

(English version)

Question for written answer E-002093/19
to the Commission
Agnieszka Kozłowska-Rajewicz (PPE)
(18 April 2019)

Subject: Biofuels and sustainability

Parliament's Committee on the Environment, Public Health and Food Safety adopted the target of reducing EU fleet emissions from new cars by 45% by 2030, rather than the Commission's proposed 30%, with an intermediate target of 20% by 2025. Furthermore, a Parliament press release stated that ZLEVs (zero- and low-emission vehicles) will be required to 'have a 40% market share of sales of new cars and vans by 2030, and 20% by 2025'. Given research on biofuels and electric cars:

Since it could aid better regulation, is it possible to include a biofuel-alternative, to take into account the availability of biofuels, and to incorporate a comparison between fossil and biofuels for each country in CO₂ emission reports (such as are taken into account for national electricity grids)?

Will biodiesel production be regulated to ensure it is truly sustainable, as outlined in the Commission's proposed LULUCF (land use, land-use change and forestry) regulation of 2016?

How do biofuel- and biodiesel-powered cars compare with hybrid, electric, non-biodiesel, LPG, ZLEV, and petrol-powered cars in the context of the Life Cycle Assessment, from source materials mining (e.g. Lithium) through usage, to post-use waste management in terms of ecological cost (LCA emissions and other)?

Answer given by Mr Arias Cañete on behalf of the European Commission
(5 July 2019)

Regulation (EU) 2019/631 adopted by the co-legislators, the European Parliament and Council, sets CO₂ emission standards for cars and vans. The EU fleet-wide CO₂ emissions from new cars and vans will have to reduce by 15% by 2025, and by 37,5% and 31% respectively by 2030, as compared to 2021. No obligation is set concerning a minimum share of zero and low-emission vehicles to be registered in the EU but a crediting system incentivises the deployment of these vehicles. In the context of the 2023 review of the regulation, the Commission will have to consider the potential contribution of the use of synthetic and advanced alternative fuels produced with renewable energy to emissions reductions.

Regulation (EU) 2018/841 adopted by the co-legislators on land use, land-use change and forestry (LULUCF) takes the use of biomass for the production of biofuels into account in so far as it requires that Member States correctly account for greenhouse gas emissions and removals in the production of any EU sourced biomass, from 1 January 2021 onwards. The sustainability criteria themselves are regulated by Directive (EU) 2018/2001 also adopted by the co-legislators on the promotion of the use of energy from renewable sources.

Concerning the life cycle assessment of different types of fuels and powertrains, pursuant to Regulation (EU) 2019/631, the Commission shall no later than 2023 evaluate the possibility of developing a common Union methodology for the assessment and the consistent data reporting of the full life-cycle CO₂ emissions of passenger cars and light commercial vehicles that are placed on the Union market.
