For more information, please contact
rosemary.hall@foeeurope.org;
+32 485930515

# Energy Efficiency: neglected in the Energy Plan

- The European Commission has **acknowledged** that the EU could achieve a 20% reduction of energy consumption by 2020 (compared to business-as-usual) at zero net cost.[19]

- A 20% reduction in energy consumption is equivalent to 390 million tons of oil equivalent. Also, the cost of investing in more efficient and innovative technologies will be more than compensated by an annual fuel saving of more than 100 billion Euros. [20]

- The 20% reduction in energy consumption by 2020 is not proposed to become a target for the European Union, and the Energy Efficiency Action Plan merely aims at tapping into the potential rather than achieving it as a target. Consequently, the EU has made no concrete commitment to achieve the 20%.

- Energy Efficiency is not being addressed centrally in the EU Energy Plan. Actually, calculations elsewhere in the documents that make up the Energy Package implicitly assume that the 20% reduction target will be missed.[21]

- 50% of gas imports go to the buildings sector, 70-80% of all imported oil go to the transport sector (which accounts for a third of Europe's energy demand). But both areas are not properly addressed in the Energy Package.

- The energy saving potential is huge in the large stock of private buildings across Europe. For example, a typical Belgian house is as badly insulated as a typical house in Spain - despite the very different climatic conditions. But the energy efficiency of buildings will not be considered until 2009, making it unlikely that the 20% target will be met in this sector.

- The EU is set to miss opportunities to reduce energy consumption in the transport sector: Transport is under-emphasised in the Energy Efficiency Action Plan of 2006 and energy efficiency is neglected in the Energy Package of 2007.

- There are still no binding targets for car efficiency, years after the European Commission first suggested the introduction of binding efficiency standards of 120 g/km by 2010. Since 1998, the industry has a voluntary-only target, which is not only weaker (140g CO2 per km by 2008), but which carmakers not even on course to meet.

- A screaming example of car inefficiency is Volkswagen 's Passat Variant 1.9 TDI was voted German car of the year for 2005. Its emissions are 159g CO2 per km, **greater** than its predecessor model's at 154g.

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[19] European Commission Energy Efficiency Action Plan. Technically, a 40% saving is possible by 2020, and in some sectors or countries the potential is even 60% or more: http://ec.europa.eu/energy/action_plan_energy_efficiency/index_en.htm

[20] European Commission Energy Efficiency Action Plan: http://ec.europa.eu/energy/action_plan_energy_efficiency/index_en.htm

[21] In the European Commission's Communication "An Energy Policy for Europe" it uses a 'business as usual scenario' as a reference for the future energy needs of the EU. It presumes total primary energy consumption in 2020 is **1890 Mtoe**, while if the target of reducing energy consumption by 20% by 2020 was achieved, it would be **1500 Mtoe**.