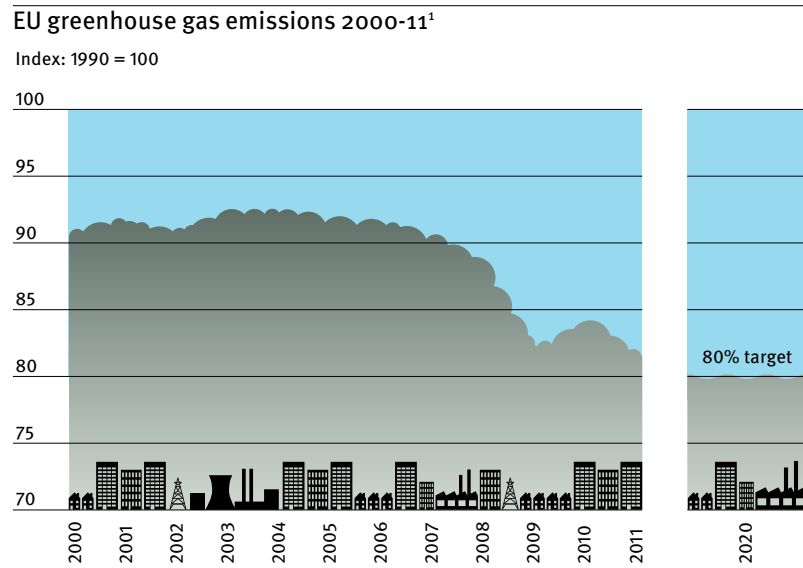


# What has EU climate and energy policy done for the UK?

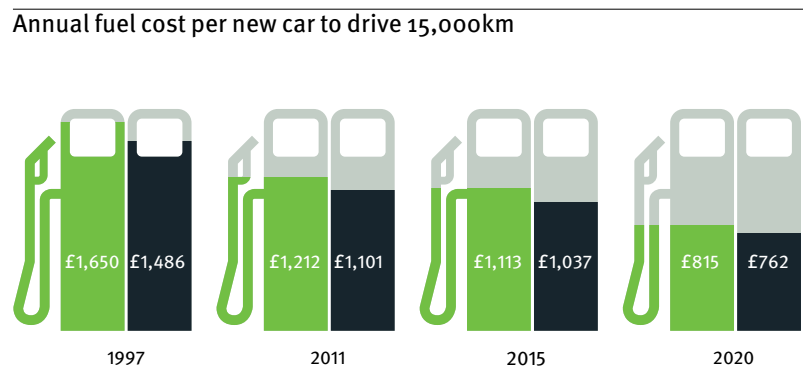
## An unambitious greenhouse gas emissions target

The greenhouse gas emissions reduction target of 20% from 1990 levels by 2020 will be met. But, as this graph shows, it hasn't been ambitious enough as the target has nearly been reached already due to the European recession since 2008.



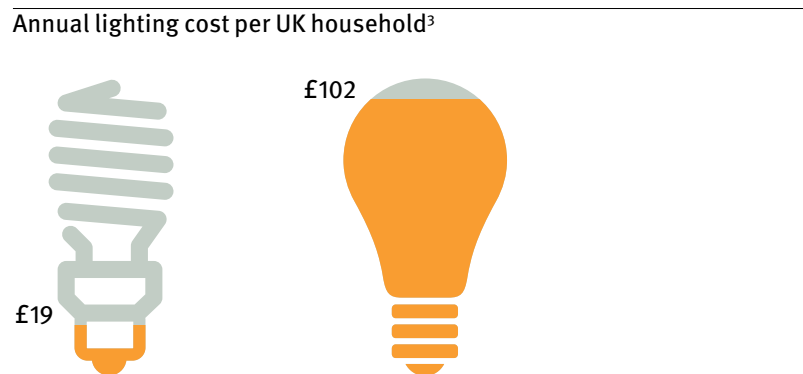
## Standards on new cars have saved UK consumers billions

CO<sub>2</sub> standards for new vehicles have significantly reduced fuel costs, and will reduce them further in future.



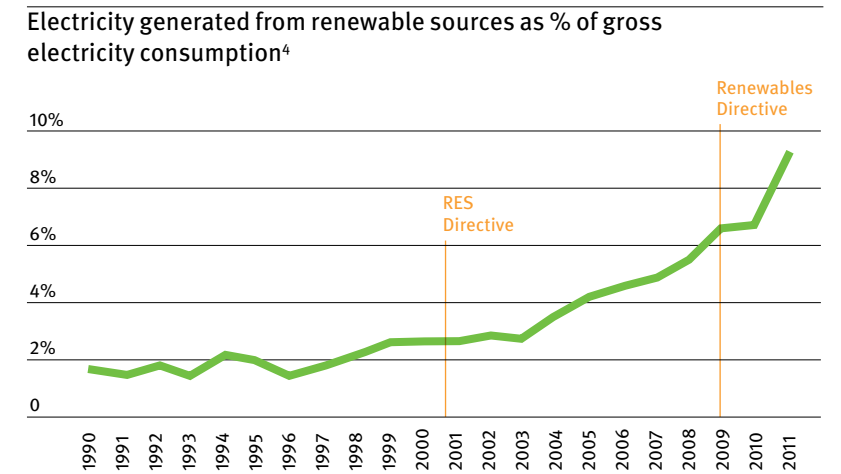
## More efficient lightbulbs have reduced electricity bills

EU legislation has led to the phase out of inefficient products like incandescent lightbulbs.



## Kickstarting renewable electricity generation in the UK

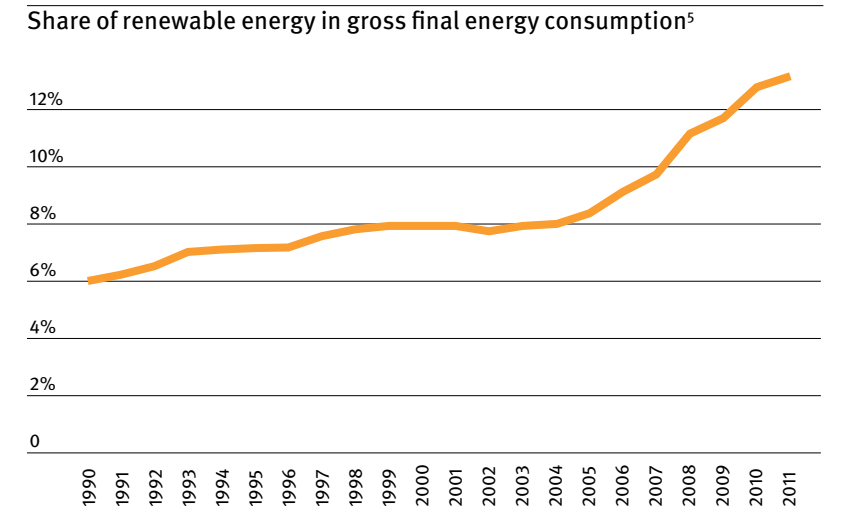
Both the 2001 Directive on Electricity Production from Renewable Energy Sources (RES Directive) and the 2009 Renewable Energy Directive had a strong impact on UK renewable electricity generation, which grew by 98 per cent 2001-07 and 88 per cent 2007-11.



## A thriving EU renewables market

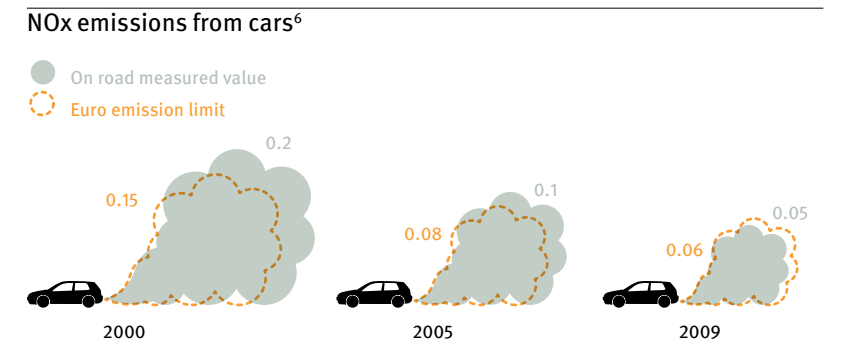
The Renewable Energy Directive had a significant impact on renewable deployment, setting up mandatory targets for renewable energy use in Europe.

The targets, negotiated in 2007-08 and agreed in 2009, resulted in a 34 per cent increase in renewable energy sources in final energy consumption since 2007.



## Reduced pollution from cars

Vehicle standards have not only reduced CO<sub>2</sub> emissions but have also decreased local air pollution, such as NO<sub>x</sub>.



1 European Environment Agency, 2013, *EEA greenhouse gas – data viewer*, [www.eea.europa.eu/data-and-maps/data/data-viewers/greenhouse-gases-viewer](http://www.eea.europa.eu/data-and-maps/data/data-viewers/greenhouse-gases-viewer)

2 Figure based on 2011 price for petrol (132.5 p/litre) and diesel (141.1p/litre) assuming a travel of 15,000km. Average new car fuel consumption for 1997 and 2011 taken from Department for Transport Statistics, 2013, [www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/89643/envo103.xls](http://www.gov.uk/government/uploads/system/uploads/attachment_data/file/89643/envo103.xls). The EU's 2015 CO<sub>2</sub> emissions reduction target (for vehicles) is approximately equivalent to 5.6 litres per 100km (l/100km) of petrol or 4.9 l/100km of diesel. The 2020 target equates approximately to 4.1 l/100km of petrol or 3.6 l/100km of diesel.

3 Assumes an incandescent 60W lightbulb is replaced with an 11W compact fluorescent lamp (CFL), it is used for three hours a day and electricity costs 12p/kWh. We also assume a typical house has 13 incandescent lightbulbs as found in EST, 2012, *Powering the nation*, [www.energysavingtrust.org.uk/Publications2/Corporate/Research-and-insights/Powering-the-nation-household-electricity-using-habits-revealed](http://www.energysavingtrust.org.uk/Publications2/Corporate/Research-and-insights/Powering-the-nation-household-electricity-using-habits-revealed)

4 Eurostat, 2013, <http://epp.eurostat.ec.europa.eu/tgm/printTable.do?tab=table&plugin=1&language=en&pcode=tsdcc330&printPreview=true>

5 European Environment Agency, 2012, [www.eea.europa.eu/data-and-maps/figures/share-of-renewable-energy-to-4#tab-metadata](http://www.eea.europa.eu/data-and-maps/figures/share-of-renewable-energy-to-4#tab-metadata). Eurostat, 2013, <http://epp.eurostat.ec.europa.eu/tgm/table.do?tab=table&init=1&plugin=1&language=en&pcode=tsdcc110>. Data 1990 – 2003 taken from EEA, 2012. Data from 2003 – 11 taken from Eurostat, 2013.

6 ICCT, 2012, *European vehicle market statistics pocketbook 2012*, [www.theicct.org/sites/default/files/publications/Pocketbook\\_2012\\_opt.pdf](http://www.theicct.org/sites/default/files/publications/Pocketbook_2012_opt.pdf)