

**Question for written answer E-002093/2019/rev.1
to the Commission**

Rule 130

Agnieszka Kozłowska-Rajewicz (PPE)

Subject: Biofuels and sustainability

Parliament's Committee on the Environment, Public Health and Food Safety adopted the target of reducing EU fleet emissions from new cars by 45 % by 2030, rather than the Commission's proposed 30 %, with an intermediate target of 20 % by 2025. Furthermore, a Parliament press release stated that ZLEVs (zero- and low-emission vehicles) will be required to 'have a 40 % market share of sales of new cars and vans by 2030, and 20 % by 2025'. Given research on biofuels and electric cars:

Since it could aid better regulation, is it possible to include a biofuel-alternative, to take into account the availability of biofuels, and to incorporate a comparison between fossil and biofuels for each country in CO2 emission reports (such as are taken into account for national electricity grids)?

Will biodiesel production be regulated to ensure it is truly sustainable, as outlined in the Commission's proposed LULUCF (land use, land-use change and forestry) regulation of 2016?

How do biofuel- and biodiesel-powered cars compare with hybrid, electric, non-biodiesel, LPG, ZLEV, and petrol-powered cars in the context of the Life Cycle Assessment, from source materials mining (e.g. Lithium) through usage, to post-use waste management in terms of ecological cost (LCA emissions and other)?