

Sweden generally supports the comments from Finland and France about the structure of the paper.

An important point is what is perceived by the reader as the main message of the paper. Now there is a kind of unbalance between the description in chapter 1 and 2 where the importance of bioenergy is described both in transport and elsewhere, and the description in chapter 3 about sectorial developments. For example in chapter 2 it says:

“Besides, bioenergy can and should maintain its high contribution to renewable energy development and play a key role in reaching the 2030 Energy and Climate targets.”

Then, in chapter 3. *Specific, sectorial developments*, the section about biofuels end with the sentence:

“In the absence of supporting policies and relatively low oil-prices, large-scale production of cost-competitive drop-in fuels will however be very challenging.”

As have been discussed previously in the work with this issues paper, this statement is off course true but not very helpful. If there is an ambition to decarbonize the transport sector the most relevant price comparison for biofuels is not the price compared to fossil fuels but the absolute price (and also the price compared to other means of decarbonizing the transport sector such as “other renewable fuels for transport”).