

**Question for written answer E-002097/2022
to the Commission**
Rule 138
Jessica Stegrud (ECR)

Subject: First- and second-generation biofuels and their development up to 2030

The updated Renewable Energy Directive (RED II) was adopted in December 2018. RED II set a target of 14% for renewable energy in the road and rail transport sector by 2030. A 7% cap was also set for first-generation biofuels, i.e. fuels produced from agricultural raw materials.

There has been a debate about second-generation 'advanced biofuels', such as cellulosic fuels, in respect of which market uptake has been slow. Some lobby groups are also taking action to curb the harvesting of biomass from forests, thus reducing the scope for cellulosic fuels.

Furthermore, any use at all of agricultural crops appears increasingly questionable given that they directly or indirectly contribute to land-use change (ILUC), which can result in increased greenhouse gas emissions.

In the light of the foregoing:

1. Given the developments that have taken place to date, what is the Commission's view of the 14% renewable energy target for the transport sector?
2. What is the Commission's view of the development of 'advanced biofuels'? What volumes of these will it be possible to produce in 2030?
3. Will it continue to allow a 7% share of first-generation agro-fuels?