Fit for 55

The European Commission's proposal for a greener future

GECIĆ | LAW

Our political commitment to becoming the first climate neutral continent by 2050 is now also a legal commitment. The Climate Law sets the EU on a green path for a generation. It is our binding pledge to our children and grandchildren.

Ursula von der Leyen, European Commission President

Contents

Introduction

The European Union's (EU) Green Deal is a vision to transition the EU towards a sustainable model of economic growth. The European Green Deal was presented in December 2019 and its primary objective is for Europe to become climate-neutral by 2050. At the same time, the Green Deal aims to modernize the EU economy by inciting innovation and building its competitiveness.

As an expression of this strategy, in July 2021, the European Commission adopted the Fit for 55 climate action plan, announcing a legislative package that aims to cut carbon emissions in the EU by 55% compared to 1990 levels until 2030. The package aims to revise the current legislative framework and set forth more ambitious climate targets than initially announced.

The Fit for 55 package includes provisions on expanding the EU Emissions Trading Scheme (ETS) to include carbon emissions in more sectors and phase out free emissions allowances in others. Additionally, it proposes effort-sharing regulation and prescribes new emissions-cutting targets applicable to each Member State in select industries and sectors. It also sets higher targets for the use of renewable energy and binding energy efficiency objectives.

The package also introduces a set of initiatives, such as the new Carbon Border Adjustment Mechanism (CBAM) to place a carbon levy on imports and prevent carbon leakage; the Social Climate Fund, which should make funds available to the Member States to ensure a just transition for those most severely affected; maritime and aviation fuel initiatives, which aim to increasingly take on more sustainable fuels in transport; and an EU forestry strategy, which aims to ensure the sustainable use of biomass and sets targets for planting trees.

Keeping in mind the tremendous importance and potentially far-reaching implications of the Fit for 55 proposals for both the EU internal market and global economy - especially for international trade, manufacturing, energy and transport - Gecić Law is presenting this overview of the upcoming legislation aiming to provide a comprehensive and practical guide to each change and initiative entailed and their potential reflection on the regional markets and participants.

Emissions Trading System

The increased accumulation of GHG, predominantly carbon dioxide, has triggered nature's ticking time bomb. The worsening impacts of global climate change are threatening to end life on Earth over the coming centuries. Furthermore, changes are happening quicker than we had initially feared. Thus, the entire globe has been experiencing the devastating consequences of climate change for quite some time. The idea of polluters bearing the costs of their pollution thus seems logical. The EU's carbon pricing system reflects precisely that idea.

Aiming to tackle the problem of greenhouse gas (GHG) emissions, particularly carbon dioxide, the EU introduced a market-based instrument named the Emissions Trading System (ETS). Set up in 2005, the EU ETS has been a cornerstone of the EU's flagship climate policy and the most ambitious attempt to reduce GHG emissions thus far. A detailed analysis of the ETS concept follows below, but firstly, let us take a step back, what is the ETS?

The EU's revenues from the existing ETS amounted to EUR 19.2 billion in 2019.

In short, the ETS is a regulatory instrument designed for influencing market participants' behavior by changing the structure of their economic incentives. In a nutshell, it follows a cap-and-trade approach that sets a limit on emissions and puts a price on them in the most cost-effective way. A cap is initially set on the total amount of GHG emissions. Additionally, the cap is reduced every year, ensuring that total emissions of a particular polluter fall over time. The allowances are distributed to the participants based on their baseline emissions, considering their historical emissions. Hence, in order not to be exposed to heavy fines, participants in carbon-intensive industries must purchase emissions allowances and then surrender them for each tonne of carbon dioxide or the equivalent amount of other powerful GHGs, nitrous oxide, and perfluorocarbons, which they release into the atmosphere.

Essentially, participants are given an incentive to find an innovative solution to reduce emissions responsible for climate change. Thus, if participants reduce their emissions, they can keep extra allowances for their future needs or sell them to other participants. Hence, the buyer pays a charge for polluting while the seller gains a reward for having reduced emissions. Since both emissions allowances and foreseen caps are reduced over time, buying allowances from the market increases the scarcity of emission rights. Therefore, with a limited supply, rising demand will lead prices to skyrocket.

To sum up, a market-based instrument like cap-and-trade is considered a sure-fire approach to meet the ambitious climate goal of slashing GHG emissions down to net-zero by 2050. In the long run, the desired outcome of such provisions is to provide participants with a strong incentive to save money by shifting away from carbon-based production so they would eventually invest in innovative, low-carbon technologies. That said, some have voiced concerns, arguing that the existing system is neither sufficient nor fast enough while suggesting that there are alternative ways to achieve climate goals. But we are still a long way from being able to make conclusive remarks.

Carbon Border Adjustment Mechanism

The Carbon Border Adjustment Mechanism (CBAM) sets out to give life to a system that puts a levy on imports of certain products, in the iron & steel, cement, aluminum, fertilizers and electricity sectors.

In parallel with the general goals of the Fit for 55 package, the EU aims to increase its competitiveness, by equating the price of carbon between products within the domestic legislation and those that are imported. The EU hopes that such a measure will stop the reallocation of production to countries with less ambitious climate goals and effectively level the playing field between domestic installations and global competitors.

To comply with the legal landscape, enterprises and countries will have the time to adjust to all necessary changes that will be introduced in early 2023 as part of the transitional period ending in 2026, when CBAM is expected to become fully operational. In the transitional period, CBAM shall only encompass a select few sectors and products with a high risk of carbon leakage. However, a possibility to expand further still exists. Data collected from importers' reports will give valuable insight to the EU on how CBAM functions and whether the scope of CBAM should be broadened to include indirect emissions or the full carbon footprint.

The current draft of CBAM envisages a system that will work as follows:

- Importers to the EU will have to buy CBAM certificates in an amount to correspond to the carbon price applicable to products produced in the EU that are subject to carbon pricing rules;
- Importers will have to turn the purchased certificates over to competent national authorities of EU Member States;
- The authorities shall monitor if, and in what quantity, the production of products under the CBAM remit is in line with purchased certificates. If it is not, importers will be subject to some hefty fines that can be cumulated with sanctions prescribed by the national legislation of the importing Member State. If, on the other hand, a non-EU producer already paid a price for the emissions caused during the production process in a third country, the amount owed under CBAM will be adjusted accordingly.

CBAM is an incentive-based mechanism that aims to push countries that have laxer climate policies to encourage greener production processes.

The introduction of CBAM was met with mixed feelings. While some are praising it as a breakthrough system that will significantly help in the fight against climate change, others view it as a measure of green protectionism. Some EU partners are even claiming that CBAM will almost inevitably breach World Trade Organization rules. The largest importers to the EU from the aforementioned sectors are the most affected by CBAM, and are already raising their concerns and threatening to start proceedings before the World Trade Organization.

On March 15, 2022, the Council of the European Union (Council) reached an agreement on the CBAM Regulation. Compared to the initial proposal by the Commission, the Council opted out for a greater centralization of the CBAM governance. Moreover, a minimum threshold was established, by which products worth less than € 150 would be exempted from CBAM obligations. It is also expected that in the near future, a number of issues related to the implementation of CBAM will be discussed, namely the phase-out of the free allowances allocated to industry sectors covered by the CBAM, established by the EU ETS Directive, and solutions on the issue of limiting carbon leakage from exports.

Effort Sharing Regulation

The Effort Sharing Regulation (ESR) is a tool used by the EU to cover the sectors left out of the reach of its own ETS. It covers direct GHG emissions from transport (except aviation and non-domestic shipping), buildings, agriculture, industrial installations, gases, and waste as well as non-combustion-related emissions from energy and product use. Currently, these sectors account for 60% of EU emissions. ESR provides an overarching reductions target for the EU while assigning individual targets to the Member States.

DID YOU KNOW?

- **Around 35 % of the emissions come from transport.**
- **Around 25 % of the emissions come from buildings.**
- **Around 17% of the emissions come from agriculture.**
- **Around 16 % of the emissions come from industry.**
- **Around 5 % of the emissions come from waste.**

To reduce GHG emissions by at least 55% by 2030, the sectors under the ESR will need to intensify their efforts. As a part of the Fit for 55 package, the European Commission decided to make amendments to the ESR.

When proposing the amendments to the ESR, the Commission also suggested actions and measures across all sectors that the Member States should implement on a national level. Emission reductions will require national measures and policies, but the EU can support the Member States accordingly.

The EU support to the Member States is proposed through the improved Energy Tax Directive, technologies and infrastructure that provide the means for decarbonization through regulatory mechanisms and investment stimulus.

In sectors such as construction and road transport, Member States could potentially improve transport management and taxation regimes as well as promote public transport. In addition, waste management and recycling can significantly reduce GHG emissions.

Surely, there is nothing preventing Member States from setting more ambitious national targets for the GHG emissions compared to their obligations under the EU framework. Some countries such as Denmark, Germany, Sweden, have already adopted measures that go beyond their commitment to the EU.

In case a Member State fails to reach the climate targets set by the EU – an automatic penalty will be applied. This penalty calculates the cost that the delay in emission cuts created. Every five years the European Commission checks whether the Member States are complying with annual targets.

Revision of the Energy Tax Directive

The Revision of the Energy Tax Directive (Revision) tackles the harmful effects of current legislation relating to the taxation of energy products and electricity.

The current Directive that entered into force in 2003 regulates the minimum excise duty rates and the overall rules applicable to the taxation of energy products, such as motor and heating fuel, and electricity. Member States were free to increase the rates set by the Directive. Hence, as expected, rates throughout the Member States have spiked.

However, the initially set rates are now well obsolete and were in dire need to be updated. The main shortcomings of the Directive are inconsistency with the current climate and energy objectives, favoring of the use of fossil fuels and the loss of the converging effect that Directive tax rates had on national rates.

The Revision is intended to accomplish two main goals to be complementary to the EU's climate ambitions:

- Switching from volume-based tax rates on energy products to ones based on real energy content and their environmental impact. Tax rates on energy content will be expressed in euro per gigajoule. Subsequently, this will abolish the discrepancy between the prescribed tax rates of Member States and ensure that the most polluting fuels are taxed the highest.
- Meanwhile, the second goal of adjustable rates is set to reflect the most recent prices, given that the rates in force still reflect 2003 prices. This will be changed by linking minimum rates to Eurostat consumer prices figures (inflation), carbon prices and other external factors and by introducing regular revisions.

Amendment to the Renewable Energy Directive

The Renewable Energy Directive (RED) is the legal framework for the development of renewable energy in all areas of the EU economy. It sets common principles and rules to remove barriers, incentivize investments and drive cost reductions in renewable energy technologies. It also empowers citizens, consumers and businesses to participate in the clean energy transformation.

The RED targets have been gradually determined. The first target was to reduce GHG emissions by at least 20% until 2020. This target was almost reached. According to Eurostat's official statistics for 2019, renewable energy represented 19.7% of the energy consumed in the EU.

The second target relates to a new binding renewable energy participation of at least 32% by 2030 at the EU level, with the possibility of an upward revision by 2023. The Fit for 55 package includes a significant boost of this second target set by the RED. The new rules call for setting renewable energy participation at the EU level to a staggering 40% (instead of the abovementioned 32%), practically doubling the 2019 levels.

The new EU target is followed by a revised renewable energy sources share calculation method. The method now stipulates those renewable fuels of non-biological origin must be accounted for in the sector where they are consumed (electricity, heating and cooling or transport). Additionally, renewable electricity used to produce these fuels should not be counted to avoid double counting.

The RED lays down rules to calculate the reduction of the GHG intensity of fuels achieved by using renewables in transport and the targets for advanced biofuels and biogas and renewable fuels of non-biological origin. It also introduces a possibility for the credit mechanism to promote electromobility.

Finally, the RED contains an obligation for Member States to put in place measures to support training programs.

Amendments to the Energy Efficiency Directive

While the current 2012 Energy Efficiency Directive (as amended in 2018) yielded good results (to a certain extent, as a result of the COVID-19 pandemic), the rapid and deteriorating climate change crisis forced the EU to apply more ambitious targets. At this point, the target for both primary and final energy consumption reduction is 32.5%, whereas the Amendment's targets are 39% and 36%, respectively.

Energy efficiency is also directly linked to the Member States' obligation to increase their annual energy savings obligations twofold, from 0.8% to 1.5% per year, in line with determined criteria and benchmarks.

> *Energy efficiency is a key area of action, without which the full decarbonization of the Union economy cannot be achieved.*
>
> European Commission, A Clean Planet for All

Sectors with the greatest potential for the rationalization of energy consumption are in the center of attention (heating, cooling, industry, and energy services) as they encounter a significant amount of energy waste. In addition, the public sector has its specified role in the new energy efficiency policy (it must reduce annual energy consumption by 1.7% every year), as well as the construction sector, which would result in an obligation for the public sector to renovate 3% of its floor area each year.

The Amendments do not stop there. They also tackle vulnerable consumers and others who may be affected by energy poverty and require the Member States to implement energy efficiency improvements for these people. These measures will, in part, be financed by revenues from ETS allowances, and the new Social Climate Fund.

All in all, the proposal could prove to be a significant milestone in this never-ending struggle to increase energy efficiency and mitigate hazardous consequences of the impending climate change. Serbia and other Western Balkans economies could also rapidly adopt their energy efficiency policies. For instance, last year, Serbia decided to give subsidies for apartment renovation to boost the low energy efficiency of the buildings in the country.

Revision of the Land Use, Land-Use Change and Forestry Regulation

The first regulation on the inclusion of GHG emissions and removals from land use, land-use change and forestry was created following the 2014 agreement between EU leaders which acknowledged the necessity of including all sectors of the economy in the fight against climate change.

Basing its climate policy on the same principles and the idea of including all sectors, the EU decided to unveil its proposal to amend the Regulation as part of the Fit for 55 package. The Proposal contains two parts, the first part refers to the 2021-2025 compliance period and introduces minor changes, whereas the second part brings significant novelties and covers the 2026-2030 compliance period.

Both documents set binding commitments for all Member States to ensure that accounted emissions from land use are entirely compensated by an equivalent accounted removal of carbon dioxide from the atmosphere, i.e., the "no debit rule." However, there is a discrepancy between the scopes of the two. The proposal's scope is expanded to encompass not only forests but all land use, and down the road (by 2026) it will also include wetlands.

This "no debit rule" is fully in line with the commitments undertaken by Member States in both the Paris Agreement and the Kyoto Protocol. Although the Member States have individually committed to abiding by this type of carbon dioxide compensation under the Kyoto Protocol, the Kyoto-based rules will be applied only until 2025, and then they will be adjusted according to EU climate policy.

The application of accounting in the proposal is a mechanism that helps in recording and accounting for the emissions of biomass used in energy, towards each Member State's climate commitment. Until now, the emissions from biomass were not accounted for or regulated whatsoever under EU rules.

The proposal improves the accounting method, establishes a new governance process and covers all managed land within the EU. Another improvement of the proposal, that is worth mentioning, is setting forest reference levels that each country must apply between 2021 and 2025. These levels help in accounting net emissions from the existing forests in the EU and are based on preservation of sustainable management practices from years 2000-2009. They make use of available data and consider progressive age-related forest aspects.

Revision of the Directive on the Deployment of Alternative Fuels Infrastructure

The European Commission also proposed a Revision of the Directive on the deployment of alternative fuels infrastructure (Revision).

The Directive currently in force, 2014/94/EU, has established a general framework on the deployment of an alternative fuels infrastructure, requiring Member States to set up national policy of establishing markets for alternative fuels. It also seeks to ensure that an adequate number of publicly open recharging and refueling stations are available, particularly to enable free cross-border circulation of vehicles and vessels that use alternative fuels. Despite the progress that has been made, the EU also recognized the necessity to implement further changes to enhance the positive effects of the Directive.

The Revision aims to simplify the process for electric cars to recharge and refuel in the EU, primarily because of a booming electric vehicles market. “Keeping it simple” is, perhaps, the key term that represents the Revision. The alternative fuel policy will be uniform throughout the EU, which will cut various costs that go hand in hand with variable practices.

The Revision prescribes provisions for the exact physical coverage of certain recharging and refueling infrastructure for light and heavy-duty road transport vehicles, vessels and aircraft. For example, Member States are obligated to create charging and fueling points at fixed intervals on major highways, at every 60 kilometers for electric charging and every 150 kilometers for hydrogen refueling. In terms of their participation in the process, Member States are obliged to set up a national policy framework and to report progress in alternative fuels to the EU.

> *Meeting the European Green Deal goal on the reduction of greenhouse gas emissions from transport and developing a common EU transport market require full connectivity and a seamless user experience along the European transport network for low- and zero-emission vehicles, vessels, and aircraft. This in turn requires sufficient quantity and full interoperability of infrastructure across borders. Only a common European legislative framework can reach these objectives.*
>
> Revision of the Directive on the deployment of alternative fuels infrastructure

Regulation Setting CO_2 Emission Standards for Cars and Vans

12

As part of the Fit for 55 packages, the European Commission decided to propose an amendment to the Regulation 2019/631 to strengthen the CO_2 emission performance standards for new passenger cars and new light commercial vehicles.

Transport is the only sector in which GHG emissions have been increasing. With that in mind, the European Commission set the main objectives of the amendment to the Regulation currently in place. These objectives are making zero-emissions vehicles more affordable for citizens and encouraging innovation in zero-emissions technologies. New targets for cars and vans introduced in this amendment include a 15% reduction from 2025 and 37.5% and 31% reduction, respectively, from 2030 onwards. From 1 January 2035, there will be a target of 100% reduction in GHG emissions for all new cars – this should end the sale of petrol and diesel vehicles.

Moreover, the Commission will have to report to the European Parliament and Council on the progress of achieving zero emissions from vehicles, and if necessary, introduce additional measures. The goal of this new reporting mechanism is reviewing the effectiveness and impact of the new measures.

There will be penalties for those not complying with the new measures. For manufacturers whose fleets exceed the allowed CO2 emissions, they will have to pay an excess emission premium of €95 per g/km of the exceedance.

DID YOU KNOW?

- **Road transport accounts for 20% of total EU GHG emissions.**
- **Automotive industry accounts for over 7% of the EU's GDP and provides jobs for about 15 million Europeans.**
- **This proposal complements the ESR by reducing road transport emissions and helps Member States in reaching their emission targets set by the ESR.**

Regulation on ensuring a level playing field for sustainable air transport

An fascinating part of the Fit for 55 package is the Proposal for a Regulation on ensuring a level playing field for sustainable air transport (ReFuelEU Regulation), aimed at significantly reducing aircraft emissions by implementing sustainable aviation fuels (advanced biofuels and electro-fuels). The ReFuelEU Regulation should contribute to increasing supply and demand for sustainable aviation fuels in the EU, which ultimately should reduce the environmental footprint of the aviation industry and enable it to help in achieving the EU's climate targets.

The ReFuelEU Regulation will apply to aircraft operators, EU airports, and aviation fuel suppliers starting January 1, 2023, with certain exceptions starting April 1, 2024. According to the Proposal:

- Aviation fuel suppliers must ensure that all aviation fuel made available to aircraft operators at EU airports contains a minimum share of sustainable aviation fuel and minimum share of synthetic fuel.

- Aircraft operators must ensure that the yearly quantity of aviation fuel uplifted at a given EU airport is at least 90% of the yearly aviation fuel required.

- EU airports are to provide the infrastructure necessary to facilitate the access of aircraft operators to aviation fuels containing shares of sustainable aviation fuels. If this is not the case, aircraft operators may report it to the EU Aviation Safety Agency. If the Agency's assessment shows an EU airports' failure in providing access, the Agency shall inform the European Commission which will bind them to take certain measures.

The ReFuelEU Regulation obliges aircraft operators and aviation fuel suppliers to report, by March 31 of each reporting year, the most important information on aviation fuels, which will serve as a basis for the Agency to publish annual technical reports. Meanwhile, the European Commission will report to the European Parliament and the Council on several aspects of the application of the ReFuelEU Regulation, on a five-year basis.

Member States shall designate the competent authority responsible for enforcing the application of the ReFuelEU Regulation and for imposing fines to aircraft operators, EU airports and fuel suppliers, based on the Agency's data, and inform the European Commission thereof. Further, they are to lay down and implement the rules on penalties applicable to infringements of the ReFuelEU Regulation, all based on the methodology developed therein. Finally, Member States must transfer the amount collected through administrative fines as a contribution to the InvestEU Green Transition Investment Facility.

Regulation on the use of renewable and low-carbon fuels in maritime transport

Some polluters are more apparent than others. Sadly, not all sources of pollution get equal media attention, so not everyone is aware of the significant pollution caused by maritime fuels. At first it sounds as something so abstract, but maritime transport is one of the largest polluters out there. The EU's newly proposed Regulation in this field is all about new technologies which can get us to zero emissions in the field of maritime transport by stimulating producers to increase the usage of sustainable maritime fuels.

The proposal says that GHG from ships should be limited by setting a cap for maximum emissions allowed. For climate neutrality to be reached by 2050, a 90% cutback in transport emissions must be accomplished.

This means that to achieve significant reductions in CO2 emissions in international maritime transport, the industry will need to use less energy by increasing energy efficiency. It will also have to introduce cleaner types of energy through renewable and low-carbon fuels.

Since the maritime sector currently relies entirely on fossil fuels, reaching the goals set by the EU is no small task. However, the transfer from fossil fuels to renewable and low-carbon fuels is slowly but surely increasing the market share of newly introduced types of fuels.

Any possible distortions of competition between ship operators using one or the other type of fuel should be kept an eye on considering that ship operators' costs could vary big-time. Clear and uniform rules on ships' use of energy are extremely important to mitigate any risks that come along.

Social Climate Fund

The main motive behind the establishment of a Social Climate Fund is to address the impact of the EU's green transition. Moreover, considering the current pandemic, the EU realizes that institutions need to acknowledge the strain of additional costs that some citizens and undertakings are experiencing.

The European Commission remains steadfast in its stance that in the long run the benefits of its climate policies clearly outweigh any costs that may arise from the green transition. Is it worth it? The European Commission says 'yes'. Any risks or costs, either intended or unintended will not only be offset in the future but the net result will be positive for everyone in the EU. Most certainly, it will impact households, micro-enterprises, and transport users in the short run. Hence, those that will feel the most pressured can expect relief from the Social Climate Fund aimed to alleviate any financial inconveniences from new green legislation.

As per the European Commission's vision, the main goals of this fund are to:

- Finance temporary direct income support for vulnerable households;
- Support measures and investments that reduce emissions in road transport and construction sectors and as a result reduce costs for vulnerable households, micro-enterprises and transport users.

These objectives are put in place to streamline and ensure that the application of the "just transition" principle and ensure that adequate investments are given to green ventures.

> *The Social Climate Fund will not only be direct income support for those on lower incomes, it will go into investments in innovation. So that, for example, the market for electric vehicles becomes broader. If the demand rises, then supply rises and then prices tend to go down.*
>
> Ursula von der Leyen, European Commission President

But how will the fund be financed and what will the distribution rules be? The Social Climate Fund will have two sources of income. The first source is the EU's budget, or more precisely the revenues of emissions trading for building and road transport fuels. The amount from the inclusion of buildings and road transport within the scope of application of the ETS Directive is projected to add up to approximately EUR 72.2 billion and will be the first half of funding. The second source will Member State contributions which will bring the total amount allocated for the Social Climate Fund to EUR 144.4 billion.

New EU Forest Strategy for 2030

It has been clear for years that the territories covered by forests are being dangerously reduced. As society keeps fighting climate change and attempts to cope with the existing and upcoming weather extremes, the EU is seeking an optimal solution to preserve our forests and allow nature to flourish instead of slowly fading away. The Forest Strategy sets a vision, enshrines actions, uses alternative ecosystem services, and supports foresters to improve the quantity and quality of EU forests and strengthen their protection, restoration, and resilience.

The European Commission outlined key objectives in the Strategy including protection, restoration, and sustainable management of forests, ensuring the multifunctionality of EU forests, promoting a sustainable forest bioeconomy for long-lived wood products and ensuring sustainable use of wood-based resources for bioenergy while promoting a non-wood forest-based bioeconomy.

The European Commission was adamant not to omit anything, therefore the Strategy also covers: developing ecotourism skills and empowering people to thrive in a sustainable forest-based bioeconomy while protecting the EU's last remaining primary and old-growth forests, ensuring forest restoration and reinforced sustainable forest management for climate adaptation and forest resilience, strategic forest monitoring, reporting and data collection thus developing a strong research and innovation agenda to improve our knowledge on protecting forests. With this approach, the Strategy attempts to further implement and enforce the existing EU acquis.

> *Forests provide a home to most of the biodiversity we find on Earth. For our water to be clean, and our soils to be rich, we need healthy forests. Europe's forests are at risk. That is why we will work to protect and restore them, to improve forest management, and to support foresters and forest caretakers. In the end, we are all part of nature. What we do to fight the climate and biodiversity crisis, we do for our own health and future*
>
> Frans Timmermans, Executive Vice-President for the European Green Deal

The EU and its Member States are leaning towards the development of guidelines on closer-to-nature forestry and a closer-to-nature voluntary certification scheme. Keeping it simple, the EU plans to plant 3 billion trees by 2030, and we hope that we will soon be able to breathe a sigh of relief – pun intended.

GECIĆ | LAW

NIKOLE SPASIĆA 2, 11 000 BEOGRAD, SRBIJA
+381 11 404 35 70
GECICLAW.COM