aviation sets targets for the use of sustainable aviation fuels (SAFs) and synthetic fuels and provides guidance on which fuels can be considered sustainable, thereby influencing the supply and demand for SAFs in the EU and reducing the environmental footprint of aviation.

To really become a pro in EU politics, here is your guide navigating you through the EU jargon, or the language used across institutions:

- **EP:** European Parliament
- **MEP:** Member of the European Parliament
- **Rapporteur:** MEP responsible for the drafting of a report on a legislative proposal from the Commission on behalf of its committee.
- **Shadow Rapporteur:** MEP nominated by its political group to coordinate their position on a legislative proposal within the committee.
- **Committee:** MEPs are members of one or more committees within the EP. The most important committees for GBTA are:
 - **ENVI:** Environment, Public Health and Food Safety
 - **ITRE:** Industry, Research and Energy
 - **TRAN:** Transport and Tourism
 - **ECON:** Economic and Monetary Affairs
- **Regulation:** A legislative act of general application and binding in all its elements. It is directly applicable in all Member States.
- **Directive:** A legislative act which is binding, as to the result to be achieved, upon each Member State to which it is addressed. However, it leaves to the national authorities the choice of form and methods to achieve the desired result.
- **General approach:** political agreement on a Commission legislative proposal adopted by the Member States in the Council.
- **Trilogue negotiations:** meetings on legislative proposals between representatives of the European Parliament, the Council and the Commission. Trilogues usually follow the publication of the General Approach (Council position) and the Parliament's agreed position. Once these two documents are available, this paves the way for inter-institutional negotiations, or trilogues.

Explaining the EU legislative process in a nutshell:



If you want to delve deeper into the EU bubble, here is an outline of the European Parliament Political Parties:

- **Group of the European People's Party (EPP)** – Known as the Christian Democrats or the Conservatives. It is the biggest group in the European Parliament (but they do not have an absolute majority).
- **Group of the Progressive Alliance of Socialists and Democrats (S&D)** – The group is composed of European social-democratic parties.
- **Renew Europe Group** – The centrist-liberal, pro-European political group in the European Parliament. They are often the dealmakers depending on whether they align themselves with the EPP or S&D on the different policy files.
- **Group of the Greens/European Free Alliance (Greens/EFA)** - The group comprises green and regionalist political parties. They are the ones pushing for more ambitious climate policies.
- **Identity and Democracy Group (ID)** – The group is composed of nationalist, right-wing populist, and Eurosceptic national parties.
- **European Conservatives and Reformists Group (ECR)** – A right-wing political group, often labelled as “constructive” or “soft” Eurosceptic.
- **The Left group (GUE/NGL)** – The group comprises left-wing, socialist, and communist political parties with a Eurosceptic orientation.

Other terms you will encounter in your newsletters:

- **SAFs:** Sustainable Aviation Fuels
- **Final energy consumption:** represents energy consumed by end-users, while primary energy consumption also includes what is used for the production and supply of energy.
- **CORSIA:** Carbon Offsetting and Reduction Scheme for International Aviation - CORSIA is the first global market-based measure for any sector and represents a cooperative approach that moves away from a “patchwork” of national or regional regulatory initiatives. It offers a harmonized way to reduce emissions from international aviation, minimizing market distortion, while respecting the special circumstances and respective capabilities of ICAO Member States.