

Question for written answer E-002819/2025
to the Commission
Rule 144
Michalis Hadjipantela (PPE)

Subject: Vessel exhaust testing

The EU is a signatory to the International Maritime Organization's Marpol Annex VI regulations on exhaust emissions. Through its Sulfur Directive¹, the Commission is committed to reducing the harmful effects caused by sulfur dioxide emissions and requires Member States to submit their compliance reports and testing results each year. It has focused on the sulfur content of liquid fuels, taking on 'good faith' the use of those fuels by marine traffic within the Emission Control Zone. It has further relied on scrubber exhaust technology used by vessels to reach the control zone targets. In both instances, reliance is being placed on the vessel operator to use those scrubbers and/or fuels with very limited ability to independently verify such use. Furthermore, the high-cost fuel testing falls on the Member States who, due to the cost, cannot test a large number of vessels and many vessels not meeting the targets are not being identified.

1. Why is the Commission not considering alternative options that would test each vessel effectively, such as direct live testing of maritime vessel exhaust emissions with approved reporting devices?
2. How is it compensating for the maritime vessels that are not being tested and are violating the targets?

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¹ Directive (EU) 2016/802 of the European Parliament and of the Council of 11 May 2016 relating to a reduction in the sulphur content of certain liquid fuels (codification), ELI: <http://data.europa.eu/eli/dir/2016/802/oj>.