

(English version)

**Question for written answer E-003726/25
to the Commission
Kosma Złotowski (ECR)
(25 September 2025)**

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?

Submitted: 25.9.2025

**Answer given by Mr Hoekstra on behalf of the European Commission
(8 December 2025)**

The EU is committed to reducing net greenhouse gas emissions by at least 55% by 2030 compared to 1990 levels, and to achieve climate neutrality by 2050, as enshrined in the European Climate Law ⁽¹⁾.

Achieving these targets requires ambitious policies and decisive actions to ensure a swift and sufficient decrease in emissions across all sectors. This transition will bring co-benefits to air pollution and contribute to reducing Europe's reliance on imported fossil fuels.

To achieve these aims, the transport sector must reduce its emissions by 90% by 2050. The Fuel Quality Directive 98/70/EC ⁽²⁾ (FQD) establishes minimum quality requirements for petrol and diesel fuels placed on the EU market.

Under the current provisions, the maximum permitted ethanol content in petrol is set at 10% (E10), thereby prohibiting the placing on the market of E20. The current Commission work programme does not envisage a revision of the FQD or an assessment of an introduction of E20.

The EU-Mercosur agreement contains trade provisions that make it easier and cheaper for EU companies to import certain biofuel-related products from Mercosur countries (Brazil, Argentina, Paraguay, Uruguay). Specifically, ethanol and ETBE (ethyl tertiary-butyl ether) are exempted from tariffs or subject to reduced tariffs.

1 <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:52020PC0080>.
2 <https://eur-lex.europa.eu/eli/dir/1998/70/oj/eng>.

In addition, Mercosur countries commit to removing any export duties previously applied to these fuels. By facilitating imports of ethanol and ETBE, which are bio-based and lower-carbon alternatives to fossil fuels, the agreement can help decarbonise the transport sector faster.
