

(English version)

**Question for written answer E-000195/26
to the Commission
Kosma Złotowski (ECR)
(19 January 2026)**

Subject: Future of the European biofuel industry

In a letter to Member State leaders ahead of the European Council summit on 20 October on new emission reduction targets, Commission President Ursula von der Leyen stressed the need to accelerate work on revising the regulation on CO₂ emission standards for cars and vans.

One important change is to be a proposal to take greater account of the opportunities offered by ‘advanced biofuels’, which can effectively support the transition away from fossil fuels in transport, while continuing to use combustion engines.

1. How does the Commission define the ‘advanced biofuels’ referred to in this letter, and in particular what are the specific types of biofuels and what raw materials are used to produce them in the individual Member States?
2. What is the current availability of advanced biofuels and what share of the total volume of biofuels offered on the EU market is accounted for by European advanced biofuel production?
3. In the Commission’s opinion, what will be the market share of advanced biofuels for each Member State looking ahead five, 10 and 15 years?

Submitted: 19.1.2026

**Answer given by Mr Hoekstra on behalf of the European Commission
(10 March 2026)**

Advanced biofuels are defined in Directive 2018/2001/EU ⁽¹⁾ (Renewable Energy Directive) as those biofuels that are produced from the feedstock listed in Part A of Annex IX to that directive.

The most recent data show that, in 2024, the total EU demand for advanced biofuels in transport was 5.3 Million tons of oil equivalent (Mtoe) (according to the SHARES database).

This represents an increase of 1 Mtoe compared to 2023. This is about 30% of the total demand for biofuels in all transport modes. For comparison, the liquid fuel demand in road transport was 241 Mtoe in 2023, according to data reported by Eurostat.

According to an ongoing modelling exercise, supporting also the quantification of the baseline of the impact assessment accompanying the proposal to amend the regulation on CO₂ emission standards for cars and vans, a significant and growing share of biofuels used in road transport will be advanced biofuels.

This is in line with the findings of the impact assessment supporting the 2040 Target Plan communication ⁽²⁾, which states that ‘the use of biomass and waste is projected to increase by 30%’ and that ‘this evolution is mostly driven by advanced liquid biofuels and biomethane’.

At the same time, the recently adopted Strategic Framework for a Competitive and Sustainable EU Bioeconomy ⁽³⁾, adopted in November 2025, recognises that the availability of sustainable biomass remains finite and its use is most effective in hard-to-abate sectors.

⁽¹⁾ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A02018L2001-20240716>.

⁽²⁾ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex:52024SC0063>.

⁽³⁾ <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:52025DC0960>.