

**Question for written answer E-002094/2019/rev.1  
to the Commission**

Rule 130

**Agnieszka Kozłowska-Rajewicz (PPE)**

Subject: Biofuels, electric cars 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:

1. Why is such high priority given to the production of electric cars, which can still be powered by energy from non-clean sources, such as deforestation-sourced coal or wood, rather than encouraging and regulating correct biofuel usage for the CO<sub>2</sub>-neutral operation of the existing fleet of vehicles?
2. Will the lifecycle emissions measured include all emissions from production processes, battery components and lithium mining, and after-use waste management? Will this also include the carbon footprint of the energy supplied for charging? If not, what is the rationale behind promoting such significant pollutants?
3. How will exported emissions (e.g. in form of pollution from extra-EU electricity production needed to power electric cars) be accounted for in the lifecycle assessment of emissions?