

CHAIR'S WELCOME



The next ENVI meeting will take place on 16 and 17 May in Brussels. We will address topical issues such as clean mobility, the EU plastics strategy and digestive cancers; we will vote on our position on the proposal for a revised Union Civil Protection Mechanism and participate in the AGRI hearing on New Breeding Techniques.

The proposal for post-2020 CO₂ targets for cars and vans and the

the clean vehicles directive are two key components of the clean mobility package presented by the European Commission in November last year. Road transport is responsible for almost one fifth of Europe's greenhouse gas emissions and emissions still remain higher than in 1990. Decisive action, ambition and strict enforcement are all needed to ensure that road transport contributes its fair share to fighting climate change and to improve air quality. We will hold an exchange on these two key draft reports on Wednesday.

On the same day we will also discuss the draft of ENVI's own initiative report on a European Strategy for Plastics in a Circular Economy. In April a travelling exhibition showcased on the Esplanade Solidarność of the European Parliament vividly presented the nefast effects that plastic waste is having on our oceans and ecosystems. Fighting plastic waste in Europe and worldwide must be a priority for policymakers, industry and consumers. The ENVI report will serve as a response to the Commission's strategy of January 2018 on the subject.

On Thursday, ENVI members will vote on the draft report on the new Commission proposal on the Union Civil Protection Mechanism. RescEU is the centrepiece of the new proposal: it would consist of an EU reserve of civil protection assets established to assist Member States hit by disasters when national capacities are overstretched. It would represent a tangible - and useful - expression of European solidarity.

Follow our discussions live and get involved in the debate at <http://www.europarl.europa.eu/committees/en/envi/home.html>

[Adina-Ioana Vălean](#)

Brussels - 16 May 2018

MEETING ITEMS

Results of the votes of the last ENVI meeting are available [here](#).

Votes

- Union Civil Protection Mechanism
- Europe on the Move: an agenda for the future of mobility in the EU
- Transparent and accountable management of natural resources in developing countries: the case of forests
- Common rules for certain types of combined transport of goods between Member States
- Objections on genetically modified maize

Consideration

- A European Strategy for Plastics in a Circular Economy
- Promotion of clean and energy-efficient road transport vehicles
- CO₂ emissions standards for new passenger cars and light commercial vehicles
- Compliance with and enforcement of Union harmonisation legislation on products
- Objections on genetically modified maize

Exchange of views:

- with the Commission on digestive cancers

Debriefing:

- Debriefing of ENVI delegation to International Maritime Organization in London by Ms Violeta Bulc, Commissioner for Mobility and Transport

ENVI IN NEXT PLENARY

- Implementation of the Ecodesign Directive

Draft agenda of the Plenary is available [here](#)

VOTES

Union Civil Protection Mechanism

Vote on draft report (see [meeting documents](#))

On 23 November the Commission presented its proposal introducing targeted changes to Decision 1313/2013/EU on a Union Civil Protection Mechanism. According to the Commission, the current system has proven its worth, but operational experience has also brought its limitations to light.



The draft report consists of 22 amendments to the proposal. The rapporteur seeks among others to increase the flexibility in the definition of the assets which will make up RescEU in order to adopt a needs-based approach. She also introduces the concept of a Civil Protection Erasmus so as to offer new opportunities for the sharing of best practices and knowledge dissemination. REGI, DEVE, BUDG and FEMM contributed to the ENVI report with opinions.

231 Amendments have been tabled on which the Rapporteur proposed 9 compromise amendments focusing on the most relevant part of the proposal, notably the rescuEU assets, the command and control mechanism and Member States' responsibilities.

Rapporteur: [Gardini \(EPP\)](#)

Shadows: [Androulakis \(S&D\)](#), [Gericke \(ECR\)](#), [Jääteentmäki \(ALDE\)](#), [Torres Martínez \(GUE\)](#), [Eickhout \(Greens/EFA\)](#), [Pedicini \(EFDD\)](#), [Mélin \(ENF\)](#)

Europe on the Move: an agenda for the future of mobility in the EU

Vote on draft opinion (see [meeting documents](#))

In this draft opinion, the Rapporteur supports the related Communication of the Commission and in particular the need to shift rapidly towards zero-emissions road mobility, intermodality, shared mobility and the development of connected and automated vehicles through the integration of infrastructure, energy and digital networks. He also makes several suggestions such as the increasing of the use of electro-mobility and alternative fuels, as road transport is responsible for one fifth of EU emissions, and this figure is increasing.

75 amendments have been submitted to this draft opinion. 10 compromise amendments have been negotiated, replacing 47 amendments.

Rapporteur: [Zoffoli \(S&D\)](#)

Shadows: [Kovatchev \(EPP\)](#), [Gericke \(ECR\)](#), [Müller \(ALDE\)](#), [Boylan \(GUE/NGL\)](#), [Taylor \(Greens/EFA\)](#), [Goddyn \(ENF\)](#)

CONSIDERATION

A European Strategy for Plastics in a Circular Economy

Consideration of draft report (see [meeting documents](#))



In January 2018 the European Commission adopted a Communication on a European Strategy for Plastics in a Circular Economy. It presents key commitments for action at EU level to transform the way plastics and plastics products are designed, produced, used and recycled. It proposes that by 2030, all plastics packaging should be recyclable. The Strategy also highlights the need for specific measures to reduce the impact of single-use plastics, particularly in our seas and oceans.

The draft report welcomes the Communication as a step forward towards managing plastics in a sustainable way throughout the whole

value chain and thereby contributing to the EU's transition towards a circular economy. The rapporteur believes that preventing the generation of plastic waste upfront and boosting our plastics recycling performance are both key and that the plastics strategy should also serve as a lever for stimulating new, smart and circular business, production and consumption models covering the entire value chain.

The draft report is structured around five sections, addressing successively the need to move from design for recycling to design for circularity, the setting up of a genuine single market for recycled plastics, prevention of plastic waste generation, innovation and global action.

Rapporteur: [Demessaeker \(ECR\)](#)

Shadows: [Florenz \(EPP\)](#), [Bonafé \(S&D\)](#), [Jääteentmäki \(ALDE\)](#), [Torres Martínez \(GUE\)](#), [Affronte \(Greens\)](#), [Pedicini \(EFDD\)](#), [Goddyn \(ENF\)](#)

Promotion of clean and energy-efficient road transport vehicles

Consideration of draft report (see [meeting documents](#))



The Commission proposal amends Directive 2009/33/EC on the promotion of clean, energy-efficient road vehicles ("Clean Vehicles Directive") with the aim to promote the clean transport, fostering new and clean technologies and in the long-term reduce emissions of air pollutants and CO₂. The revision widens the Directive's scope to ensure that the Directive covers all relevant procurement practices. It also supports better alignment, and hence greater market impact of public procurement policies in Member States.

In his draft report (31 amendments), the Rapporteur proposes, among others, to link the definition of clean vehicle for light and heavy-duty vehicles to Directive 2014/94/EU on the deployment of alternative fuels infrastructure. He also clarifies some provisions on the minimum procurement targets; he introduces the possibility to count, in certain circumstances, procured trams and metro trains in the minimum procurement target for buses; he asks for adequate EU financial support for contracting authorities and contracting entities to face the additional costs linked to the achievement of the minimum procurement targets for light- and heavy-duty vehicles.

Rapporteur: [Grzyb \(EPP\)](#)

Shadows: [Dance \(S&D\)](#), [Matthews \(ECR\)](#), [Huitema \(ALDE\)](#), [Turmes \(Greens/EFA\)](#), [Konečná \(GUE\)](#), [Evi \(EFDD\)](#)

CO₂ emissions standards for new passenger cars and light commercial vehicles

Consideration of draft report (see [meeting documents](#))

The Commission proposal sets new CO₂ emission standards for passenger cars and light commercial vehicles (vans) in the EU for the period after 2020. The proposed targets are set for the EU-wide average emissions of new cars and vans in a given calendar year from

2025 on, with stricter targets applying from 2030 - these are not defined as absolute values (in g CO₂/km), but expressed as percentage reductions compared to the average of the specific emission targets for 2021. The proposal also includes a mechanism to incentivise the uptake of zero- and low-emission vehicles in a technology-neutral way. The proposed framework builds on the current Regulations setting CO₂ emission standards for cars and vans, which will be repealed on 1 January 2020.

With some 63 AMs in her draft report, the rapporteur seeks, among others, to: step up the proposal's ambition to bring it more in line with the long-term Union and Paris targets by boosting the CO₂ targets for 2025 & 2030 to 25% and 50% respectively; to delete the mass utility parameter as unnecessary given the current and anticipated technological developments; to ensure the real-world representativeness of emissions measured at type approval by calling for the development of a real-world CO₂ test by the Commission, while measuring exceedances based on fuel meters consumption in the meantime and setting up a not-to-exceed limit, to ensure that discrepancies between lab and on the road values are kept under control; to set up the framework for life-cycle emissions analysis by demanding OEMs to report such data as of 2025; and finally to earmark the revenues from the excess emissions premiums for policy measures promoting re-skilling in the sector.

Rapporteur: [Dalli \(S&D\)](#).

Shadows: [Gieseke \(EPP\)](#), [Procter \(ECR\)](#), [Torvalds \(ALDE\)](#), [Konečná \(GUE\)](#), [Harms \(Greens/EFA\)](#), [Evi \(EFDD\)](#)

EXCHANGE OF VIEWS

Digestive cancers

Digestive cancers are the leading cause of cancer-related death in Europe. They are the most common type of cancer in Europe among men and the second most common in women. Digestive cancers are estimated to be the second (colorectal) and third (pancreatic) leading cause of death from cancer in the EU, behind lung cancer. Most colorectal cancers can effectively be prevented by population-based screening programmes. While screening programmes are now well established in most European countries, participation rates vary widely. Pancreatic cancer is the deadliest cancer worldwide, with an overall 5 years survival of about 3% in Europe. Pancreatic cancer is severely underfunded: the disease receives less than 2% of overall cancer research funding. It was estimated that, in 2012, nearly 140,000 patients in Europe were newly diagnosed with cancer of the stomach, and 107,000 Europeans died from this disease.

DEBRIEFING

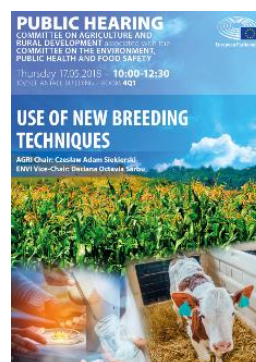
Debriefing on ENVI delegation to the International Maritime Organization (IMO)

At their meeting of 28 September 2017, ENVI Coordinators decided to send a mission to the 72nd session of the Marine Environment Protection Committee of the IMO in London from 9 to 11 April 2018.

Building on participations at previous MEPC sessions, the aim of this mission was to closely follow the IMO's involvement in protecting the global marine environment. Commissioner Violeta Bulc will present her views on the achievements of the MEPC 72 and point out the challenges the shipping sector face in bringing its contribution to the long-term objective of the Paris Agreement.

PUBLIC HEARING

Joint AGRI - ENVI public hearing on New Breeding Techniques



A range of techniques are available to select and introduce traits in animals, plants, and microorganisms used for food and feed production, from conventional ones to the more recent new breeding techniques (NBTs), which build on recent advances in biotechnology and molecular biology, and the sequencing and annotation of genomes. The aim of this public hearing is to discuss the use of NBTs, and the long-standing issue of their classification within EU legislation.

Around the world, including in the EU, regulators have been struggling to decide how NBTs should be regulated, and whether some or all of them should fall within the scope of the GMOs legislation.

NEWS FROM THE POLICY DEPARTMENT

Recent Publications

- Workshop proceedings on [Post 2020 CO2 emission targets for cars and vans](#)
- Study on [the food safety situation in Ireland and overview of the Directorate for Health and Food Audits and Analysis of DG SANTE](#)
- Briefing on [IMO's challenges on the route to decarbonising international shipping](#)
- Workshop proceedings on [Climate Diplomacy](#)

Upcoming Publications

- Briefing on the UN-High Level Political Forum on SDGs in New York from 16 to 18 July 2018

Upcoming Events

- Workshop on the Sustainability of Health Systems (15 May 2018, 10:00 -12:00)
- Workshop on Digitalisation and big data: implication for the health sector (19 June 2018)

NEWS FROM THE AGENCIES

European Environment Agency ([EEA](#))



Carbon dioxide emissions from Europe's heavy-duty vehicles. What is the environmental impact of Europe's reliance on heavy duty vehicles (HDVs)? In the EU-28, HDVs are currently responsible for 27 % of road transport carbon dioxide (CO₂) emissions. Since 1990 these emissions have increased by 25% and, in the absence of new policies, they are projected to further increase. However, society is also greatly reliant on HDVs; they transport people and goods, connect people and industries, and contribute to Europe's societal and economic development. This briefing discusses the HDV sector and its impact on CO₂ emissions, and looks at Europe's next steps towards reducing CO₂ emissions from HDVs. [More](#)

European Chemicals Agency ([ECHA](#))



ECHA welcomes improved clarity on nanomaterials in the EU resulting from the decision of the Commission's REACH Committee, to amend REACH Annexes to explicitly address nanoforms of substances. [More](#)



European Centre for Disease Prevention and Control ([ECDC](#))

ECDC issued a Rapid Risk Assessment on the rise in Europe of *Candida auris* infections, a difficult-to-control fungus. The first discovered case of infection of the fungus was reported in 2009 in Japan. Since then, there have been several

outbreaks in five continents. During 2013–2017, 620 cases of *Candida auris* were reported in the EU/EEA. The fungus spreads easily in healthcare settings, can cause invasive infections, and is also associated with resistance to multiple classes of anti-fungal medication. Difficulties with laboratory identification, and lack of awareness of this new *Candida* species might result in transmission and outbreaks remaining unnoticed. [More](#)

European Food Safety Authority ([EFSA](#))



EFSA has assessed the safety of green tea catechins from dietary sources, following concerns regarding their possible harmful effects on the liver. EFSA concluded that catechins from green tea infusions and similar drinks are generally safe. When taken as food supplements, however, catechin doses at or above 800 mg/day may pose health concerns. [More](#)

European Medicines Agency ([EMA](#))



EMA's 2017 annual report published. EMA's annual report draws attention to some of the Agency's main projects and initiatives, including the first public hearing, the launch of the new EudraVigilance system, the first anniversary of PRIME (PRiority Medicines) and the new framework and action plan for academia. Additionally, the annual report offers an overview of key Brexit-related dates and shows the steps the Agency took to prepare for the United Kingdom's departure from the EU together with the European medicines regulatory network. [More](#)

Next meeting of the ENVI Committee : 7 June 2018 (Brussels);
Future meetings: [2018 meeting dates](#).

Watch online the Committee meeting on the [EP web site](#) or on [Europarl TV](#).
Past meetings are available: [EP Live multimedia library](#) and you can also download the extracts of speeches.

More information: envi-secretariat@europarl.europa.eu or [website](#) of the ENVI Committee.

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