

**Question for written answer E-003499/2021/rev.1  
to the Commission**  
Rule 138  
**Krzysztof Jurgiel (ECR)**

Subject: Revision of the Renewable Energy Directive (RED II)

In most Member States the RED II Directive is still in the process of being implemented. Although the deadline for implementation was 1 July 2021, most of the implementing acts to be prepared by the Commission are still unavailable. Nevertheless, as part of the European Green Deal, a legislative proposal is to be published in the near future intended to align the Directive with the 'Fit for 55' package. One of the more challenging areas of decarbonisation is transport, which in this context should make use of all available market-based options to reduce emissions and further increase the share of RES and other alternative fuels. I have been informed that the Commission plans to significantly increase the climate ambitions relating to transport without revising its approach to sustainable biofuels made from agricultural raw materials, which at the present time are not only a key element for diversifying transport energy sources but are the reason for the reduction that has been achieved thus far. Given the very limited availability of other technologies and raw materials, Europe should not abandon the further development of biofuels from agricultural raw materials, obviously in line with the principles of sustainability and the use of best practices in agriculture.

In this context, will the Commission please answer the following question:

What work has been done on the revision of the RED II Directive in the area of transport, including the role of conventional biofuels in meeting the 2030 targets, and are there any assumptions underpinning the revision of the Directive in the area of transport?