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Answer given by Mr Hoekstra
on behalf of the European Commission
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The Commission's proposal amending Regulation (EU) 2019/631¹ maintains a strong market signal for zero-emission vehicles, since vehicle electrification is the most efficient pathway to decarbonisation, energy security and independence, and it is the direction in which global markets are moving. This supports continued investment by the EU industrial value chains in the transition and safeguards their competitiveness. At the same time, the proposal enhances technological neutrality by providing manufacturers with more flexibility to achieve their targets. The contribution of renewable fuels is capped and limited to advanced and waste-based biofuels and renewable fuels of non-biological origin (RFNBO) that meet greenhouse gas and sustainability criteria, while other biofuel types, which would raise sustainability and food-competition concerns, are not incentivised, in line with the Renewable Energy Directive².

The impact assessment³ accompanying the proposal provides a comprehensive analysis of the environmental, economic and social impacts of the options considered regarding the role of sustainable renewable fuels.

While acknowledging the benefits for the renewable fuels sector, it highlights the need for including appropriate safeguards to avoid that any shift away from electrification would lead to higher emissions, more energy consumption and an increased total cost of vehicle ownership for citizens. This is also to avoid the risk that the limited availability of advanced biofuels and RFNBO hampers the decarbonisation of sectors without technological alternatives, such as aviation and maritime, and the achievement of the climate objectives set out in the European Climate Law.

¹ Proposal for a Regulation of the European Parliament and of the Council amending Regulation (EU) 2019/631 as regards CO₂ emission performance standards for new light duty vehicles and vehicle labelling and repealing Directive 1999/94/EC, COM/2025/995 final.

² <http://data.europa.eu/eli/dir/2023/2413/oj>.

³ SWD(2025) 1058 final.