

Overview REDIII implementation in EU Member States

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* with intermediate targets

REDIII targets for 2030 (proposal, consultation or legislative process)

REDIII targets for 2030 (adopted)



A	B	C	D	E	F	G	H	I	J	K
Member State (Status REDIII implementation)	GHG/Energetic target	GHG Reduction Quota in 2030	Energetic RES-T Target in 2030	Target Advanced Biofuel (Annex 9A) (incl. multipliers if applicable)	RFNBO sub-target in transport (incl. multipliers if applicable)	Multiplier	Reference sector (additional sector specific targets for 2030)	Crop Cap	High-ILUC phase-out (to be done by 2030 unless specified otherwise)	Annex IX B cap
Austria	Energetic		35%*	2.75% (incl. RFNBOs)	1%	2* RFNBO road; 2.5* RFNBO maritime	Road + Maritime	6%	Palm oil since 2021	1.7%
Belgium	Energetic		29% (16% internat. Shipping; 29% inland navigation)	8.5%* (5.5% maritime)	4% (3% of this are flexible, can be met through advanced biofuels) (8% in 2040)*	2* Annex 9A; 2* RFNBO for transport (2.4x Annex 9A and 3x RFNBOs maritime)	Road (29% Inland Navigation & 16.4% International Shipping + separate targets for RFNBOs; advanced biofuels apply to the entire transport sector)	2% (0% internat. shipping, 11% inland waterways)	Palm oil and soy since 2023	4%
Bulgaria	Energetic		29%	5.5%	1% (maritime 1.2%)	Unclear	Transport	7%		1.7%
Czech Republic	GHG + Energetic	11%	9.5%	5.5% (incl. RFNBOs)*	1%	2* Annex 9A and biomethane; 2* RFNBO	Transport	5.6%	Palm oil since 2022 frozen at 2019 levels, to be phase-out by 2030	1.7%
Denmark	GHG + Energetic	7%	19%	5.1% (incl. RFNBOs)	0.9%	2* Annex 9A; 2* RFNBO	Road, rail, mobile non road machinery (incl. Vessels for inland navigation)		Palm oil (including PFAD) phased out since 2021, soy since 2022.	1.7%
Finland	Energetic		34%	10% (incl. RFNBOs)*	4%*		Road	2.6%	Palm oil since 2023 frozen at 2019 levels, to be phase-out by 2030.	1.7%
France	GHG	10.7% (+ separate targets outside credit system: for rail with electricity AND for private EV charging)		5.5% (incl. RFNBOs)	1% (1.2% for maritime)	No multipliers	Road + rail + maritime (excl fishing)	7%; with specific caps at 1% for residues of sugar extraction and starch transformation + 0.1% for Tall Oil (to be updated annually by decree)	Palm oil phased out since 2020, soy since 2022.	0.6 in 2027 and 0.7 in 2030 (excl. aviation), compared to previously 0.9% incl. aviation)
Germany	GHG	26.5% (65% in 2040)*		3.5%* (9% in 2040)	1.5%* (10% in 2040)	End of multipliers for biofuels 3*RFNBO until 2036 -> 1* in 2040; 4* charging power for buses and trucks from 2027, decreasing by 0.5% from 2035 each year	Road + Rail	4.9% (5.8% from 2033 onwards)	Palm oil since 2022 including all byproducts	1.9% (2.8% from 2039 onwards*) New cap for animal fats category 3 at 0.3%
Greece	GHG + Energetic	29%	14.5%	5.5% (incl RFNBOs)	1%	Road: 2x for Advanced biofuels & RFNBOs Maritime & Aviation: 1.2x for Advanced biofuels and 1.5x for RFNBOs	Transport	7% (REDII)		1.7%
Hungary	Energetic		25% (not binding)	5.5% (incl. RFNBOs)	1%	2* Annex 9A + RFNBO	Transport	4%		4%
Ireland	Energetic		54%*	21.5%*	2.5%*	2* Annex 9A	Road + Rail	2% (2025)		1.7%
Italy	Energetic		29%	8% (incl. RFNBOs)*	1%	Road: RFNBOs x2 if used directly, x1.6 if intermediates Aviation/Maritime: Advanced biofuels x1.2; RFNBOs 1.5	Transport	2.3%/3.3% tbc	Palm oil phased-out since 2025; linear phase out until 2030 of other High-ILUC risk biofuels identified by the EU COM	5%
Latvia	GHG	16%		5.5% (incl. RFNBOs)	1%		Transport (exempting aviation from advanced and RFNBO sub-target)			1.7%
Lithuania	Energetic		29%	5.5% (incl. RFNBOs) *	1%	2* Annex 9A; 2* RFNBO	Transport			1.7%
Netherlands	GHG	29% (overall) 27.1% (Road)		8.8%*	1.45%* (road) 0.32% (marine seagoing) 0.34% (inland waterway)	0.5* for animal fats category III from 2026 End of all other multipliers from 2026 Other new feedstocks will be assessed and may be subject to multipliers <1	Road (14.5% Inland Navigation thereof 2.9% from other sectors possible & 8.2% International Shipping thereof 2.5% from other sectors + specific RFNBO targets)	1.2%	Palm oil and soy phased-out since 2021.	4.29% road (0% maritime)
Poland	Energetic		29%	5.5%	1%	Road: 2* RFNBO; Aviation & Maritime: 3* RFNBO	Transport	7%	Phase-out of palm oil after entry into force (planned for 2027)	
Portugal	Energetic		29%	7.5% (incl. RFNBOs)*	1.5%*	2* Annex 9A; 2* RFNBO (aviation and maritim 1.5*)	Transport	3.1%	Palm oil since 2023.	1.7%
Romania	GHG + Energetic	14.5%	29%	5.5% (incl. RFNBOs)*	1%*	Road: 2* Annex 9A/RFNBOs; Aviation/Maritime: 1.2* Annex 9A; 1.5* RFNBOs	Transport	7%		1.7%
Slovakia	Energetic		27%	2.75%*	0.5%	Road/rail: 2* Annex 9A + RFNBOs Aviation & maritime: 1.2* Annex 9A; 1.5* RFNBOs	Transport	6.5%	Palm oil and its by-products since 2023	1.76%
Slovenia	Energetic		26%	5.5% (incl. RFNBOs)	1.0%		Transport	7%		1.7%
Spain	GHG	17.6% by 2030 and 30% by 2040 for road 9% by 2030 and 33% by 2040 for inland navigation 10% by 2030 and 50% by 2040 for rail 6% by 2030 and 34% by 2040 for aviation.*		5.5% (11% by 2040)*	2.5% (1.5% for non-refiners and 1% for refiners are flexible and may be replaced by advanced biofuels) (11% in 2040)*		Transport for GHG reduction, road only for Advanced biofuels and RFNBOs targets	currently 2.6% (might change through further ministerial order)	Palm oil phased out since 2025 (including PFAD)	1.7%
Sweden	GHG + Energetic	14.5% (10% from 2025-2030)	29%	5.5% (incl. RFNBOs)	0.75%	2* Annex 9A	Road, rail, maritime		Palm oil phased out since 2022	