

## Working Group on Public Services at the European Parliament

### Stakeholders consultation#2: COP 21 & Public Services

Protection of the environment has been a common European policy since the Single Act of 1986. It has more and more developed since the Maastricht Treaty and is now one of the main objectives of the European Union (Lisbon Treaty).

Since the Single Act, economic services of general interest have been explicitly integrated to the four fundamental freedoms of movement while building integrated European markets in each sector. They ended up to integrated to the Protocole 26 of the Lisbon Treaty.

But it is pretty clear that both processes have developed in parallel.

For example, the 'internal market' directives in many fields such as communication, transport or energy mention environment protection as one of their general references, but without drawing any explicit consequences for the characteristics of each domestic market.

#### Transversal regulations

##### General Question

How to articulate protection of the environment and public service obligations? How to articulate protection of the environment with public service values , including equality and accessibility?

##### Public procurement

Is the possibility of "explicit integration of environmental objectives", as proposed by the Directive on Public Procurement, enough?

##### Concessions

Does the explicit inclusion of the "possibility of environmental objectives" in related calls for tender go far enough?

##### Almunia Package

Should EU objectives in terms of protection of the environment lead to specific regulations excluding from the State Aid regime the compensations for public service obligations in the field of the protection of environment?

#### Sectoral regulations

##### Energy

Do regulations on electricity and gas internal markets take into account protection of the environment and fight against climate change in a sufficient way?

## **Transports**

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Transport sector is one of the main producers of greenhouse gases. Does fight against climate change has been sufficiently integrated into each concerned regulations in the sector (such as 4th railway package, regulations on space, air, sea, and inland waterway), with the objective to internalize all externalities and rebalance the market ?

## **Water and sanitation**

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The guidelines on water and sanitation, unlike for other network industries, have been based on the protection of environment and public health - and not only on internal market objectives. Should we consolidate this orientation, as requested by the citizens' initiative "Right to Water" in 2014 ?

## **Waste**

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The recycling of waste is also part of a process aiming to protection of the environment and sustainable development (waste minimization, waste recovery, etc.). Should these objectives be more ambitious? How can we enforce the link with the circular economy?

## **Digital Agenda**

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Do new digital technologies and their development serve the objectives of sustainability and the values of "public services"?

## **Postal services**

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The Directives on the Establishment of an Internal Postal Market have led to the development an internal market based on competition rules and universal service objectives. The first ones led to a multiplication of the operators competing on the growing sectors of the market. This competition has led to duplicate transport networks, causing a sharp increase in emissions of greenhouse gase. This result is in contradiction with the EU objectives: how to solve this paradox?

## **Further comments and suggestions**

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