

(English version)

**Question for written answer E-002460/25
to the Commission
Jana Nagyová (P/E)
(18 June 2025)**

Subject: Removing barriers to enable delivery of sustainable aviation fuel to the EU

The current rules on renewable fuels of non-biological origin (RFNBO), particularly those related to effective carbon pricing, create obstacles that undermine EU competitiveness. The requirement for a robust carbon pricing mechanism, which is largely absent outside the EU, makes it difficult for non-EU producers to access the European market, restricting supply and increasing cost.

Meanwhile, less restrictive policies in the UK allow RFNBO production to shift there, diverting investment and weakening the EU's position in the global market.

1. Since the Commission has already proposed simplification packages in other policy areas, is it planning to review the renewable energy rules, in particular the Delegated Acts under Articles 27 and 28 of Directive (EU) 2023/2413 (RED III)?
2. Considering that the UK and the US are not limiting the sources of CO₂, will the Commission follow their example and drop the phase out date for the use of industrial CO₂?
3. Will the Commission remove — even temporarily — the requirement for effective carbon pricing, which acts as a de facto ban on imports of US eFuels, or will it commit to finding another solution that directs eFuels to the EU instead of being diverted to the UK, which is more attractive to producers as it does not have the same carbon pricing requirement?

Submitted: 18.6.2025

**Answer given by Mr Jørgensen on behalf of the European Commission
(16 October 2025)**

According to the Renewable Energy Directive ⁽¹⁾, the rules for the production of renewable fuels of non-biological origin (RFNBOs) are to be reviewed by July 2028.

The Commission has launched a study to assess the effectiveness of the hydrogen framework and identify possible barriers to the upscaling of renewable hydrogen. The study will be instrumental to provide the necessary evidence base for a decision.

The continued use of RFNBOs that contain carbon from non-sustainable fuel is not compatible with a trajectory towards climate neutrality by 2050 as it would entail the continued use of non-sustainable fuels and their related emissions.

Accordingly, under Delegated Regulation (EU) 2023/1185 ⁽²⁾ captured emissions from the combustion of non-sustainable fuels for the production of electricity can only be considered avoided up to 2035 and emissions from other uses of non-sustainable fuels can only be considered avoided up to 2040. These dates will be subject to review in light of the implementation of Directive 2003/87/EC ⁽³⁾ of the EU-wide climate target for 2040.

Emissions from industrial processes or from the combustion of non-sustainable fuels should be prevented, even if they could be captured and used to produce RFNBOs.

Emissions are not fully avoided if non-sustainable carbon is captured and used for the production of aviation fuels as the carbon is emitted when the fuel is combusted.

These emissions are subject to carbon pricing to incentivise abating the emissions from non-sustainable fuels in the first place. Therefore, where such emissions are not taken into account upstream through an effective carbon pricing, those emissions must be accounted for and should not be considered as being avoided.

⁽¹⁾ Directive (EU) 2018/2001.

⁽²⁾ https://eur-lex.europa.eu/eli/reg_del/2023/1185/oj/eng.

⁽³⁾ <https://eur-lex.europa.eu/eli/dir/2003/87/oj/eng>.