Question for written answer E-001500/2025/rev.1
to the Commission
Rule 144
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Subject: Diverting ships to third-country ports

In March 2025, the Commission adopted its first report on the implementation of the EU emissions trading system (ETS) extension to maritime transport. The report concludes that there is no clear evidence of ships being diverted to non-European ports or that shipping companies are relocating their ports of call to avoid ETS and FuelEU obligations. However, the report fails to calculate the CO_2 emissions emitted, overlooks the fact that the Red Sea crisis is temporarily modifying traffic flows and omits the increase in announced investments in transhipment terminals in third-country ports. Nor does it take into account the fact that in 2024, European ports lost 2 % of their operational capacity, while non-European ports gained 3 %.

In the light of the above:

1. Has the Commission analysed whether emissions have been reduced and whether there has been any impact on the connectivity of European ports?

2. Will it address any of the issues raised in the forthcoming European port strategy and, in particular, does it intend to include a framework for the protection of port workers in the strategy?

3. Is it considering extending the list of third-country transhipment ports with carbon leakage risks this year ?

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