

Question for written answer E-003726/2025
to the Commission
Rule 144
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Subject: Introduction of E20 petrol and revision of the EN228 standard in the context of the EU-Mercosur Free Trade Agreement

The EU is reportedly considering the introduction of E20 petrol, i.e. fuel containing 20% biocomponents. The main objectives are to reduce carbon dioxide emissions and increase the share of locally produced fuels, which would contribute to environmental protection and strengthen the EU's security of supply. It is worth noting that the ETS 2 system, which is intended to cover fossil fuels used by consumers, will significantly increase the price of fuel at the pump.

At the same time, it should be noted that E10 fuels – and even more so E20 fuels – have lower calorific values and durability, which may increase the risk of breakdowns in older cars. Furthermore, the sale of E20 petrol is currently not possible due to non-compliance with the EN228 standard.

In the context of plans to increase the share of biocomponents in fuels, negotiations on the EU-Mercosur Free Trade Agreement are also important. This agreement covers the liberalisation of trade in raw materials that can be used to produce biofuels (such as soybeans, ethanol and sugar cane). The question therefore arises as to whether the provisions of the agreement could facilitate the import of raw materials from outside the EU for fuel production, which would potentially undermine the intended effect of increasing the Union's self-sufficiency in raw materials.

1. Can the Commission confirm that the official introduction of E20 fuel containing 20% biocomponents is under consideration?
2. Is the Commission currently conducting or planning to carry out studies into the possibility of introducing such fuels into general circulation?
3. Does the EU-Mercosur Free Trade Agreement currently under negotiation contain provisions that would allow raw materials to be imported from South America for the production of biocomponents for fuels such as E20 petrol?

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