

**Question for written answer E-004042/2014  
to the Commission**  
Rule 117  
**Roger Helmer (EFD)**

Subject: The quality of fuels in Member States

Given that the Commission is proposing a 40 % GHG reduction target in its 2030 Communication, GHG reductions within the transport sector will also be required if we are to achieve said goal. In the same proposal, however, the Commission does not see fit to propose a mandatory renewables target or a sector-specific GHG reduction target for transport. Instead, it has stated that it believes that Member States will adopt national renewable targets in transport, mostly to be fulfilled with biofuels.

In the light of these observations:

1. Given that the maximum biofuel blend in conventional biofuels that the automotive sector has agreed on is B7 in diesel and E10 in gasoline – as higher blends of conventional biofuels will cause problems in engines – and considering that some Member States would already like to deviate from these commonly agreed fuel blend limits, how will the Commission ensure the compatibility of fuels for consumers across the EU if Member States are to implement different levels of biofuel mandates in the EU?
2. What measures will the Commission implement to promote the use of advanced high- quality biofuels, which can in fact be blended into fuel without any technical blending limits?