

**Question for written answer E-001915/2025
to the Commission**

Rule 144

Rody Tolassy (PfE), France Jamet (PfE), Catherine Griset (PfE), Fabrice Leggeri (PfE), Julien Leonardelli (PfE), Pierre Pimpie (PfE), Julie Rechagneux (PfE), Mathilde Androuët (PfE), Petr Bystron (ESN), Philippe Olivier (PfE)

Subject: Effect of the emissions trading system on the attractiveness of the outermost regions for air and sea transport – the case of Guadeloupe

Costa Croisières has announced that it is moving its home port from Guadeloupe to La Romana in the Dominican Republic, citing the impact that the carbon tax levied under the EU emissions trading system (ETS) has had on maritime transport. This measure, which comes on top of the carbon pricing imposed on intra-European aviation, significantly harms the tourism and economic competitiveness of the outermost regions (ORs), which are already affected by structural handicaps.

These regions depend almost entirely on air and sea transport, which means that the carbon tax isolates them further, increases costs and creates unfair competition with third-country ports and airports that are not impacted by the ETS.

In view of the above:

1. Can the Commission justify continuing to apply the ETS to air links to the ORs, even though they do not have any sustainable or viable alternative?
2. Can it confirm whether any suspension or specific adaptation benefitting the ORs is planned for the maritime and aviation sectors?
3. What specific compensatory mechanisms does the Commission plan to deploy so that ORs such as Guadeloupe are not sacrificed on the altar of the Green Deal and its 'Fit for 55' legislative package, whose strict application exacerbates ORs' isolation and weakens their competitiveness in the long term?

Supporter¹

Submitted: 14.5.2025

¹ This question is supported by a Member other than the authors: Marie-Luce Brasier-Clain (PfE)