Hållbarhetskommittén

24 oktober 2022

ICC Sweden

Mötets öppnande

Uppdatering från ICC
Henrik Blomqvist, Tf. Generalsekreterare, ICC Sverige

ICC Commission on Corporate Responsibility and Anti-Corruption
Hema Lehocky, Chief Ethics and Compliance Officer, AFRY

ICC Working Group on Circular Economy
Pär Larshans, Hållbarhetschef, Ragn-Sells

Kommande EU-regleringar
Katarina Areskoug, Partner, Kreab

Prissättning av koldioxidutsläpp
Wendy Miles, Barrister, Twenty Essex
Jesper Gyberg Ek, Klimatpolicyansvarig, Svenskt Näringsliv

Nästa möte och avslut

Uppdatering från ICC

Henrik Blomqvist, Tf. Generalsekreterare,
ICC Sverige

ICC Sweden

Svenskar i centrala roller globalt

HEMA LEHOCKY
AFRY
CR & Anti-Corruption

PÄR LARSHANS
Ragn-Sells
WG Circular Economy

ICC Sweden

ICC och FN:s klimatförhandlingar

- Näringslivets företrädare i förhandlingarna
- ICC-paviljong i blå zonen
  *(Sponsrat av bl.a. **ABB**, **Scania** och **Volvo**)*
- *Make Climate Action Everyone's Business Forum*
  *(Registrera er med koden **BIZCLIMATEACTION**)*

ICC Sweden

ICC och FN:s klimatförhandlingar

- COP27-nyhetsbrev
- Lansering av nya policypapper:
  - Bästa praxis för **utsläppshandelssystem och koldioxidskatter**.
  - **Konkurrenslagstiftningens** inverkan på hållbarhetssamarbeten.
  - Ramverk till en standard för **hållbara handelstransaktioner och hållbar trade finance**.
  - Rekommenderade policyåtgärder för att främja **omställningen bland SMEs**.

INFLYTTNINGSMINGEL &
BOKLANSERING

TRADE AND THE GLOBAL GOALS

ICC Working Groups and Task Forces

Business & Human Rights

Biodiversity

Carbon Pricing Mechanisms

Circular Economy

Competition Law & Sustainability

Plastic Pollution

Sustainable Trade and Trade Finance

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ICC - Hållbarhetskommittén

24 oktober 2022

Katarina Areskoug

KREAB WORLDWIDE

CREATING VALUE THROUGH COMMUNICATION

Agenda

1. Bakgrund samt avgränsningar

    - Fokus på klimatlagstiftning, cirkulär ekonomi och biologisk mångfald

2. Pågående förhandlingar som kommer att resultera i ny lagstiftning

3. Nya lagstiftningsförslag

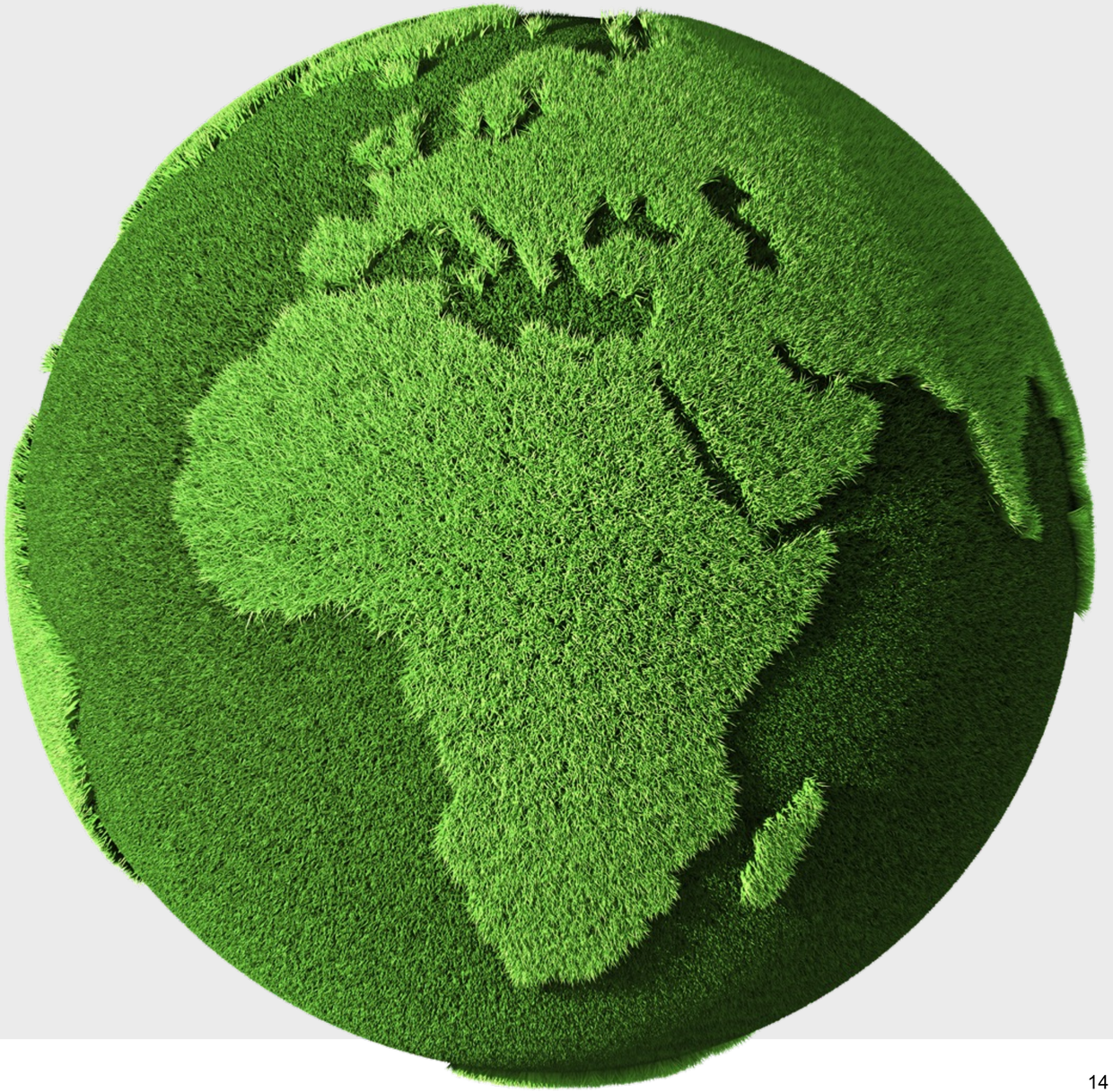
Den gröna given

Von der Leyen;

- *”Jag vill att Europa ska bli den första klimatneutrala världsdelen” (dec 2019)*

Överenskommelse om delmål till 2030 (april 2021)

- *Reducera växthusgasutsläppen med 55% jfr 1990*
- *Klimatpaket 14 juli 2021*



Senaste klimatpaketet: “Fit-for-55” – juli 2021

13 olika lagstiftnings- och policyinitiativ för att reducera utsläppen med 55% till 2030

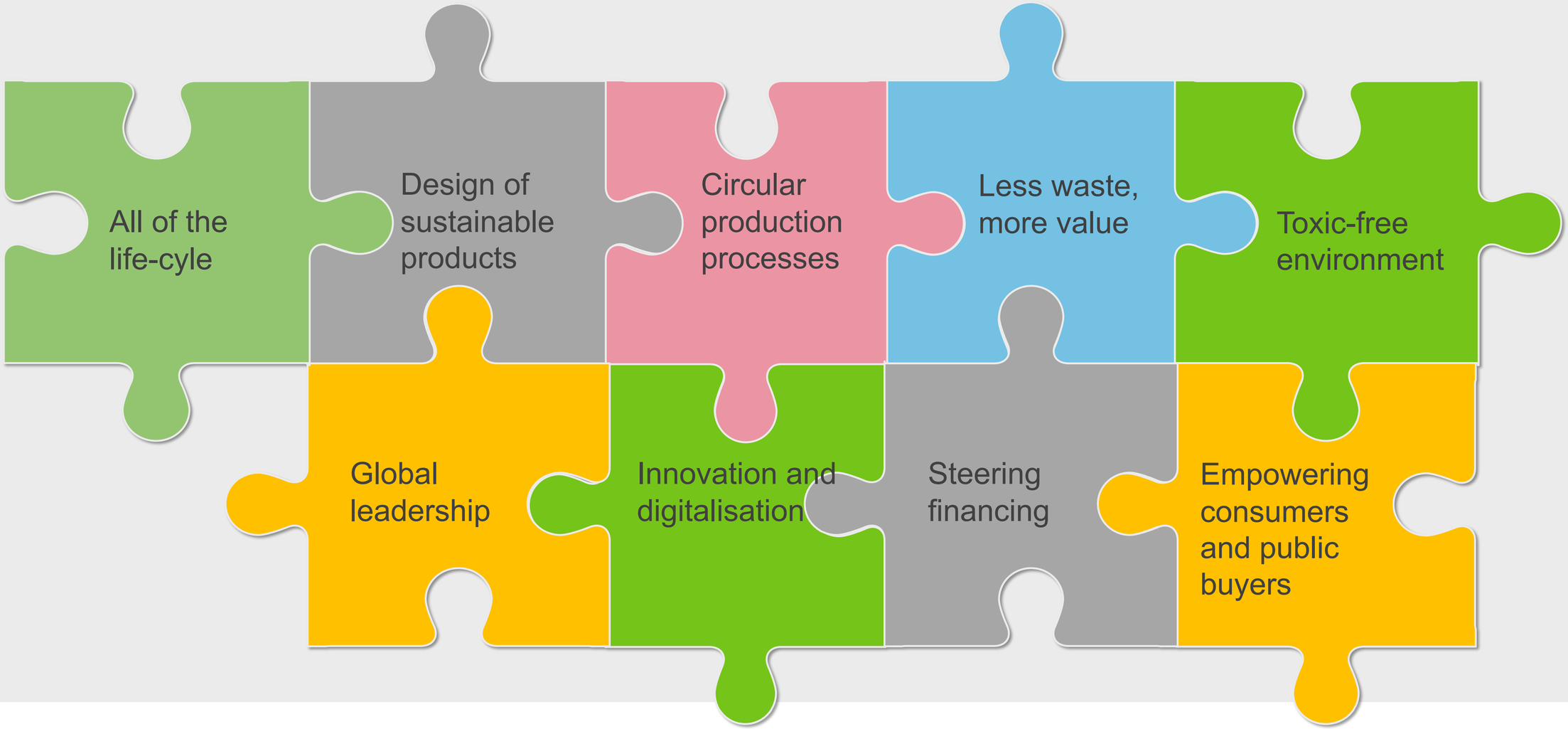
Prissättning	Nya mål	Regelverk
1. Revidering av EU:s system för utsläpps-rättigheter (EU ETS), utvidgat med sjöfart och flyg; separat ETS för vägtransporter och byggnader 2026	**4.** Revidering av ansvarsfördelningssystemet (sektorer utanför ETS)	**8.** CO^2 utsläppsstandards för bilar och lätta lastbilar
2. Revidering av energiskattedirektivet (ETD)	**5.** Revidering av förordning om utsläpp och upptag av växthusgaser från markanvändning, förändrad markanvändning & skogsbruk (LULUCF)	**9.** Revidering av direktivet om alternativ bränsleinfrastruktur
3. Klimattullar - Carbon Border Adjustment Mechanism (stål, aluminium, cement, konstgödsel, el)	**6.** Revidering av direktivet om energieffektivisering	**10.** “ReFuelEU Aviation” för hållbart flygbränsle
	7. Revidering av direktivet om förnybar energi	**11.** ”FuelEUMaritime”: Renare sjöfartsbränsle

Strategi	Stödjande instrument
12. EU:s skogsstrategi	**13.** En social klimatfond

KREAB WORLDWIDE

EU Circular Economy Action Plan 2.0

Objectives and key concepts – March 2020



KREAB WORLDWIDE

Quick Reference on CEAP Implementation

A SUSTAINABLE PRODUCT POLICY FRAMEWORK	
Legislative proposal for **a sustainable product policy initiative**	2021
Legislative proposal **empowering consumers in the green transition**	**2021**
Legislative and non-legislative measures establishing a new "**right to repair**"	2021
Legislative proposal on substantiating **green claims**	**2021**
Mandatory Green Public Procurement criteria and targets in sectoral legislation and phasing-in **mandatory reporting on GPP**	as of 2021
Review of the **Industrial Emissions Directive**, including the integration of circular economy practices in upcoming BREFs	as of 2021
Launch of an **industry-led industrial symbiosis reporting and certification system**	2022

KEY PRODUCT VALUE CHAINS	
Circular Electronics Initiative, **common charger solution**, and **reward systems to return old devices**	**2021**/ 2021
Review of the Directive on the **restriction of the use of certain hazardous substances in electrical and electronic equipment** and guidance to clarify its links with REACH and Ecodesign requirements	2021
Methodologies to track and minimise the presence of substances of concern in recycled materials and articles made thereof	2021
Harmonised information systems for the presence of substances of concern	2021
Scoping the development of further **EU-wide end-of-waste and by-product criteria**	2021
Revision of the rules on **waste shipments**	2021

MAKING THE CIRCULAR ECONOMY WORK FOR PEOPLE, REGIONS AND CITIES	
Supporting the circular economy transition through the **Skills Agenda**, the forthcoming **Action Plan for Social Economy**, **the Pact for Skills** and the **European Social Fund Plus.**	as of **2020**
Supporting the circular economy transition through **Cohesion policy funds, the Just Transition Mechanism** and **urban initiatives**	as of **2020**

CROSSCUTTING ACTIONS	
Improving measurement, modelling and policy tools to capture **synergies between the circular economy and climate change mitigation and adaptation** at EU	as of 2020

Review of the rules on **end-of-life vehicles**	2021
Review of the rules on proper treatment of **waste oils**	2022
Review to reinforce the **essential requirements for packaging** and **reduce (over)packaging and packaging waste**	2021
Mandatory requirements on **recycled plastic content** and **plastic waste reduction measures** for key products such as packaging, construction materials and vehicles	2021/ 2022
Restriction of **intentionally added microplastics** and measures on **unintentional release of microplastics**	2021
Policy framework for **bio-based plastics and biodegradable or compostable plastics**	2021
EU Strategy for Textiles	2021
Strategy for a Sustainable Built Environment	2021
Initiative to **substitute single-use packaging, tableware and cutlery by reusable products in food services**	2021

LESS WASTE, MORE VALUE	
Waste reduction targets for specific streams and other measures on **waste prevention**	2022
EU-wide **harmonised model for separate collection of waste and labelling** to facilitate separate collection	2022

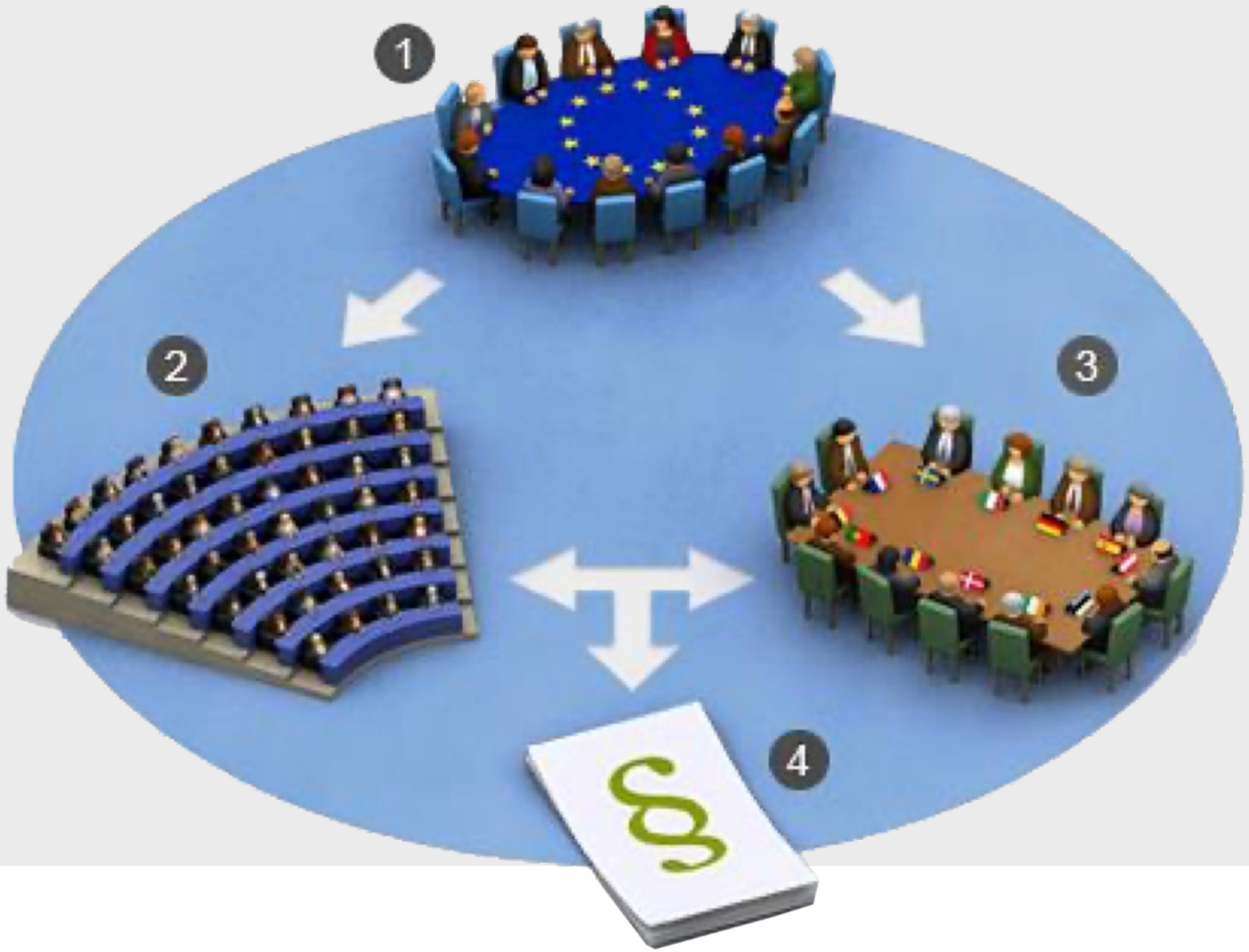
removals	
Reflecting circular economy objectives in the revision of the guidelines on **state aid in the field of environment and energy**	2021
Mainstreaming circular economy objectives in the context of the rules on **non-financial reporting**, and initiatives on **sustainable corporate governance** and on **environmental accounting**	**2021/** 2021

LEADING EFFORTS AT GLOBAL LEVEL	
Leading efforts towards reaching a **global agreement on plastics**	as of 2020
Proposing a **Global Circular Economy Alliance**, and initiating discussions on an **international agreement on the management of natural resources**	as of 2021
Mainstreaming circular economy objectives in **free trade agreements**, in **bilateral, regional and multilateral** processes and agreements, and in **EU external policy funding instruments**	as of **2020**

MONITORING THE PROGRESS	
Updating the **Circular Economy Monitoring Framework** to reflect new policy priorities and develop further **indicators on resource use**, including **consumption and material footprints**	2021

EU:s beslutsprocesser – vilka är huvudaktörerna?

1. **EU-kommissionen**
   Lägger förslag
2. **Europaparlamentet**
   Tar beslut
3. **Ministerrådet**
   Tar beslut
4. **Beslutad lagstiftning**
   Medlemsstater tar vid för implementering



1. Viktiga lagstiftningsförslag som förhandlas just nu

a. Fit-for-55

- Revidering av handeln med utsläppsrätter (ETS)
- Klimattullar - Carbon Border Adjustment Mechanism (stål, aluminium, cement, konstgödsel, el)
- Revidering av förordning om utsläpp och upptag av växthusgaser från markanvändning, förändrad markanvändning & skogsbruk (LULUCF) – krav på utökade kolsänkor i bl.a. skogen *
- CO^2 utsläppsstandards för bilar och lätta lastbilar *
- Revidering av ansvarsfördelningssystemet (sektorer utanför ETS) *

Viktiga lagstiftningsförslag som förhandlas just nu - fortsättning

Fit-for-55 forts.

- Revidering av direktivet om energieffektivisering
- Revidering av direktivet om förnybar energi (RED)
- Förordning om alternativ bränsleinfrastruktur (AFIR)
- “ReFuelEU Aviation” för hållbart flygbränsle
- ”FuelEUMaritime” för renare sjöfartsbränsle
- En social klimatfond

Viktiga lagstiftningsförslag som förhandlas just nu - fortsättning

b. Cirkulär ekonomi och biologisk mångfald

- Förordningen om ramverk för eco-design krav på hållbara produkter (Eco-design for sustainable products regulation)
- Revidering av direktivet för industriutsläpp (IED - ”industrial emissions directive”)
- Förordning om avfallstransporter (Regulation on shipments of waste)
- Batteriförordningen
- Förordning om avskogningsfria produkter (”Proposal for a regulation on deforestation-free products”)
- Förordning om restaurering av natur (”Nature restauration regulation”)

2. Viktiga nya lagstiftningsförslag – ännu ej lagda

- 26 oktober – nytt ”zero pollution”-paket
  - Revidering av luftkvalitetslagstiftning (”revision of EU ambient air quality legislation”)
  - Revidering av avloppsvatten-direktivet (”review of the urban wastewater treatment directive”)
  - Revision of the classification, labelling and packaging of chemicals regulation (CLP-förordningen)
  - Integrated water management – revised lists of surface and groundwater pollutants

Viktiga nya lagstiftningsförslag - fortsättning

- 30 november – nytt cirkulärekonomi-paket;

  - Nytt ramverk för certifiering för upptag av CO2 (både naturligt upptag och sk bio-CCS eller BECCS)
  - ”Green Claims” (”regulation on substantiating environmental claims using the product/ organisation environmental footprint methods”)
  - PPWD – (”Packaging and packaging waste Directive” – design, andel återvunnet material, motverka överemballering och minska förpackningsavfall)

Viktiga nya lagstiftningsförslag - fortsättning

- En policyram för biobaserad plast och biologiskt nedbrytbar eller komposterbar plast
- Lagstiftningsåtgärder och andra åtgärder som fastställer en ny ”rätt till reparation” (”right to repair”)

Viktiga nya lagstiftningsförslag - fortsättning

- Viktigare kommande övriga förslag

  - ”End-of-life vechicles”-direktivet (jan/dec)
  - Revidering av förordningen om CO2-utsläpp från tunga fordon (”heavy duty vehicles”) – i vinter
  - Revidering av avfallsdirektivet (”revision of food waste and textiles aspects of the EU waste framework Directive” - maj)*
  - Skogsrapportering och strategiska planer (”new EU Framework for Forest Monitoring and Strategic Plans” – Q2)
  - Jordhälsa (”Initiative on protecting, sustainably managing and restoring EU soils” – Q2)*

Prissättning av koldioxidutsläpp

Wendy Miles, Barrister, Twenty Essex
Jesper Gyberg Ek, Klimatpolicyansvarig,
Svenskt Näringsliv

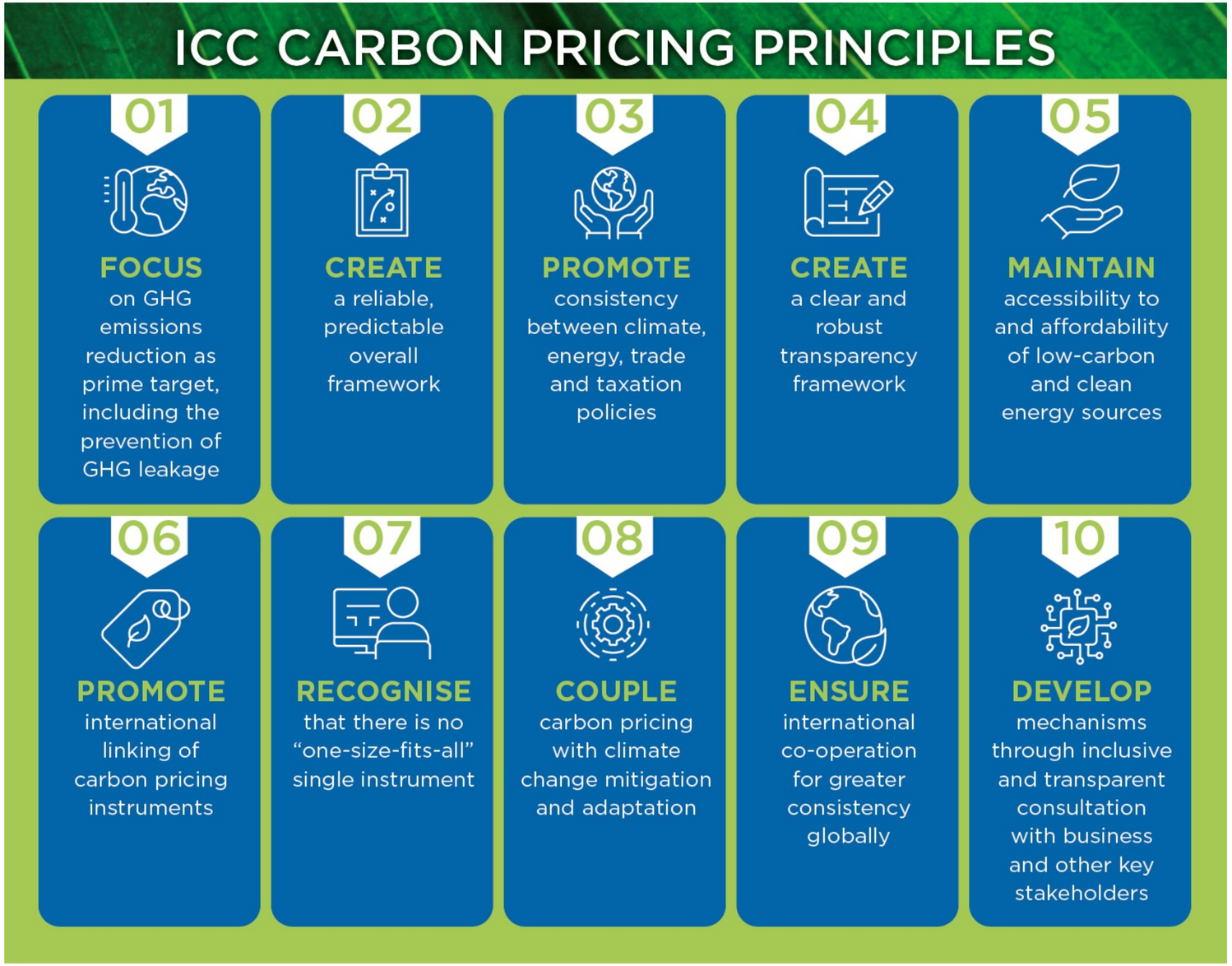
ICC Sweden

ICC SWEDEN UPDATE CARBON PRICING MECHANISMS

Meeting 24 October 2022

Wendy Miles

ICC Carbon Pricing Principles



Second Phase of work: Key Design Features

A. Structure of the document

Part I: Introduction

Part II: ICC Carbon Pricing Principles

Part III: Key features of carbon taxes and emissions trading systems

Part IV: Recommendations on Critical Design Elements for Effective Carbon Pricing

Part V: Case Studies

B. Case studies selected

- Canada
- EU ETS
- Indonesia
- South Africa
- New Zealand

Approach: Case study assessment

Principle test & assessment

- We have liaised with **key stakeholders** and **experts** for the assessment of the different carbon pricing systems selected to try and identify how the systems currently work, and the envisaged objectives when these were set in place.
- **Structure** of the case studies in the document:
    - Introduction and factsheet
    - Principle test & assessment of key design features against principles

Current Status

A. Work on the case studies

Content

- We continued to liaise with **key stakeholders** (including government and business representatives) for the assessment of the different carbon pricing systems selected, in order to better understand the envisaged objectives when these were set in place and how the systems work in practice,.

Structure

- We have restructured the case studies in **two parts** (based on input and comments received from members):
  1. Introduction and factsheet
     - Synthesised presentation of key elements for each case study.
  2. Principles test & assessment
     - We have assessed each case study selected against the 10 ICC principles, in terms of the application of the principles. We have also integrated additional comments.

Presentation

- We have integrated factsheet as well as principles test tables, for easier reading and consistency.

Current status

A. Work on the case studies

FACTSHEET	
Years of Implementation	2022-2024: expected application of carbon tax mechanism in April/July 2022 (further postponed) 2025: full implementation of carbon trading as well as the expansion of the carbon taxation to sector in stages. A voluntary and intensity-based pilot ETS program for the power sector started in 2021 and it set to continue over the coming years.
Regulator	Indonesian government
Policy mechanism(s)	Under the 2021 Regulation, the government foresees the use of the following mechanisms: Carbon trading; economic incentives; carbon levies; and any other mechanism based on scientific and technological developments. The implementing regulations for a potential hybrid "cap-trade-and-tax" system are currently being developed and are expected to be released in the coming months. Once the mandatory ETS becomes effective, facilities that fail to meet their obligations under the system might be subject to the tax, the rate of which will be linked to the price of the domestic carbon market.
Targets	Indonesia has set an unconditional target to reduce emissions by 29% and a conditional target to reduce emissions by 41% with Business as Usual (BaU) by 2030.
GHGs covered	CO2e; products and services: tax is payable on purchase of goods containing carbon and activities that produce GHG emissions.
Sectors covered	ETS and carbon tax initially for power generating sector and from 2025 onwards expansion to other sectors in stages, taking into account readiness of the relevant sector, economic conditions, readiness of participants, impact(s), and/or scale.
Pricing	By Law, the carbon tax rate is set to be higher than or at market price, with a minimum rate of Indonesian Rupiah (IDR) 30 (US$ 0.002) per kilogram of CO2 equivalent (CO2e), or US$ 2.13 per ton of CO2e emission above the stipulated cap (cap and tax). CO2e is a representation of greenhouse gas emissions that includes CO2, N2O and CH4 compounds.
Use of offsets	TBA
Revenue allocation	Revenues from the carbon tax would be allocated for climate change mitigation activities.

Current Status

A. Work on the case studies

2. PRINCIPLES TEST & ASSESSMENT: USEFUL FEATURES / BEST PRACTICES

In general, as Indonesia is at the initial stage of the system, it might be too early to provide an accurate and informed assessment of what works wells and what does not. However, an initial assessment against the ICC principles is provided below.

ICC Carbon Pricing Principle	Application	Comments
1. Focus on GHG emissions reduction as prime target, including the prevention of GHG leakage	With the adopted regulations, Indonesia writes into law the imperative to take concrete climate change mitigation and adaptation action. In particular, it focuses on the notion of carbon economic value and establishes related pricing, trading and other economic concepts to incentivise market participants to reduce their carbon emissions. While the myriad details to implement the ETS and carbon tax systems still need to be defined, this represents an important step and means that Indonesia is the second country in Southeast Asia (after Singapore) to regulate its carbon market. The government intends that the introduced measures will incentivise consumers to decrease their carbon footprint by switching to more sustainable practices and utilise low-emission fuels. The carbon tax may also help generate more investment in renewable energy sources, which would support the government's plan to achieve a renewable energy account of at least 23% of the country's total energy mix by 2025.	Generally speaking, the level of the tax is considered too low to be effective in reducing emissions, which is also noted in the business experience section below where businesses would rather pay the carbon tax than invest in renewable energy technologies. The law states that taxpayers who participate in emissions trading, the offset of their carbon emissions, and/or other mechanisms according to the laws and regulations can be given: • Carbon tax reductions • Other treatment(s) for the fulfilment of carbon tax obligations The current carbon policy in Indonesia focuses on the land-based carbon while the carbon stored in coastal and marine ecosystems is excluded from the system. It's recommended to take the "blue carbon" into consideration, especially Indonesia's seagrasses and mangroves conservatively account for 3.4 Pg C, roughly 17 % of the world's blue carbon reservoir.[38] [39]
2. Create a reliable, predictable overall framework		Furthermore, there are no indications given as to how the level of tax will be increased in the future. It would be helpful for industry to have an indication as to how taxes will increase in the future in order to make relevant investing decisions. Some reflection may also need to be given to consider the overall effect and impact of the policy in achieving emissions reduction.
3. Promote consistency between climate, energy, trade and taxation policy	The Indonesia carbon tax is part of a larger emissions reduction framework alongside sectoral technical policies (i.e., phasing out coal, developments of new and renewable energy, increasing biodiversity).	There appears to be a certain level of complexity with respect to the relation between the carbon tax and trade and there is lack of clarity regarding the interaction between the two. It is also considered that the carbon pricing system lacks clarity on the roles that different stakeholders play. More precise and detailed definitions should be given related to the role of government.
4. Create a clear and robust transparency framework		It is considered that the information provided lacks precision and leaves flexibility for the government to waive carbon taxes as desired.

Current Status

B. Development of design features

General learnings

- **Cost-effectiveness** is an important prerequisite for carbon pricing and greater climate ambition.
- **Broad coverage/scope of emissions**, taking into account country-specific circumstances.
- **Price stability and predictability** is critical to incentivise both innovation and long-term investment.
- Incorporating **sufficient flexibility** in carbon pricing systems can help economies adapt to specific national circumstances and unpredictable economic and political developments as well as advances in technology and climate science.
- Effective carbon pricing is **designed and carried out transparently**.
- **A robust Monitoring, Reporting and Verification (MRV) framework** built on robust and stringent criteria provides the backbone for successful carbon pricing systems.
- **Revenue** from carbon pricing should be allocated and redistributed effectively, in a way that adequately compensates poorer households and supports climate mitigation and adaptation efforts.
- Ambitious **carbon pricing and a just transition** should go hand in hand.

Current Status

B. Development of design features

Carbon tax/levy systems

- **Tax base and tax rate**
  - *Tax base (emissions) and tax rate to be determined in the initial design phase of a carbon tax. Set at a level that is effective in reducing emissions*
- **Taxpayer**
  - *Who is liable to pay the tax; "polluter-pays-principle". Consideration of tax incidence.*
- **Tax administration authority**
  - *The public body responsible for administering the tax - - usually the tax authority, but environmental agencies may be considered, particularly for verification and control of emissions data submitted*
- **Phased approach**
  - *Consider a phased approach with commitment to increase rates over time to reach a specific emission reduction target. Consider coupling with tax free allowances and adjust over time to facilitate a structural transition to a low, carbon resilient economy in a cost-effective manner.*

Current Status

B. Development of design features

Carbon tax/levy systems

- **Revenue recycling measures and additional measures to support industry decarbonisation**
  - *To address concerns about impacts of the carbon tax on competitivity (e.g., via tax reductions, tax incentives);*
  - *To help address any potential negative impacts on the welfare of poorer households. Targeted reliefs could be considered.*
- **Strategies for acceptability**
  - *Effective communication with all stakeholders, multistakeholder consultations and dialogue*
  - *Measures to compensate households for the additional cost burden*
- **Offsets**
  - *Payment for an equivalent amount of emissions to be reduced/absorbed elsewhere.*
- **Benchmark.**
  - *Where a carbon tax system cuts across a number of different sectors, it would be useful to consider benchmarking as some industries have very unique operations and sizes*

Current Status

B. Development of design features

Emission trading systems

- **Clearly defined scope and diversity of sources and sectors**
  - *Broad coverage makes an ETS system more efficient at providing least cost emissions reductions & provide a more stable price. Should cover large majority of emissions*
- **Determined cap level**
  - *Collect robust emissions data to determine the cap level and the long-term trajectory in line with relevant climate change ambitions. Cap-and-trade system*
- **A trading system of emissions trading allowances**
  - *Emissions trading allowances can be allocated for free or auctioned and provide flexibility to entities to decide on taking action/buying emissions trading allowances.*
- **Unit supply and demand system**
  - *The government can allocate emission units into the market and market participants trade emission units and/or surrender emission units for compliance.*
- **Account for risk of carbon leakage**
  - *Carbon border adjustment mechanisms an option that takes into account the carbon pricing policies in other countries and applies an adjustment on the import side for countries that already have their own carbon pricing.*

Current Status

B. Development of design features

Emission trading systems

- **Alignment with WTO rules**
  - *Carbon boarder adjustment mechanism and any other approaches to prevent carbon leakage should be compatible with WTO rules and international trade agreements*
- **Use of offsets**
  - Can be considered but should be implemented and monitored carefully
- **Establish a clear and robust MRV framework**
  - *An effective MRV is the cornerstone of every ETS*
- **Market stability design features**
  - *Governments should consider measures to address the potential volatility and uncertainty about prices*
- **Linking and international cooperation**
  - *Linking whether directly or via the Paris Agreement's Article 6 provisions allows regulated entities to use allowances or credits issued under an ETS in another jurisdiction's system*
- **Hybrid systems**
  - *Elements of carbon tax design can be incorporated into ET, and vice versa, to create hybrid systems*

Additional input needed

A. **Review of the case studies and design features**
B. **Companies' experiences**
C. **Feedback on the structure of the document**

Raelene MARTIN
Head of Sustainability, ICC
Sandra HANNI
Global Policy Lead, Climate, ICC

Update on the timeline & launch event

First Phase (January – March 2022)

- **1st WG call**: 17 & 19 January
- Develop initial draft (February/March)

Second Phase (March – July 2022)

- **2nd WG call**: 24 March
- Collect members input on case studies/design features
- Consultation with other stakeholders
- Revise document based on inputs

Third Phase (End of July – Early September 2022)

- **3rd WG call**: 28 July
- Discuss status of work and key next steps
- Collect further input from members (EU ETS, Indonesia, New Zealand) by **12 September**
- Finalise the case studies assessment

Fourth Phase (September – October 2022)

- Focus on design features
- **4th WG call** to present and discuss assessment and key design features (**17 October**)
- Feedbacks from members on design features by **Friday, 21 October COB.**
- Additional working session with members available Wk. of **17/24 October**
- Round of consultations with WG, Taxation and Environment & Energy Commission, NC on **27 October**. Deadline for feedbacks on **2 November**.

Fifth Phase (Early November 2022)

- Send final document to Comms for Layout/design on **4 November**.
- Preparations for launch event COP27

LAUNCH AT COP27, EGYPT, 11 November (Decarbonisation Day)

Update on the timeline & launch event

Launch event at COP27

Launch Date

- **11 November 2022 (Decarbonisation day)**

Format

- **Bingo briefing breakfast**
- **Fireside chat at ICC Pavilion**
  - 5:00 – 6:00 pm
  - Wendy Miles & government representative (TBC)
  - With reception (lounge)
- **Launch event on virtual platform**
  - Time TBC

Initial reactions from members

We would welcome your initial reactions on the approach for the case studies and design recommendations, as well as your support in assisting with the review of the content and presentation of the document, and any business experience examples from companies you would like to provide.

Thank you!

Contacts

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SVENSKT NÄRINGSLIV

Carbon Border Adjustment Mechanism

Bakgrund

- **Del av European Green Deal**
- **Skärpt målsättning till 2030.**
  - Tidigare mål om 40 procents utsläppsminskning är nu skärpt till 55 procent.
- **Fit for 55 är implementeringen av det skärpta målet.**

Kartan ritas om

Stora förändringar för transporter och uppvärmning av byggnader

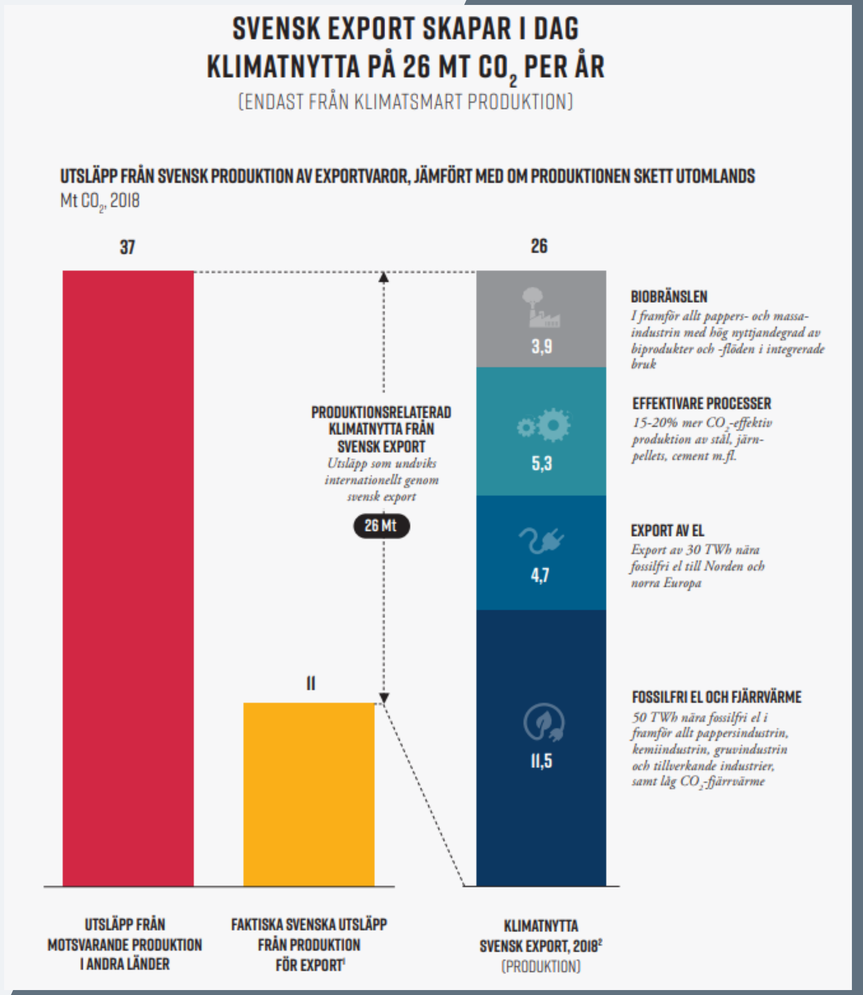
Utsläppshandel är inte längre “bara” en fråga för industrin.

Införandet av koldioxidtullar kan även komma att få stor påverkan på den befintliga utsläppshandeln

UTGÅNGSPUNKTER

- Införande av CBAM måste ske på ett WTO-kompatibelt sätt

- Vår globala konkurrenskraft får inte skadas, risken är annars att de globala utsläppen ökar.



Befintliga styrmedel

EU-ETS

Omfattar främst industrin och kraftproduktion men även luftfart påverkas. Sjöfart kommer exponeras i större utsträckning och det är sannolikt att även vägtransport och uppvärmning kommer omfattas.

Avgränsat styrmedel för att lösa ett globalt problem

Risk för så kallat koldioxidläckage finns, har hittills hanterats genom så kallad fri tilldelning. CBAM är ett alternativ lösning till detta.

Fri tilldelning vs CBAM

Global konkurrenskraft

Fri tilldelning skapar lika villkor mellan produktion på den inre marknaden och import. Skapar även lika villkor med global konkurrens på världsmarknaden.

CBAM

Skapar lika villkor mellan import och produktionen på den inre marknaden.

Gränsjusteringsmekanism för CO2

Kommissionens förslag

1 Syftar till att skydda mot så kallat koldioxidläckage och ska på sikt ersätta den fria tilldelningen.

2 Produktomfattningen är stål och järn, aluminium, cement, gödsel samt el.

3 Införs 1 januari 2023 men då endast som ett rapporteringskrav. Först 1 januari 2026 är det meningen att företag ska börja behöva betala för de varor de importerar.

4 Det förslag som lagts fram är sannolikt WTO-kompatibelt

Frågor att lösa

- Omfattning – vilka sektorer ska ingå?
  - Parlamentet vill gå längre
  - Indirekta utsläpp
- Utfasning av den fria tilldelningen
  - Tidpunkt och omfattning
  - Triloger pågår – nästa trilog 8/11
- Påverkan på industrier nedströms

Nästa möte och avslut

ICC Sweden