

**Priority question for written answer P-001895/2025
to the Commission**
Rule 144
Asger Christensen (Renew)

Subject: EU ETS for maritime transport

1. The current regulatory regime for the EU Emissions Trading System (ETS) for maritime transport only covers ships above 5000 gross tonnage. Does the Commission agree that exempting all ships below 5000 gross tonnage significantly distorts competition in the internal market, and is it prepared to rectify what is unfair competition by including all ships between 400 and 5000 gross tonnage within the EU ETS for maritime transport from 1 January 2027?
2. The current regulatory regime for the EU ETS for maritime transport only covers ships above 5000 gross tonnage. Does the Commission take the view that exempting ships below 5000 gross tonnage incentivises owners of smaller ships to replace their fleets with modern, highly energy-efficient vessels with low greenhouse gas (GHG) emission ratings? If not, is the Commission prepared to rectify what is unfair competition by including all ships between 400 and 5000 gross tonnage within the EU ETS for maritime transport from 1 January 2027?
3. Does the Commission agree that the Innovation Fund, which allocates funding from the EU ETS, could usefully be extended to subsidise the retrofitting of low energy efficiency vessels that have high GHG emission ratings?

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