



**MAPPING THE LANDSCAPE OF EU ENVIRONMENTAL POLICY:
COHERENCE AND LINKAGES**

**Background paper for IEEP project on
'Charting Europe's environmental policy future'**

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Disclaimer: The arguments expressed in this paper are solely those of the authors, and do not reflect the opinion of any other party. Any errors that remain in the paper are the responsibility of the authors.

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1 INTRODUCTION

EU environmental policy is at a critical crossroads with a number of important policy processes and strategic discussions currently underway. They include the adoption of new strategic plans (e.g. on future EU biodiversity policy) and roadmaps (e.g. on resource efficiency); as well as a number of comprehensive reviews of existing legislation such as EU policies on water, chemicals and air quality. Substantial discussions on priorities for spending under the next long-term EU budget are currently taking place as are efforts to take forward the EU's new economic strategy - the 'Europe 2020 Strategy' and related 'Flagship Initiatives'. In parallel, there are also a number of on-going reform processes in relevant sectoral policies such as energy, transport and agriculture policy. These different processes will have an important influence on the context and scope of EU environmental policy to 2020 and beyond.

Given this convoluted and evolving backdrop, a key question concerns the inter-linkages, policy overlaps and omissions created, between different areas of environmental policy itself as well as with relevant sectoral policies. This paper provides an overview of some of the key strategic processes currently underway which are of relevance to or will have an impact on the development of future EU environmental policy. In doing so, it aims to identify some of the main inter-linkages and thematic overlaps between the different documents, the extent to which relevant sectoral documents take into account key environmental considerations, and to draw some initial observations on the overall coherence between the different initiatives.

This analysis is not meant as a comprehensive account of all initiatives presented and planned by the EU. Rather, this background paper aims to provide a selective overview of the current policy landscape to help improve understanding of the inter-linkages and overlaps between existing strategies. This analysis is meant to provide input to the on-going discussions on the role and purpose of a 7th Environment Action Programme (7EAP) as the overall future strategic framework for EU environmental policy. This analysis is divided into two parts: a succinct comparative analysis of the extent to which environmental considerations are taken up in a selected set of strategic sectoral documents and a more cursory review set out in the Annex of key recent or upcoming EU initiatives in different policy areas that will affect the general political context and scope for EU action on the environment.

2 POLICY LINKS AND OMISSIONS IN THE EVOLVING STRATEGIC LANDSCAPE

2.1 Background

There are currently a number of different specific, strategic and sectoral processes underway in the EU (see Table 1 and Annex for further detail). This includes several specific environmental policy initiatives, wider strategic discussion on the Europe 2020 Strategy and the 2014-2020 EU budget, as well as on-going reforms of relevant sectors. These processes will affect the general political context and scope for environmental policy action to 2020 and beyond.

Table 1 – Selection of current strategic processes of relevance to future EU environmental policy

Title	Responsible DG	Timeframe covered	Current status
EU biodiversity strategy to 2020	DG ENV	2020	Presented by the Commission
Blueprint to safeguard Europe's waters	DG ENV	2020	In preparation
Europe 2020 Strategy	Sec Gen	2020	Approved by the Council
Flagship Initiative on a resource-efficient Europe	Sec Gen	2050	Presented by the Commission
Roadmap to a resource-efficient Europe	DG ENV	2050	Presented by the Commission
Roadmap for moving to a low-carbon economy	DG CLIMA	2050	Presented by the Commission
2014-2020 multi-annual financial framework (MFF)	Sec Gen	2020	Legislative proposals presented
Reform of the Common Agricultural Policy (CAP)	DG AGRI	2020	Legislative proposals presented
Reform of the Common Fisheries Policy (CFP)	DG MARE	2020	Legislative proposals presented
Reform of Cohesion Policy	DG REGIO	2020	Legislative proposals presented
White Paper on Transport	DG MOVE	2050	Presented by the Commission
Energy Roadmap 2050	DG ENER	2050	In preparation

The roadmaps and other strategic documents currently under discussion are rather different in nature and cover varying timescales. Some provide a relevant set of targets and/or aspirations for 2020 and in some cases set out a direction of travel to 2050. Some are more schematic and detailed in nature, focusing on a particular area of environmental policy. Some are driven by concerns outside the environmental sphere, while others fall within the environmental policy sphere but focus on specific issues therein. At times, the relative

political weight of the different documents and their formal status is also unclear. Some documents are to be adopted through the formal legislative procedure while others, such as the roadmaps are to be 'endorsed' by the EU institutions.

Many of the strategies overlap thematically (see Annex), but in the majority of cases, these documents have been developed separately, in certain instances by different departments within the Commission. While these strategies are likely to address multiple environmental problems and pressures in different policy areas, for the most part they have been developed in a piecemeal fashion which may lead to the formation of policies with potentially conflicting agendas, as seen in the case of the indirect land use change impacts of biofuels. This approach also increases the risk of creating policies that do not take into account synergies and trade-offs between policy areas.

2.2 Addressing environmental concerns through sectoral policies: A quick-scan of key strategies and proposals

The requirement to integrate environmental protection requirements in the definition and implementation of other EU policies is an important principle of EU policy-making, as stipulated by Article 11 of the Treaty on the Functioning of the EU. The Europe 2020 Strategy reinforces the need to integrate concerns of climate change mitigation and resource efficiency in particular across different policy areas, including the EU budget¹. According to the Commission's proposal for the 2014-2020 MFF, the environment and climate change should be 'mainstreamed' in all major EU policies such as cohesion, research and innovation, agriculture and external cooperation². Thus, the need to integrate environment and climate change concerns is stipulated in the Treaty and called for in what are currently two of the most important overall strategic documents in EU policy-making.

Despite these requirements for integration or mainstreaming, past experience shows that environmental considerations are only weakly reflected in most sectoral policies³; or where they are addressed, the focus tends to primarily be on 'win-win' environmental options (i.e. those that can bring financial gains, improve competitive advantage, and in some cases reduce dependence on foreign resources). Although important, this focus ignores other key policy objectives that are nonetheless firmly embedded in the EU environment acquis. For example, issues such as biodiversity and the broader notion of ecosystems and their services, which are of central relevance to human well-being and economic performance, are side-lined in a number of relevant EU policies.

¹ EC (2010) Europe 2020 - A strategy for smart, sustainable and inclusive growth, Communication from the Commission, (COM(2010)2020), 3.3.2010, Brussels

² EC (2011) A Budget for Europe 2020, Communication from the Commission, (COM(2011)500), 29.6.2011, Brussels

³ Herodes, M., Adelle C., Pallemmaerts, M., (2007): 'Environmental Policy Integration at EU level – A literature review', EPIGOV Paper No. 5, Ecologic – Institute for International and European Environmental Policy: Berlin.

A quick-scan of the extent to which environmental considerations are taken up in recent proposals for the reform of EU policies in six key sectors (agriculture, fisheries, energy, transport, cohesion, industry) indicates that this issue remains a key challenge. This overview is based on those initiatives already presented by the Commission and those that have been highlighted in the Commission's 2011 and 2012 Work Programmes. The sectoral reform proposals were assessed for the extent to which the text mentions key environmental issues (categorised according to the thematic prioritisation of the 6EAP, i.e. climate change, biodiversity, natural resources and environment and health). This analysis is based on a quick-scan of the relevant documents and was developed on the basis of internal discussions within IEEP. It is cursory and not meant as an in-depth assessment, but rather aims to provide a descriptive overview for purposes of further discussions.

Table 2 present a visual representation of this assessment. The table outlines the main links with environmental considerations in each sectoral proposal. A strong link is recorded where the proposal explicitly refers to a particular issue and proposes concrete policy actions. A strong link does not however imply that the measures are considered to be sufficient or guarantee an effective outcome. A moderate link is recorded where the policy proposal takes into account the environmental issue by explicitly referring to it, but the proposed actions are not exhaustive or are considered too weak to influence the environmental trend. A weak link is recorded where the policy proposal takes into account the environmental issue and proposes specific policy actions to a limited degree or insufficiently. A very weak link is recorded where the proposal formally recognises the environmental issue but does not propose any specific action, and no link is recorded where the policy proposal does not refer to the environmental issue.

Table 2 - Links between key sectoral policy proposals and environmental issues

		Climate Change	Biodiversity	Natural resource use	Environment & Health
Agriculture	<i>Legislative Proposals for the 2014-2020 CAP</i> (COM (2010)537), (COM (2010)539)				
Fisheries	<i>Legislative Proposals for the 2014-2020 CFP</i> (COM(2011) 425)				
Cohesion Policy	<i>Legislative Proposals for the 2014-2020 Cohesion Policy</i> (COM(2011)615)				
	<i>Transport White Paper</i> (COM(2011)144)				
Energy and Transport	<i>Energy 2020 Strategy</i> (COM(2010)639)				
	<i>Legislative proposal for Connecting Europe Facility</i> (COM(2011)665)				
Industry	<i>Flagship Initiative</i> (COM(2010) 546), <i>Reinforcing competitiveness</i> (COM(2011)642)				



Strong link: The policy proposal takes into account the environmental issue by explicitly referring to it and refers to concrete policy actions. **A strong link does not imply that the measures are considered to be sufficient or guarantee an effective outcome.**



Moderate link: The policy proposal takes into account the environmental issue by explicitly referring to it but the proposed actions are considered to not be exhaustive or too weak to influence the environmental trend.



Weak link: The policy proposal takes into account the environmental issue and proposes specific policy actions to a limited degree or insufficiently.



Very weak link: The proposal formally recognises the environmental issue but does not propose any specific action.



No link: The policy proposal does not refer to the environmental issue.



Discussion remains on the strength of the link.

In a nutshell, our cursory assessment finds that there are a few cases where strategies seem to be well-linked with environmental issue, however in the majority of cases the sectoral strategies appear to be rather loosely or insufficiently linked to relevant environmental issues. This is elaborated further below.

Climate change

Climate change concerns, in particular the mitigation of GHG emissions, is relatively well-established as a cross-cutting policy objective in the majority of sectoral strategies examined. For example, in the current debate on the reform of the CAP, the Commission has put forward a number of proposals to foster carbon sequestration through the protection of wetlands and carbon rich soils and promote agro-ecological restoration among others. Proposals in the energy and transport sectors also set out a number of actions to support climate change objectives including for example technology developments, efficiency measures, modal shifts and the promotion of cleaner fuels. In the transport sector for the first time, the Commission has proposed a specific CO₂-reduction target for 2050. Climate change is not however prioritised in the latest CFP proposals. Although the sector is a relatively small direct emitter of GHGs and has limited potential to contribute to mitigation objectives; the transport, processing and storage of fish do nonetheless contribute some emissions and the sector is likely to experience a decrease in productivity as a result of a changing climate. Preventive adaptation measures could help to reduce this vulnerability and associated socio-economic impacts. Although proposals on future industrial policy incorporate eco-innovation and low-carbon technologies, these mainly serve the objective of improving competitiveness which may affect the level of ambition of the measures to be applied.

Climate change concerns have infiltrated the main political discourse and are increasingly reflected in the EU's economic agenda, as seen in the Europe 2020 Strategy. Climate change has also become a key priority for spending in the negotiations about the future EU budget as reflected in recent proposals for individual funding instruments for the 2014-2020 MFF. A number of the proposals in the sectoral policy areas examined have the potential to contribute, with varying degrees to EU climate change objectives, in particular in relation to mitigation. These identified links between strategic documents and environmental issues do not however imply that the proposed measures are sufficient, efficient or effective. Rather, they indicate that these issues are considered important and are among the factors that have influenced the formulation of policies in the respective sector. Moreover, as climate change policy advances, there is a growing risk that it will develop separately from non-climate change policy despite the critical inter-linkages.

Natural resource use

In recent years, the use of natural resources has become a matter of growing concern and the EU has started to develop a policy agenda on resource efficiency. In the future, this may lead to the development of concrete targets and indicators for reducing resource consumption and improving the efficiency of resource use, thus addressing the key driver behind many environmental challenges faced today. Given this developing agenda, natural resource use (understood in a broad sense including raw materials, energy, water, air, land and soil, metals and metal ores, biodiversity, ecosystem services) is formally addressed in all

strategic documents examined, mainly through measures aimed at increasing resource efficiency. Most proposals, with the exception of the CFP proposal, and to a lesser extent the competitiveness proposal, also indicate clear links with the issue of climate change.

Although resource use considerations are reflected in the sectoral proposals examined, the focus is primarily on how to ensure the efficient use of resources and this can have different meanings, pursue diverse objectives and imply divergent policy measures, depending on the sector. Table 3 sets out some of the stated reasons for the integration of resource use considerations in respective sectoral proposals examined. While the reduction of GHG appears to be considered a relatively important benefit, many proposals appear to be focused on economic (safety of supply, competitiveness) rather than environmental concerns (reducing environmental impacts) related to natural resource use.

Table 3 – Stated reasons for the integration of resource use considerations in selected sectoral proposals

	Environmental objectives		Social objectives	Economic objectives			
	Preserve natural capital	Reduce GHG emissions	Gain social benefits	Assure resource security	Gain competitiveness	Gain economic benefits	Save energy
Reform of the CAP	x					x	x
Reform of the CFP	x			x	x	x	
Energy 2020 Strategy		x	x	x	x	x	x
Transport White Paper		x	x		x	x	x
Connecting Europe Facility		x	x	x		x	x
Flagship Initiative Innovation Union	x	x		x	x		x
Communication on reinforcing competitiveness					x	x	x

Furthermore, while resource efficiency concerns are formally addressed in several strategic documents examined; there is no clear guidance or direction as to what this constitutes in terms of concrete policy action. The resource efficiency roadmap started to flesh out a pathway for long-term future policy action setting out an interesting approach to addressing the issue of environmental integration with a focus on the key consumption sectors of food, mobility and buildings. Thus, the Roadmap seeks to address the key underlying driver of environmental problems/degradation. While defining actions in certain areas more precisely (e.g. harmful subsidies, environmental accounting), the Roadmap is weaker in others (e.g. transport) and there remains a lack of clear guidance on necessary concrete policy action.

Biodiversity

In contrast to issues of climate change and natural resource use, the natural environment, including biodiversity appears to have a weaker standing in most of the sectoral policy proposals examined, even though developments in all these sectors will have major impacts on the natural environment. This absence or side-lining may be due in part to the relatively limited attention afforded to such concerns in key strategic documents such as the Europe 2020 Strategy. Biodiversity is addressed to some extent in the CFP and CAP reform proposals given that the sustainability of both sectors is dependent on the abundance of plant and animal species. The CFP reform proposal integrates the precautionary principle based on a set of technical measures, allocation tools and multi-annual planning aiming to contribute to maintaining or restoring fish stocks and reducing the impact of fishing activities on marine ecosystems. The CAP reform proposal, although unclear on some important issues, includes measures which aim to diversify crops and establish minimal 'ecological focus areas'. However, this does not imply that the proposed measures are sufficient, efficient or effective for addressing the environmental challenge at hand.

A future green economy could only function within safe systemic ecological thresholds, both European and global. Hence, anticipating critical thresholds is a challenge, particularly when seen from a global-to-European perspective. Such a perspective is not apparent in most of the sectoral proposals examined. Although the resource efficiency roadmap has such a perspective, it however lacks detail. Given their impacts on the natural environment, it is particularly worrying that those strategies concerned with key energy and transport infrastructure development fall short in this regard and contribute to the trend of narrowing the environmental agenda to the issues of climate change and energy. While these proposals aim at improving their contribution to a low-carbon economy transition, they do not factor in the environmental impacts of land-use changes and the required links with broader planning and assessment frameworks.

Environment and health

Although environment and health (quality of life issues) are addressed through certain environment-specific documents (e.g. the review of chemicals and air quality legislation); they do not seem to be well integrated or addressed in the sectoral policy proposals examined. Most of the proposals note the importance of reforming policies to improve the quality of life and human health; however with the exception of the transport white paper, specific measures to address the issue are not set out. The CAP proposals call for cross-compliance with existing health-related requirements and standards like the sustainable use of nitrates, the water directive framework and the placing of plant protection products on the market. The Energy 2020 strategy sees cheap and reliable energy sources as a possibility to improve living conditions, as will a better connected Europe. The transport sector appears to afford the issue more priority with the white paper on transport setting specific health-related objectives, particularly those in relation to air quality. These include *inter alia* the reduction of air and noise pollution in urban environments through the phasing out of conventional fuels, the promotion of technological innovation to foster health benefits and the improvement of passenger security.

3 THE ROLE OF THE 7EAP IN THE CURRENT POLICY LANDSCAPE

Our cursory review of the current policy landscape indicates that there is no shortage of strategic EU documents in the environment sphere or in areas pertaining to it. Many of the strategies overlap thematically, but for the most part they have been developed separately in a piecemeal fashion and do not add up to a clear and coherent long-term vision for EU environmental policy. What is currently lacking appears to be a sense of overarching orientation or a ‘bigger picture’ perspective of the various links and trade-offs between the different strategies and policy areas. There remains a need to describe how the different strategies and processes fit together and how coherent they are with the objectives of the wider environmental acquis. Such an assessment would help to identify and elaborate possible omissions in the current policy framework that still need to be addressed, e.g. in relation to land use change as signalled in the resource efficiency roadmap and in relation to novel materials in the environment which are expected to gain greater relevance in the coming years.

The 7EAP could be useful in this context acting as an overarching strategic framework which provides overall orientation and guidance to help frame the future development of EU environmental policy. It could help to map out some of the complex inter-linkages, synergies and trade-offs between and within different policy areas, for example exploring what the no net loss objective of the 2020 Biodiversity Strategy means for the 2050 decarbonisation agenda. The 7EAP could also serve as an environmental reference point for relevant sectoral processes for example setting out an approach for monitoring, evaluating and supervising the implementation of sectoral policies to ensure environmental concerns are taken into account.

Climate change concerns have infiltrated the main political discourse and are reflected in the EU’s economic agenda, future spending priorities and in relevant sectoral proposals. In contrast, concerns related to the broader natural environment and public health/environment such as local air and water pollution, noise pollution, loss of local and regional biological and landscape diversity, are dealt with rather cursorily in most sectoral proposals examined, even though these issues are far from being solved in most regions of the EU. While the issue of natural resource use is growing in prominence on the agenda, the main focus to date has been on the economic (safety of supply, competitiveness) rather than environmental (reducing environmental impacts) aspects. However, a future low-carbon, resource-efficient economy can only function within safe European and global ecological thresholds. Thus, the challenge is not just about improving efficiency but also about addressing the issue of underlying drivers of environmental degradation, in particular unsustainable consumption patterns. The current array of strategies address certain aspects of this agenda, but not the overall issue. A 7EAP can be helpful in pushing for a stronger positioning of the broader natural environment / natural capital concerns on the policy agenda and in setting out the case for integrated, lifecycle approaches to doing business and consuming in a circular economy, thus addressing both efficiency and sufficiency issues.

Furthermore, while many of the current strategic documents set out targets and aspirations and outline a direction of travel for the next 20-30 years; there seems to be no concrete link

between these strategies and the enabling conditions and means necessary to ensure the strategies will actually deliver in practice. This operationalisation of the strategies is another area which could potentially be taken forward by the 7EAP. Additionally, in certain cases the 7EAP will need to go beyond what is currently set out in important policy areas to consider the Treaty rather than the Europe 2020 Strategy as the main source of policy orientation, and will also need to address other important issues which are currently not fully addressed for example in relation to improving coherence, implementation, and financing to better support the achievement of EU environmental objectives.

ANNEX 1: OVERVIEW OF KEY EU INITIATIVES IN DIFFERENT POLICY AREAS THAT ARE OF RELEVANCE TO THE FUTURE DEVELOPMENT OF EU ENVIRONMENTAL POLICY

This table provides an overview of key EU initiatives in different policy areas that are of relevance to the future development of EU environmental policy, setting out the main objectives of these initiatives and their overlaps with other thematic areas. This is by no means a comprehensive account of all the initiatives presented and planned by the EU but rather seeks to provide an overview of those more strategic initiatives which set out the future direction of policy development in a particular policy area. This overview is based on those initiatives already presented by the Commission (see references included in the table) and those included in the Commission's 2011 and 2012 Work Programmes (see: <http://ec.europa.eu/atwork/programmes/>)

Policy area	Key recent and forthcoming EU initiatives	Date presented/ expected	Lead DG	Main objective/ purpose	Thematic overlaps
Environment					
General	7 th Environment Action Programme	October 2012	DG ENV	To bring about improvements to the EU's and the global environment whilst contributing to the EU's objectives of a smart, sustainable and inclusive economy for 2020 and beyond. An essential part of this will be to deepen integration of environmental considerations into other policy areas, increase policy coherence, develop a more reliable knowledge-base, improve the implementation of existing environmental legislation, renew the international dimension to the EU's environmental policy and provide a longer term vision.	Relevant for all other environment policy initiatives as well as sectoral and horizontal measures
Biodiversity	EU biodiversity strategy to 2020 (COM(2011) 244)	3/5/2011	DG ENV	To halt the loss of biodiversity and the degradation of ecosystem services in the EU by 2020, and restoring them, while stepping up EU contribution to averting global biodiversity loss. The vision for 2050 is for EU biodiversity and the ecosystem services it provides to be protected, valued and appropriately restored for	Europe 2020 Strategy, resource efficiency road map, climate change, research and innovation, agriculture,

				<p>biodiversity's intrinsic value and for their contribution to human wellbeing and economic prosperity. The Strategy includes six inter-dependent targets that respond to the 2020 headline target:</p> <ul style="list-style-type: none"> - Full implementation of the Birds and Habitats Directives, - Maintain and restore ecosystems and their services, - Increase the contribution of agriculture and forestry to maintaining and enhancing biodiversity, - Ensure the sustainable use of fisheries resources, - Combat Invasive alien species ,and - Help avert global biodiversity loss. 	<p>fisheries, forestry, international, water, marine, pollution control, soil, chemicals, 2014-2020 MFF (new Life+ instrument)</p>
	Legislative proposal on Invasive Alien Species	2012	DG ENV	<p>The main policy objective is to minimise the negative impact of IAS on EU biodiversity. This would require addressing the prevention of IAS entry into and spread within the EU territory; early detection and rapid response to eradicate new IAS; control, containment and other management options to minimise negative impacts of established IAS, and horizontal/cross-cutting activities (monitoring and research, communication and capacity building in particular).</p>	<p>Trade, internal market, plant and animal health, agriculture, marine, transport, research</p>
Climate change	Roadmap for moving to a competitive low carbon economy in 2050 (COM(2011)112)	8/3/2011	DG CLIMA	<p>The roadmap is a key deliverable under the Resource Efficiency Flagship Initiative. The overarching objective is to reduce GHG emissions by 80-95% by 2050. Milestones to achieve this are identified as 25% in 2020, 40% in 2030 and 60% in 2040. The roadmap also sets out the percentage reductions that would have to be achieved in each key sector (power, transport, built environment, industry, agriculture and forestry) by 2030 and 2050 respectively. Investment needs are estimated to be, on average, around €270 annually over the next 40 years.</p>	<p>Energy, transport, industry, built environment, research and innovation, 2014-2020 MFF, air quality, environment and health, resource efficiency, agriculture, forestry, biodiversity, international</p>

	EU adaptation strategy	2013	DG CLIMA	The objective is to have a more resilient Europe at national, regional and local level, to facilitate the exchange of good practices and co-ordination, strengthen the knowledge base on climate change impacts, vulnerability and adaptation, and to mainstream adaptation into policies, strategies and programmes at EU level (and develop dedicated adaptation action where needed).	Biodiversity, water, agriculture, forests, marine environment, international, energy, health, agriculture, cohesion, transport, research
	Revision of Regulations on CO2 from cars and from vans	December 2012	DG CLIMA	The main objective is to contribute to reducing GHG emissions from light duty vehicles for the purpose of meeting overall EU targets in this area	Transport, air quality, environment and health, industry
	Measures to include maritime transport emissions in EU GHG reduction commitment	2012	DG CLIMA	Objectives are to: <ul style="list-style-type: none"> • Achieve by 2020 the target to reduce greenhouse gas emissions by at least 20% compared to 1990 levels or by 30%, if the conditions are right, by ensuring that all sectors contribute to this target; • Reduce the climate impact of ship emissions and improve efficiency in the sector • Support the continued innovation in the European Maritime industries If emissions from international shipping are not included in an international agreement, to develop EU measures that can provide the basis for action to reduce maritime emissions within the EU and globally.	Transport, air quality, environment and health, international, industry
Air quality	Review of EU air quality policy	2013	DG ENV	This review will aim to produce an EU Clean Air package, updating existing policies and directives (including the National Emission Ceilings Directive) according to latest science. The objective is to deliver enhanced protection from the impacts of air pollution for human health and the natural environment whilst contributing to the Europe 2020 objectives including,	Climate change, transport, environment and health, energy, urban environment, research and innovation,

				<p>where possible, to related policy aims such as climate mitigation, the initiative seeks to address the following specific objectives:</p> <ul style="list-style-type: none"> • To identify reasons and propose solutions for persistent problems of non-compliance, in particular for particulate matter, nitrogen dioxide and ozone; • To assess the need for setting new, long-term objectives on the basis of the latest evidence, in particular national emission ceilings and particulate matter standards (possible PM2.5). • To evaluate the need for additional emission control measures in certain sectors, in particular road (vehicle emissions) and non-road transport, shipping, agriculture, small installations, households and others. • To strengthen synergies and manage potential trade-offs with other related policies, in particular climate change mitigation. 	international
Water	Blueprint to safeguard EU waters	11/2012	DG ENV	<p>The expected general objective of the Blueprint is to contribute to achieving sustainable use of EU water resources. This is an essential component of the Europe 2020 Strategy Goals e.g. in relation to resource efficiency and mitigation of climate change.</p> <p>Specific objectives are expected to include :</p> <ul style="list-style-type: none"> • Ensuring availability of sufficient quantity of good quality water to support aquatic ecosystems, human needs and economic activities • Enhancing Water Efficiency in Europe • Building a robust policy framework to address extreme weather events such as floods and droughts and the potential impacts of global changes. <p>Operational objectives are expected to include:</p> <ul style="list-style-type: none"> • Promote non-regret measures (e.g. measures which offer environmental and economic opportunities such 	Agriculture, industry, biodiversity , climate change, soil, natural resources, environment and health, energy, transport

				<p>as sustainable land management)</p> <ul style="list-style-type: none"> • Improve implementation of existing instruments – Fill gaps in regulatory framework • Improve knowledge base • Improve integration with sectoral policy • Foster innovation • Ensure consistency with external policy (neighbourhood, development, trade policies) 	
Resource use	A resource-efficient Europe – Flagship initiative under the Europe 2020 Strategy (COM(2011)21)	26/1/2011	DG ENV	<p>This initiative is the 7th and last of the Flagship Initiatives making up the implementation packages of the EU’s economic strategy, Europe 2020. The Communication sets out the condition needs for a successful resource efficiency strategy, details future components for a long-term framework, and provides a list of related areas on which policy activity is already underway or anticipated in the shorter-term (throughout 2011).</p> <p>The Initiative is to build a strategic and integrated approach to ensure that concrete actions will already be decided for 2020 that will also lead to longer-term goals for 2050. A key aim is ‘to increase certainty for investment and innovation by forging an agreement on the long-term vision and ensuring that all relevant policies factor in resource efficiency in a balanced manner’. A number of step changes are necessary to meet this aim and will be coordinated through a series of roadmaps.</p>	SCP, waste, research and innovation, biodiversity and ecosystem services, climate change, raw materials, water, air, soils, marine, food (agriculture), buildings, transport, industry, international
	Roadmap to a resource efficient Europe (COM(2011)571)	20/9/2011	DG ENV	<p>The roadmap is to guide the implementation of the Resource Efficiency Flagship Initiative. It sets out a broad vision of transforming Europe’s economy into a sustainable one by 2050. Indicators and targets are to be developed with stakeholders by 2013. The roadmap includes milestones to 2020 and sets out a list of actions (most of which refer to already planned initiatives) to achieve a transformation of the economy (SCP, waste,</p>	SCP, waste, research and innovation, biodiversity and ecosystem services, climate change, raw materials, water, air, soils, marine, food

				research and innovation, environmentally harmful subsidies and getting the prices right), to address natural capital (ecosystem services, biodiversity, minerals and metals, water, air, land and soils, and marine resources), and improve resource efficiency in key sectors (food, buildings and mobility). While attempting to cover a lot of ground, the roadmap remains vague and reliant on future processes.	(agriculture), buildings, transport, industry, international
	Communication on Tackling the Challenges in Commodity Markets and on Raw Materials (COM(2011)25)	2/2/2011	DG ENTR	<p>This Communication updates the 2008 RMI Communication. It maintains the original RMI pillars of ensuring sustainable access to raw materials from global markets, fostering sustainable supply within the EU, and improving resource efficiency and recycling. Recycling features more strongly in the updated Communication, although it still lacks detail on how to improve EU performance.</p> <p>On commodity markets, the document outlines the situation on key commodity markets in recent years and the reasons for concerted EU action needing to be developed more strategically. Focusing particularly on energy, agriculture and security of food supply, and raw materials, the document explains some linkages between commodity and financial markets and sets out some reasons for the better regulation of financial markets.</p>	Trade, resource efficiency waste, waste shipment, eco-design, mineral resources, industry (extractive, recycling and user), energy, agriculture, biodiversity, forestry, international development, research and innovation
	Review of SCP – SIP Action Plan	2012 (TBC)	DG ENV and DG ENTR	The Commission is to review progress and report on the implementation of the SCP-SIP Action Plan in 2012. At this time, the Commission will assess whether further action to improve the energy and environmental performance of products is needed, in particular by extending the eco-design and labelling Directives to cover non energy-related products.	Energy, resource efficiency, industry

Chemicals	Review of REACH	2012	DG ENV and DG ENTR	<p>The review of the REACH regulation is expected to:</p> <ul style="list-style-type: none"> • Review Member States' experience, information on the operation of the REACH Regulation, the status of implementation and use of non-animal test methods and testing strategies, and funding for the development and evaluation of alternative test methods, • Discuss lessons learnt with special attention to the costs and administrative burden and other impacts on innovation. It will include a review of the scope and potential overlaps with other EU legislation on chemicals, • Review the European Chemicals Agency. 	Environment and health, industry, water, air
	Revision of EU Strategy on endocrine disruptors	2012	DG ENV	To ensure that within the EU, humans and the environment can enjoy a satisfactorily high level of protection from the risks associated with endocrine disruptors. If the Commission regards the challenge of endocrine disruptors as a priority issue, then the policy objective for any comprehensive strategy has to be phrased in terms of ensuring that risks are acceptable/that the level of protection is sufficiently high.	Environment and health
Environment and Health	Second Environment and Health Action Plan (EHAP)	TBC	DG SANCO/DG ENV	In 2003 the Commission adopted the European Environment and Health Strategy (COM (2003)338) which was followed in 2004 by the European Environment and Health Action Plan (EHAP) for 2004-2010 (COM (2004)416). In December 2010 and October 2011 the Council called on the Commission to prepare a second EHAP. The Commission however maintains that a decision on whether to present a second EHAP can only be taken after assessing the added value of such plan, notably with the 7EAP.	Air, R&D, chemicals, pesticides, water

Supporting policies					
EIA	Review of the EIA Directive	July 2012	DG ENV	<p>The objective of the review is to improve the functioning of the Directive by:</p> <ul style="list-style-type: none"> • Increasing the degree of harmonisation of national laws; • Simplify existing EIA procedures (i.e. screening); • Reinforce the quality components of the EIA process (e.g. content of the report, alternatives, review of EIA information, monitoring, validity EIA) • Clarify legal and technical issues (i.e. ECJ case-law, quality of the EIA report). <p>And to improve the synergies between the EIA Directive and other EU environmental legislation so as to:</p> <ul style="list-style-type: none"> • Ensure consistency with the international obligations deriving from the Aarhus Convention and the Espoo Convention (including the Protocol on Strategic Environmental Assessment). • Ensure better coordination with sectoral policies and assessments required by other Directives (SEA, Habitats and Birds Directives, IPPC, Water Framework...) and simplify existing assessment and permitting procedures, to the extent possible. 	Biodiversity, industry, water SEA,
Implementation	Communication on implementing EU environmental law and policy: A common challenge	2011 (TBC)	DG ENV	This Communication is expected to address shortcomings in implementing environmental legislation and explore practical ways to improve the current gaps in implementation. Issues to be addressed are expected to include: improving the coherence of legislation, enhancing compliance promotion, strengthening the effectiveness of inspections, and enhancing the role of national judges in supporting implementation of EU legislation.	All environmental policy areas

Sectoral policies					
Agriculture	CAP legislative proposals for the 2014-2020 period COM(2011)625, COM(2011)626, COM(2011)627, COM(2011)628	12/10/2011	DG AGRI	<p>Legislative package of proposals for the 2014-2020 CAP. Includes proposals for four basic regulations for the CAP on Direct Payments, the Single Common Market Organisation (CMO), Rural Development and a Horizontal Regulation for financing, managing and monitoring the CAP as well as three smaller regulations to address transition arrangements to the new rules.</p> <p>The proposals have been developed with three overarching objectives in mind: food security, improved management of natural resources and territorial balance. Climate change is signalled as an important issue for the CAP for the first time, in keeping with the priorities of the EU2020 strategy and there is also a greater emphasis on the importance of advice, collaborative action and innovation. Monitoring and evaluation requirements have been extended beyond rural development to cover all elements of the CAP, including direct payments and cross compliance.</p>	Biodiversity, water, climate change, resource efficiency , 2014-2020 MFF (proposal for new CAP Regulation), soil, energy, forestry
Fisheries	Commission proposal for new basic CFP Regulation (COM(2011) 425)	13/7/2011	DG MARE	<p>The most significant proposed change to the general objectives of the CFP is the aim to reach maximum sustainable yield by 2015. Another new proposed objective is that the CFP shall 'integrate the Union environmental legislation requirements'. An ecosystem-based approach to fisheries management, although present in the 2002 Regulation, has now been given greater prominence.</p> <p>The proposal sets out a number of significant changes to the 2002 basic Regulation including moves towards multi-species fisheries management, market based quota management, decentralisation of the policy, a ban of discarding and the establishment of a new Aquaculture Advisory council to</p>	Marine, biodiversity, industry, 2014-2020 MFF (proposal on European Maritime and Fisheries Fund)

				complement the current seven Regional Advisory Councils (RACs).	
	Proposal for a legislative action setting a framework for Maritime Spatial Planning	2012	DG MARE	Ensure that Member States provide a stable, reliable and future-oriented integrated planning framework to optimize the use of marine space to benefit economic development and the marine environment and that in doing so they apply a common approach in order to facilitate cross-border maritime spatial planning. The type of this initiative - possibly a Directive - remains to be confirmed.	Fisheries, biodiversity
Energy	Communication on Investing in the Development of Low Carbon Technologies (SET-Plan) (COM(2009)519)	7/10/2009	DG ENER	The SET-Plan is the technology pillar of the EU's energy and climate policy setting out investment needs in clean, efficient and low-carbon energy technologies. The Communication estimates that an additional annual investment of €5 billion is required over the next ten years to implement the SET-Plan. These resources should come from EU funding, Member State budgets and private investments.	Climate change, research and innovation, transport, 2014-2020 MFF
	Energy Efficiency Plan 2011 (COM(2011)109)	8/3/2011	DG ENER	While the EU is on track to meet its 20% emission reduction goal and its 20% renewable energy objective, currently it is set to achieve only half of the objective to reduce final energy use by 20% by 2020. Implementation of the Energy Efficiency Plan is envisaged to allow the EU not only to deliver on existing policy commitments under the climate and energy package by meeting the energy savings target, but to go beyond this and achieve a 25% overall greenhouse gas emission reduction by 2020. If the planned 2013 review of existing indicative Member State targets (under the energy end-use efficiency and energy services Directive) suggests that the 20% objective is unlikely to be achieved, the Commission is to propose legally binding national targets for 2020.	Climate change, transport, industry, buildings, resource efficiency, 2014-2020 MFF

<p>Proposal for a Directive on energy efficiency (COM(2011)370)</p>	<p>22/06/2011</p>	<p>DG ENER</p>	<p>The proposed Directive is a follow-up to the EE Plan. It aims to establish a common framework for promoting energy efficiency in the EU so as to ensure the target of 20% primary energy savings by 2020 is met. It sets out a number of measures for end-use sectors, the energy supply sector and a number of other measures which seek to remove barriers and overcome some of the market failures that impede efficiency in the supply and use of energy. The proposal requires the Commission to assess in 2014 whether the EU can achieve its 20% energy savings target by 2020 and if appropriate, present a legislative proposal laying down mandatory national targets for 2020.</p>	<p>Climate change, buildings</p>
<p>Energy 2020 - A strategy for competitive, sustainable and secure energy (COM(2010)639)</p>	<p>10/11/2010</p>	<p>DG ENER</p>	<p>The Strategy sets out five key priorities for the period 2011-2020:</p> <ul style="list-style-type: none"> - Achieving an energy efficient Europe; - Building a pan-European integrated energy market; - Empowering consumers and achieving the highest level of safety and security; - Extending Europe's leadership in energy technology and innovation; - Strengthening the external dimension of the EU energy market <p>These priorities, with the exception of the priority on consumers and safety, have a similar number of actions attached to them.</p>	<p>Climate change, research and innovation, international, buildings, transport, industry, 2014-2020 MFF</p>
<p>Communication on Energy infrastructure priorities for 2020 and beyond - A Blueprint for an integrated European energy network (COM(2010)677)</p>	<p>17/11/2010</p>	<p>DG ENER</p>	<p>The Communication defines a limited number of EU priority corridors for electricity, gas and oil based on which a number of concrete projects of "European interest" will be identified in 2012. The intention is that such projects will in turn benefit from financing and faster building permits. The Communication also sets out the ground for the future development of European electricity highways and on the technical and practical modalities of future CO2 transport infrastructure.</p>	<p>2014-2020 MFF (Connecting Europe Facility, guidelines for TEN-E), climate change, transport, biodiversity, water, R&D</p>

Energy Roadmap 2050	2011	DG ENER	The Energy Roadmap 2050 follows the Roadmap for a Low-Carbon Economy and will address the already established objectives for EU energy policy: sustainability, energy security and competitiveness. It is expected to present various scenarios in terms of energy mix and describe ways to meet the EU's long-term decarbonisation goal and implications for energy policy decisions. The roadmap seeks to provide a longer-term vision and to offer more clarity and predictability to help stimulate the transition to a low-carbon energy system and support necessary investments.	Climate change, transport, biodiversity, water, research and innovation
Communication on Renewable Energy Strategy	2012	DG ENER	To explore the possible policy options necessary for the integration of renewable energy into the European energy system post 2020.	Climate change, transport
Communication on energy efficiency	2013	DG ENER	The communication will follow up to the Energy Roadmap 2050 and outline the strategic choices for further energy efficiency pathways and measures such as on the one hand deep renovations, CHP and measures targeting transport, and on the other hand setting binding 2030 energy efficiency targets for Member States. Objectives are to: <ul style="list-style-type: none"> • Evaluate projections for energy efficiency progress at general and sectoral level to be in line with the 2050 demands. • Analysis of the long-term energy efficiency choices to be made to be on track in the long run and preparing the ground for making these policy choices. • Develop present instrument mix to fit with the strategic choices that bring us on the desired long term pathway. 	Climate change
Communication on Energy Technologies	2013	DG ENER	Based on the progress review of the implementation of the SET Plan and its technology roadmaps, it should analyse the	Climate change, construction sector,

	in a future European Energy Policy			<p>potential, cost effectiveness and market penetration of various technologies, looking at their role in a future European energy policy up to 2050, including technologies for gas and for demand side management. The objectives are to:</p> <ul style="list-style-type: none"> • Identify the options for the role of energy technologies for achieving decarbonisation according to the energy 2050 vision • Develop a fully comprehensive approach complementing the Energy 2050 Roadmap to foster energy technologies development (supply and demand management) by enhancing: market push framework by identifying solutions to bridge innovation gap in terms of sectors, governance (EU, MS, industry), and funding (Horizon 2020, regional funds etc.) based on the review and assessment of the implementation of the SET Plan, market pull framework - options for structural changes in the innovation chain (creating markets): e.g. business models, involvement and role of various stakeholders, integration of energy supply and demand systems • Strengthen the synergies between MS and EC in the energy policy making by promoting the convergence and the cooperation between national and EU innovation programmes. (e.g. improve reporting on on-going or future projects and programmes, strengthen European Commission and Member States research and innovation programmes) 	urban and spatial planning, biodiversity
Urban	Communication on a Smart Cities and Communities Initiative	DG ENER	2012	<p>The Smart Cities and Communities Partnership should provide the framework for:</p> <ul style="list-style-type: none"> • Engaging business and regional/local public authorities in ambitious technological demonstration and testing programmes which will validate advanced energy efficient and low carbon technologies and strategies; • Enabling economic, organisational and social innovation 	Energy, climate change

				<p>which will transform the cities into low carbon, citizen-friendly urban areas;</p> <ul style="list-style-type: none"> • Developing smart energy supply and demand systems, integrated solutions in the areas of active buildings, heating and cooling, electricity networks, ICT solutions, as well as alternative fuels and clean and energy efficient transport. 	
Transport	Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system – Transport White Paper (COM(2011)144)	28/3/2011	DG MOVE	<p>The roadmap outlines a number of initiatives as part of an overall strategy to ‘increase mobility, remove major barriers in key areas and fuel growth and employment’ while simultaneously reducing GHG emissions by 60% by 2050. The roadmap sets ten goals for a competitive and resource efficient transport system which include inter alia:</p> <ul style="list-style-type: none"> • Halving the use of ‘conventionally-fuelled’ cars in urban transport by 2030; phasing them out in cities by 2050; achieve essentially CO2-free city logistics in major urban centers by 2030; • For 30 per cent of road freight over 300 km to be shifted to other modes such as rail or waterborne transport by 2030, and more than 50 per cent by 2050; • By 2050, to complete a European high-speed rail network and triple the length of the existing high-speed rail network by 2030; • By 2020 to establish the framework for a European multimodal transport information, management and payment system; and • Move towards full application of “user pays” and “polluter pays” principles and private sector engagement to eliminate distortions, including harmful subsidies, generate revenues and ensure financing for future transport investments. 	Climate change, energy, research and innovation, air quality, environment and health
	Strategic Transport Technology Plan	2011	DG MOVE	The STTP will provide a strategic framework for research and technological development and deployment, based on policy	Climate change, energy, 2014-2020

	(STTP)			needs and on a vision for an integrated efficient and environmentally friendly transport system at the horizon 2050. The STTP is expected to have three components: proposals for a set of leading-edge technologies; identification of the related policy, financial and organisational requirements; and proposals for the implementation of the plan.	MFF (Proposal for Connecting Europe Facility including guidelines for TEN-T), research and innovation, air quality, environment and health
	Communication on the promotion of clean transport systems	2011	DG MOVE	The Communication is expected to be accompanied by a European fuel strategy and appropriate legislative and financial measures	Energy, R&D, climate, air quality, 2014-2020 MFF
Infrastructure (energy, transport, and ICT)	Regulation establishing the Connecting Europe Facility (COM(2011)665)	19/10/2011	DG MOVE, DG ENER, DG INFOSOC	The proposal sets out provisions for the creation of a new integrated instrument for investing in EU infrastructure priorities in the transport, energy and telecommunications sectors. This is considered a necessary condition for the completion of the European single market and to allow the EU to meet its sustainable growth objectives outlined in the Europe 2020 Strategy and the EU's 20-20-20 objectives.	Energy, transport, climate change, biodiversity, research and innovation, pollution control, soil, air quality, health, urban environment
Cohesion	Legislative proposals for Cohesion Policy for the 2014-2020 period COM(2011)615, COM(2011)614, COM(2011)607, COM(2011)612, COM(2011)611,	6/10/2011	DG REGIO	Legislative package of proposals for the 2014-2020 Cohesion Policy which includes a Regulation setting out common rules governing the five EU funds under shared management, which also includes a separate section laying down general provisions for the ERDF, ESF and the Cohesion Fund; three specific Regulations for the ERDF, the ESF and the Cohesion Fund; and two Regulations dealing with the European territorial cooperation goal and the European grouping of territorial cooperation.	2014-2020 MFF (proposal for new CP Regulation), climate change, energy, transport, urban environment

	COM(2011)610			The thematic concentration of funds to be reinforced. Eleven new thematic objectives are introduced, three of which are of relevance for the environment. These include: <ol style="list-style-type: none"> 1) supporting the shift towards the low-carbon economy in all sectors; 2) promoting climate change adaptation and risk prevention and management; and 3) protecting the environment and promoting resource efficiency 	
Buildings	Strategy for the sustainable competitiveness of the EU construction sector	2011	DG ENTR	This Communication is expected to set out a strategy for strengthening the competitiveness of the European construction sector while meeting current and future societal challenges to 2020. It will present a set of priority actions to be undertaken by key actors (EU-level, Member States authorities, industry).	Climate change, energy, resource use
Research and innovation	Legislative proposals for Horizon 2020 - the future Framework Programme for Research and Innovation (COM(2011)808), (COM(2011)809), (COM(2011)810), (COM(2011)811), (COM(2011)812)	30/11/2011		Under the Commission's proposals for the 2014-2020 MFF, one of the more significant changes is a proposal to bring together EU programmes for research and innovation under a new single Common Strategic Framework for Research and Innovation. With a proposed total budget of €87 billion, the Commission proposes to increase and better streamline funding for research and innovation over the seven-year period from 2014 to 2020. Key priorities include support for excellence in science, industrial innovation and addressing societal grand challenges among which the achievement of a bio-based economy, clean energy, sustainable transport systems, climate change and resource efficiency.	All policy areas
	European Strategy and Action plan towards a sustainable bio-based	11/2011	DG RTD	The Communication is expected to provide a vision and action plan for a sustainable and innovative European Bio economy by 2020, including : <ul style="list-style-type: none"> • Implementation of a European Innovation Partnership 	Reform of CAP, resource efficiency, Lead Market Initiative (DG ENTR), Industrial

	economy by 2020 ⁴			<p>and completion the European Research Area in the bio-economy sectors</p> <ul style="list-style-type: none"> • Improve framework conditions for innovation including promotion of knowledge transfer and public procurement and development of standards • Stimulate the reforms of Member States national R&D and innovation systems, in order to enable the development of the bio-economy at national level 	Policy (DG ENTR), ETAP
	Innovation Union Flagship Initiative, (COM(2010)546)	6/10/2010	DG RTD	Aims to improve conditions and access to finance for research and innovation, to ensure that innovative ideas can be turned into products and services that create growth and jobs. The plan contains over thirty actions points, with the aim to make Europe into a world-class science performer, remove obstacles to innovation and revolutionize the way public and private sectors work together, notably through Innovation Partnerships between the European institutions, national and regional authorities and business.	All policy areas
Industry	An Integrated Industrial Policy for the Globalisation Era Flagship Initiative (COM(2010)614)	28/10/2010	DG ENTR	<p>The Communication proposes a set of measures for a new ‘integrated industrial policy for the globalisation era’ organised around seven main topics:</p> <ul style="list-style-type: none"> - Improving framework conditions for industry; - Strengthening the single market; - A new industrial innovation policy; - Capitalising on globalisation; - Promoting industrial modernisation; - A sector-specific dimension and a targeted approach; 	Resource efficiency, raw materials, SCP, international, trade, energy, climate change, biodiversity, water, air quality

⁴ The bio-economy concept covers all sectors of the economy that produce and process biological resources from land and sea. It relies on research in bio-sciences, information technologies, robotics, and materials and aims to transform the knowledge and new technologies into agricultural, industrial and social innovation.

				<ul style="list-style-type: none"> - Re-invigorating the competitiveness through the value chain; and - New EU governance for industrial policy. 	
Trade	Communication on EU trade policy 2010-2015: Trade, Growth and World Affairs – Trade policy as a core component of the EU's 2020 Strategy (COM(2010)612)	9/11/2010	DG TRADE	This Communication sets out a strategy which seeks to reduce trade barriers, to open global markets and to get a fair deal for European businesses. The overarching aim is to take a more assertive approach to ensure the benefits of trade reach European citizens.	International, raw materials, resource use, agriculture, fisheries, climate change
International	Communication on preparations for the Rio+20 conference (COM(2011)363)	20/6/2011	DG ENV	<p>The Communication lays the basis for further dialogue between the Commission, Council and Parliament in the development of a consolidated EU position ahead of the Rio+20 conference. The green economy is a prominent theme in the Communication which sets out three key dimensions for the way forward in achieving the transition to a global green economy:</p> <ul style="list-style-type: none"> • Investing in the sustainable management of key resources and natural capital • Establishing the right market and regulatory conditions • Improving governance and private sector involvement 	Resource use, biodiversity
	Communication on a modernised EU development policy	2011	DG DEV	This initiative will lay down new policy guidelines on development, building on the results of the consultation launched with the Green Paper on EU development policy in support of inclusive and sustainable growth (COM(2010)629) and other relevant initiatives. It will be accompanied by initiatives on: "Enhancing Growth and Investment (job creation in partnership with the private sector)", "Budget support" and "Sustainable Development/Climate Change and Energy as driver for Growth".	2014-2020 MFF (Commission proposal on post-2013 funding (Global Europe), trade

Strategic policies						
EU SDS	Renewed Sustainable Development Strategy	EU	24/7/2009	Sec Gen	<p>The renewed EU Sustainable Development was adopted by the European Council in June 2006 and sought to provide an overarching strategy for all EU policies to set out how Europe could meet the requirements of present generations without compromising the ability of future generations to meet their own needs. The renewed SDS dealt with economic, environmental and social issues in an integrated way under the following seven key challenges:</p> <ul style="list-style-type: none"> • Climate change and clean energy • Sustainable transport • Sustainable consumption and production • Conservation and management of natural resources • Public health • Social inclusion, demography and migration • Global poverty <p>The EU SDS was designed to help with better aligning and integrating strategic environmental objectives and headline indicators with other strategic social and economic objectives and headline indicators.</p>	All policy areas
Europe Strategy 2020	Europe 2020 Strategy (COM(2010)2020)		3/3/2010	Sec Gen	<p>The Europe 2020 Strategy aims to turn the EU into a smart (based on knowledge and innovation), sustainable (promoting resource efficient, greener and more competitive growth); and inclusive (high employment, delivering economic, social and territorial cohesion) economy. The Strategy proposes a series of headline targets relating to the three priorities. These EU targets are to be translated into national targets that reflect the situation in each Member State. The headline targets to be met</p>	Resource efficiency, climate change, industry, research and innovation

				<p>by 2020 are:</p> <ul style="list-style-type: none"> • 75 per cent of the population aged between 20-64 to be employed; • 3 per cent of the EU's GDP to be spent on R&D; • 20-20-20 climate and energy targets to be met (including an increase to 30 per cent emission reduction 'if conditions are right'); • Share of early school leavers to be under 10 per cent and for at least 40 per cent of the younger generation to have a tertiary degree; and • Reduce the number of Europeans living below the poverty line by 25 per cent. 	
2014-2020 MFF	<p>Commission proposals for the 2014-2020 Multi-annual Financial Framework (MFF) (COM(2011)500), (COM(2011)398), (COM(2011)403), (COM(2011)510).</p>	29/6/2011	Sec Gen / DG Budget	<p>The Commission proposes an overall increase for the period to €1,025 billion (1.05 per cent of GNI, which is in fact a slight decrease from the current budget which represents 1.12 per cent of GNI). The CAP (€372 billion) remains a sizeable element of the overall budget but is now to account for a fractionally smaller share than Cohesion Policy (€376 billion). A key function of the budget is to provide a means of responding to persistent and emerging challenges that require a common, pan-European approach such as environmental protection and climate change.</p> <p>With a relatively small sum (€3.2 million) allocated to the future environment funding 'instrument' (LIFE); 'mainstreaming' is put forward as the principal mechanism for financing environment and climate change priorities. Most notable is a requirement that at least 20 per cent of the EU budget is allocated to climate change financing.</p>	<p>All policy areas, in particular agriculture, cohesion, biodiversity, climate change, fisheries, marine, research and innovation.</p>