

## PRESS RELEASE

# Latest EU data show continued bias against biofuels is slowing down transport decarbonisation

***When it comes to renewable energy sources in transport, multipliers continue to add up only to subtraction, leaving Europe over-reliant on imported fossil fuels***

BRUSSELS, 16 April 2026 – The EU remains needlessly over-reliant on fossil fuels for transport, thanks in part to policies that discourage the use of sustainable crop-based biofuels to reduce emissions, according to an analysis of European Commission data.

New figures from Eurostat's [SHARES database](#) show that the share of renewable energy in EU road and rail transport actually decreased from 7.5% in 2023 to 7.4% in 2024, when not including artificial multipliers for certain renewables that only distort actual progress towards climate goals.

Fossil fuels still accounted for 92.1% of transport energy, when considered in real terms, as opposed to 88.5% with multipliers.

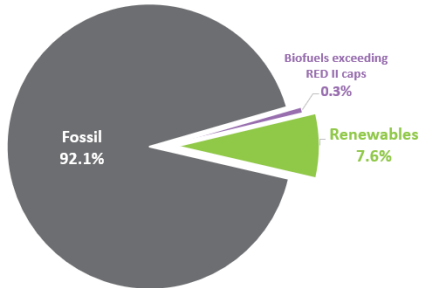
Meanwhile the use of crop-based biofuels in transport by Member States is capped under the Renewable Energy Directive, at a level equal to each country's share of crop-based biofuels in the final energy consumption in road and rail in 2020 + 1%, but capped to a maximum of 7%. Even with this cap, crop-based biofuels including renewable ethanol are still the main source of renewable energy in transport by far, making up 43.6% of the RES-T mix, corresponding to 3.2% of total energy in road and rail transport.

Without considering multipliers and biofuels caps, in 2024, only four Member States (Sweden, Netherlands, Finland and Austria) are above 10% RES-T, which was the target that should have been fulfilled in 2020 under RED I. Both Sweden and Finland recorded significant drops in their RES-T compared to 2023, from 29.9% and 16.8% respectively. The Netherlands' real RES-T rose from 8.5% to 13.2% between 2023 and 2024. Most other MS have made little progress in this regard compared to previous years.

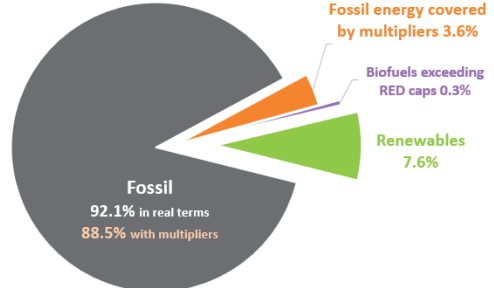
“Every year that EU polices unfairly restrain Member States from using sustainable crop-based biofuels to replace fossil fuels is another year lost in the fight for EU energy independence and against climate change,” said David Carpintero, Director General of ePURE, the European renewable ethanol association. “With conflict in the Middle East making Europe's reliance on imported fossil fuel even more unsustainable, [there is an urgent need to favour renewables](#) that actually make a difference in the fight against climate change: this includes European renewable ethanol.”

## Fossil fuels dependence in 2024 – EU27

RES-T 2024 (all transport) in real terms



RES-T 2024 (all transport) – real values and multipliers



Source: EC SHARES, 2025; RES-T for road and rail calculated by ePURE, based on SHARES data

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