The Commission considers that the level of ambition of the 14% target for renewable energy is not sufficient to achieve the objectives of the Green Deal and therefore proposed as part of the review of the Renewable Energy Directive\(^1\) to increase the level of ambition for renewables in transport. It further proposed to change the approach to promoting renewables in transport by switching to a target based on the greenhouse gas emission intensity of fuels. In this context it is important to consider that not only biofuels but also other sources of renewable energy such as the use of renewable electricity, renewable hydrogen and synthetic fuels produced from renewable hydrogen can contribute to the achievement of this target.

Advanced biofuels are expected to play an important role to decarbonise transport sectors where electrification is challenging\(^2\). The Commission considers that advanced biofuels have the potential to cover at least 2.2% of transport energy consumption by 2030.

The Commission considers that the contribution of biofuels, produced from food and feed crops, towards decarbonisation is limited and their use should be minimised. The 7% limits for the amount of biofuels produced from food and feed crops and the phasing out of biofuels with high risk of indirect land use change should be maintained. Further, in view of the Russian invasion of Ukraine, the Commission sees risks for our food supply. As stated in the Communication on safeguarding food security, the Commission supports Member States in using possibilities to reduce the blending proportion of biofuels, which could lead to a reduction of EU agricultural land used for production of biofuel feedstocks, thus easing pressure on the markets for food and feed commodities.

\(^1\) COM(2021) 557 final
\(^2\) such as aviation and maritime