

Question for written answer E-003901/2026
to the Commission
Rule 144
Jean-Paul Garraud (PfE)

Subject: Soaring fuel prices and the continuation of ETS 2: how much pressure does the Commission wish to exert on households?

In the wake of the Strait of Hormuz crisis, an analysis by the Centre for Research on Energy and Clean Air (CREA) states that diesel and light diesel oil prices have risen by 59 per cent, and petrol prices by 43 per cent. This surge is adding to household expenditure and the costs borne by agriculture, industry and transport.

Yet the European Union plans to make a new emissions trading scheme, 'ETS2', fully operational by 2028. This will require suppliers of road-transport and heating fuels to purchase allowances corresponding to the CO₂ emissions generated by the products they sell. Although these suppliers are officially liable for the costs, the burden is likely to be passed on to motorists and households.

Despite the EU ETS 2 being pushed back from 2027 to 2028 and the announced strengthening of its stability mechanisms, the energy situation has changed significantly.

Can the Commission therefore say:

1. whether it still intends for ETS 2 to come into force in 2028?
2. whether it has updated its estimates of its impact on fuel and heating prices, particularly in France?
3. whether it is considering a further postponement, a suspension or a binding cap on the carbon price in the event that energy prices remain exceptionally high?

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