

31st issue

IDENTITY AND DEMOCRACY GROUP



Plenary Booklet



13 to 16 FEBRUARY

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SOLIDARITY AND PRAYERS FOR THE EARTHQUAKE VICTIMS

These days we continue to receive images of the devastating earthquake that has destroyed great areas of Turkey and Syria.

As the Identity and Democracy Group, we want to express our sympathy towards the Turkish people and offer a prayer for the many victims, the injured and the affected families.

Sadly, the death toll is enormous, affecting tens of thousands of people, including many refugees who were staying in the very areas affected by the earthquake.

A double tragedy to which the EU must respond with one voice, without divisions and with the aim to provide aid to a population that will take years to rebuild its home. Reconstruction will be long, difficult and expensive.

That is also why it will be necessary to be vigilant to ensure that any aid from Europe arrives where there is real need, and is used with the primary purpose of restoring the living conditions that existed before this terrible tragedy.



Marco Zanni

"As the Identity and Democracy Group, we want to express our sympathy towards the Turkish people and offer a prayer for the many victims, the injured and the affected families."

President ID Group, Italian delegation - LEGA PER SALVINI PREMIER

An EU strategy to boost industrial competitiveness, trade and quality jobs

It makes me so sad to see the decline of Europe. We can see how our inner cities decay, we can see how nature is plastered with wind turbines, and we can see how our industry suffers. As a group, we are united in asking for a turnaround, a desperately needed turnaround at almost every level, including the issue of how we can regain industrial competitiveness. We need to enact an industrial strategy that brings back jobs, not by turning back time, but by setting course to a new prosperity. This new prosperity will not come about through Frau von der Leyen's green deal.

The green deal is a recipe for disaster, sure to harm any business that still thrives. This is because the green deal is a text-book example of centralised economic planning. Almost 20 years ago Vladimir Bukovsky wrote about the EUSSR and its "Soviet roots of European Integration". Many people even then thought he was right. Now, the centrally planned green deal certainly proves he was spot on.

If we want jobs back on our shores, if we want jobs, if we want innovative business, if we want Europe to become economically great again, we have to free it from the regulatory and monetary shackles of the EU and its single currency.



Gunnar Beck

"The green deal is a recipe for disaster, sure to harm any business that still thrives."

2nd Vice-President ID Group, German delegation - ALTERNATIVE FÜR DEUTSCHLAND

Ending the production of internal combustion engines is an attack on the European industry!

The co-legislators have found a provisional agreement on the new CO₂ emissions' standards for cars and vans, which is one of the most controversial and dangerous regulations as part of the Fit-for-55 package. Indeed, this piece of legislation will potentially have a tremendous impact on the European industry because it will de facto end the large-scale production of internal combustion engines in Europe. According to the text, cars and vans producers must release only zero-emission vehicles on the market from 2035 onward, and that will bring about a massive production of electric vehicles, as the Commission has a notorious bias in their favour.

Unfortunately, the production of electric vehicles relies on value chains largely controlled by third countries, especially when it comes to the supply of raw materials but also in terms of expertise. Since China has built a solid leadership in

the sector, we are afraid that this provision will oblige us to strengthen an already ongoing and controversial dependency on Chinese policies and decisions. On the other hand, we - Europe - are leaders in producing internal combustion engines and we control their value chains as well. We do not understand why the Commission has been so blind in promoting such an unfair decision, while we should progress instead in the pathway of reducing CO₂ emissions of cars and vans by promoting the uptake of low-emission fuels and e-fuels that rely on the technology that we already master.



Marco Campomenosi

"We are afraid that the EU's Fit-for-55 programme will oblige us to strengthen an already ongoing and controversial dependency on Chinese policies and decisions."

MEP ID Group, Head of Italian delegation - LEGA PER SALVINI PREMIER

The European Union wishes to create an independent "ethics body" of ... the European Union!

The European Parliament, embroiled in the scandal known as "Qatargate," revealed thanks to an investigation for criminal conspiracy, corruption, and money laundering, aimed at former or current members of the European Parliament, mainly socialists, wants to distract by demanding the creation of an "independent ethics body of the European Union."

It is particularly complex to implement this because how can the EU create a structure independent of itself...? It is also the negation of existing structures, such as the committee in charge of avoiding external interference, which did not see this scandal coming. It is also, and above all, a pretext to oppose the creation of an immediate committee of inquiry that we demand.

By wanting to cloud the issue and to make believe that Qatargate concerns only a few corrupt people, the European

Parliament wants to avoid questioning itself. Nevertheless, the major problem is of a structural nature. It is the system put in place by the Europeists that must be transformed.

However, they will do everything to avoid this indispensable transformation. That is why they have blocked this committee of inquiry and tried to distract us.

This "ethics body" is the latest news. We will denounce this new play by firmly opposing its creation.



Jean-Paul Garraud

"By wanting to cloud the issue and to make believe that Qatargate concerns only a few corrupt people, the European Parliament wants to avoid questioning itself."

MEP ID Group, Head of French delegation - RASSEMBLEMENT NATIONAL

CO₂ emission standards for cars and vans

Germany's economic prosperity was built in large parts on the success of its automobile industry and the manufacturing of components for it. Volkswagen, BMW, Mercedes and Porsche are household names in almost every country in the world. For decades, Germany has been a leader in the industry, at times *the* leader. Billions of investment in research, modern factories, and supply chains made that possible.

In the name of saving the climate, the EU is threatening all of this, not only in Germany, but in all of the EU. It wants to ban the combustion engine. A fantastic product, which since its invention has provided mobility to the masses, while being technologically sophisticated like few others, is about to be outlawed.

As a group, we are standing up against this in plenary and call to reject the agreement between the Parliament, the Commission and the Council, which would end production and use of the combustion engine.

The odds are very bad, as Liberals and Christian Democrats very much buy into the green pseudo-religion. Although there is only a tiny shimmer of hope, I am in any case more than pleased, however, to see our group united in defending the combustion engine.



Joachim Kuhs

"As a group, we are standing up against this in plenary and call to reject the agreement between the Parliament, the Commission and the Council, which would end production and use of the combustion engine."

MEP ID Group, Head of German delegation - ALTERNATIVE FÜR DEUTSCHLAND

The EU's obsession with enlargement

Over the past decades, the EU has implemented a policy to support the gradual integration of the Western Balkan countries with the Union. Countries with current candidate membership status include Albania, North Macedonia, Montenegro, Moldova and Serbia. Bosnia and Herzegovina, Georgia and Kosovo have been granted the status of potential candidates.

The problem with the enlargement of the EU with most countries of the Western Balkans is, notwithstanding claims to the contrary by the EU elites, a complete lack of compliance with EU membership prerequisites.

These countries have failed to register any progress in reducing corruption and improving democracy. Figures published by Transparency International show a total lack of political will to tackle corruption. In fact, countries such as Albania have not improved their corruption and democracy record since 2014.

Corruption is not the only issue in these countries, some of which have become major hubs in the global drug trade. Western Balkan organized crime networks are involved in heroin trafficking, cannabis production, the trafficking of cocaine from Latin America to the ports of Southern and Western Europe, migrant smuggling and prostitution. Not to mention that radical Islam and terrorism present a constant threat in these muslim-majority regions in the underbelly of Europe.

Despite the many billions of euros the EU has spent in the Western Balkans, independent organisations report that the situation in these countries is sliding back rather than moving forward. When even the European Court of Auditors raises questions over the effectiveness of the money invested in the Western Balkans, it is high time to put an end to the EU's obsession with enlargement.



Gerolf Annemans

"Corruption is not the only issue in these countries, some of which have become major hubs in the global drug trade."

MEP ID Group, Head of Flemish delegation - VLAAMS BELANG

Too late. Inefficient. Too rash.

The Green Industrial Plan

With her Green Industrial Plan, EU Commission President Von der Leyen is reacting several months late to similar programs of the G7 industrial nations. Once again, however, she fails to focus on what is urgently needed. Officially sold as a response to the U.S. Inflation Reduction Act unveiled in August 2022, or to similar initiatives in Japan since May 2022 and in India even since March 2020. The 50,000 EU officials in Brussels have waited far too long to respond to conditions that have long been intolerable for domestic companies, such as subsidy rules that are far too tight or high-energy prices. The competitiveness of European industry has been declining for years. Helping them is the urgent priority.

However, the EU Commission cannot exclude Austrian showcase companies, for example in the field of highly efficient combustion engines.

The FPÖ can only support the proposal for an EU sovereignty fund promised for March if further joint new debts are ruled

out from the outset and instead existing financial pots are used and savings are made in the right places. For example, there are still 220 billion euros in unspent funds left in the Corona recovery fund. In addition, the EU Commission must refrain from disbursing funds in a geographically uniformly wasteful manner using the watering-can principle. Instead, targeted strategic support needs to come from market-leading domestic companies.

Von der Leyen's claim to integrate more than three million migrants as part of the Industrial Plan and to push ahead with the controversial Mercosur Agreement, which has been rejected by numerous member states, is also completely out of place. In this respect, we see this initiative as clearly insufficient, too late and rash.

Harald Vilimsky

"Von der Leyen's claim to integrate more than three million migrants as part of the Industrial Plan is also completely out of place."



MEP ID Group, Head of Austrian delegation - FREIHEITLICHE PARTEI ÖSTERREICHS

New CO₂ standards as a sign of divergent realities

During this plenary session a report is debated on the proposal to strengthen the CO₂ emission performance standards for new cars and vans. In short, it will put new ever-increasing demands on the European manufacturers for the proclaimed goal of climate neutrality by 2050.

The report claims that Battery Electric Vehicles (BEVs) are competitive in the long run when it comes to the total cost of ownership. If the total cost was lower for BEVs, then of course no regulation would be needed from the EU's side, as buyers are interested in saving money and would switch over without being forced to do so. But as it is, electric cars cost more, and what might be a "competitive" price in the eyes of the EU, would mean increased costs for the average European citizen. Considering the transportation options for people living in rural areas or small towns, especially families with children, a personal car is not a luxury item but a necessary mode of transportation. In times of increased inflation all across the EU, adding costly items to the family budget is just another sign of the divergent realities that the EU institutions and average Europeans live in.

Furthermore, car manufacturing is of central importance for the EU's economy and over 7% of the Union's GDP comes from it. The report claims that the new emission regulations "are expected" to even have an overall positive impact on employment. As the other parts of the world do not set such excessive regulations, it can be expected that the competitiveness of the EU's companies will decrease, which would be followed by more outsourcing of the plants to third countries. As the EU's big manufacturers in other sectors are already cutting down their production due to the times of crisis brought about by COVID restrictions and followed by the Ukrainian war, these new standards would only add to the weight already carried by the EU's economy and internal market.

It seems that no price is too high for the ideological green transitioners. Once again, the EU is looking for more ways of excessive regulation at the cost of the living standard of its citizens.

Jaak Madison

"It seems that no price is too high for the ideological green transitioners."



MEP ID Group, Estonian delegation - EESTI KONSERVATIIVNE RAHVAERAKOND

ID initiatives for the Plenary Session

A motion for a resolution on **the Council recommendation on minimum income;**

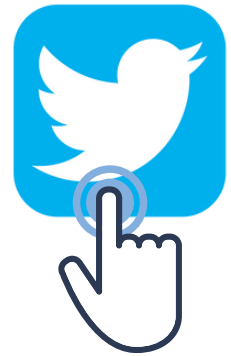
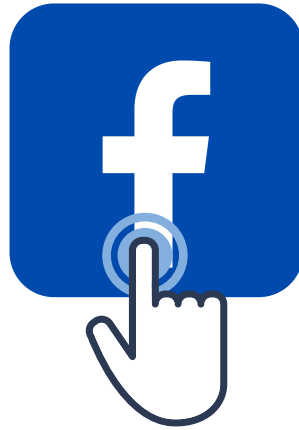
A motion for a resolution on **an EU strategy to boost industrial competitiveness, trade and quality jobs;**

A motion for a resolution on **the EU priorities for the 67th session of the UN Commission on the Status of Women;**

An amendment to reject the Commission proposal on **strengthening the CO₂ emission performance standards for new passenger vehicles;**

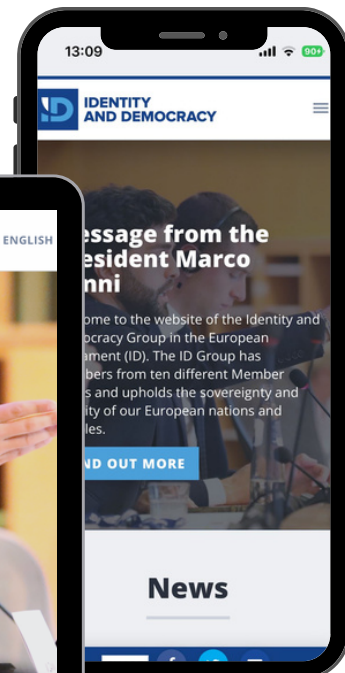
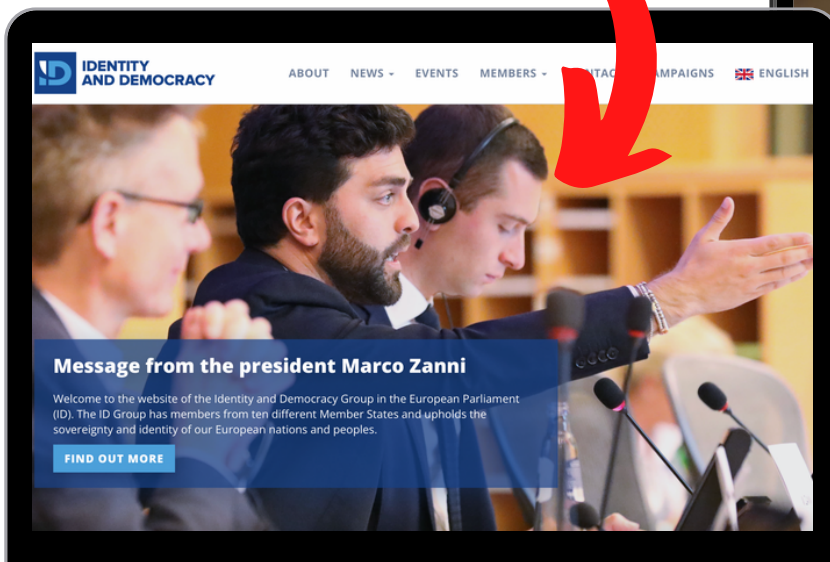
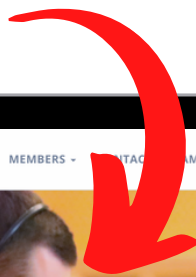
4 amendments to the resolution on **ensuring availability and affordability of fertilisers.**

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Defending the identity of peoples and the sovereignty of nations!

The Identity and Democracy group, founded in June 2019, has 64 members in the European Parliament, coming from 9 countries: Italy, France, Germany, Austria, Flanders (Belgium), Czech Republic, Finland, Denmark, Estonia.



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