

Question for written answer E-004153/2025

to the Commission

Rule 144

Sérgio Gonçalves (S&D), André Rodrigues (S&D)

Subject: EU emissions trading system for maritime transport – application of the outermost regions derogation to multi-leg itineraries

The extension of the EU Emissions Trading System (EU ETS) to maritime transport includes an exemption for the EU's outermost regions until 31 December 2030.

We have been contacted by a number of maritime operators who report that, when a ship departs from a port in one Member State, calls at an intermediate port in that Member State that is not in an outermost region, without delivering any cargo in this port, and then proceeds to an outermost region port, they are nevertheless required to surrender allowances for the first leg of the journey, despite the final destination being an outermost region port.

In other words, there are cases in which the final destination of a ship is an outermost region, but they are required to surrender allowances for part of the journey, when the ship calls at an intermediate port. This risks an increase in the cost of living for residents in outermost regions due to the EU ETS, despite the existing derogation.

In this context:

Could the Commission clarify if this practice is in line with the Commission's interpretation of the EU ETS maritime rules and the exemption for outermost regions as this will lead to higher costs for residents and businesses located in the outermost regions?

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