

Question for written answer E-002344/2024

to the Commission

Rule 144

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Subject: Support for the green transition in the EU's outermost regions

The FuelEU Maritime Regulation¹ and the extension of the EU emissions trading system² (ETS) to maritime transport are fundamental for the EU to achieve its climate goals.

However, the EU's outermost regions face unique challenges in this regard. Namely, they are structurally dependent on maritime transport for all types of goods, due to their geographical isolation and lack of alternatives.

In recognition of these challenges, both legislative acts have specific provisions for outermost regions: the ETS extension will not apply until 2030, and the FuelEU Maritime Regulation applies to only half of the energy used on voyages arriving at or departing from these regions. Despite this, there are concerns about whether these are sufficient to prevent increases in the cost of living in the outermost regions.

Taking this into consideration:

1. Does the Commission plan to assess whether these provisions are sufficient for preventing increased inequalities and a higher cost of living in outermost regions?
2. Is the Commission considering additional measures, such as increased funding, to assist these regions in the green transition?
3. In future reviews of these legislative acts, would the Commission consider implementing permanent derogations or other types of customised solutions for outermost regions, if there is evidence of significant negative impacts?

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¹ Regulation (EU) 2023/1805 of the European Parliament and of the Council of 13 September 2023 on the use of renewable and low-carbon fuels in maritime transport, OJ L 234, 22/09/2023, p. 48, ELI: <http://data.europa.eu/eli/reg/2023/1805/oj>.

² Directive 2003/87/EC of the European Parliament and of the Council of 13 October 2003 establishing a scheme for greenhouse gas emission allowance trading within the Community, OJ L 275, 25.10.2003, p. 32, ELI: <http://data.europa.eu/eli/dir/2003/87/oj>.