

**Question for written answer E-002124/2021
to the Commission**

Rule 138

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Subject: The role of renewable fuels in the revision of the Regulation setting CO₂ emission performance standards for new passenger cars and for new light commercial vehicles

The current Vehicle CO₂ Regulation¹ focuses on tailpipe emissions and does not take renewable fuels into consideration, leading to a focus on electrification. However, the contribution of sustainable biofuels to reductions in emissions is significant. In 2018, the Member States reported total savings of 45.6 Mt CO₂-eq from the use of renewable energy in transport: 89 % of those renewables were biofuels. We will continue to rely on emission reductions provided by sustainable biofuels, since internal combustion engines will still dominate in 2030, with the average age of vehicles in the EU being over ten years. We cannot wait ten years to start reducing emissions.

Applying a well-to-wheel approach to the Vehicle CO₂ Regulation covering whole life cycle emissions would create a technology-neutral level playing field to allow the targets to be reached with help from all sustainable solutions. One flexible and cost-efficient solution could be to initially introduce a voluntary credit system as an addition to the current regulation, which would serve as a stepping stone towards the well-to-wheel approach.

In the light of the above, how will the Commission ensure the climate targets are reached in the context of the Vehicle CO₂ Regulation, in order to start reducing vehicle emissions rapidly? Is the Commission considering introducing a voluntary credit system?

¹ Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO₂ emission performance standards for new passenger cars and for new light commercial vehicles.