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Answer given by Mr Hoekstra
on behalf of the European Commission
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All sectors, including maritime transport, need to contribute to the EU climate neutrality objective by 2050. The EU Emissions Trading System (ETS)[1] and FuelEU Maritime[2] are key EU policies to achieve this objective.

The Commission fully acknowledges the specific situation and challenges faced by outermost regions, in particular their high dependence on air and sea connectivity. This is why both the EU ETS and FuelEU Maritime contain derogations benefitting these regions. Furthermore, pursuant to the ETS reporting and review clause[3], the Commission will monitor and report biennially on the implementation of the ETS extension to maritime transport, including regarding impacts on outermost regions. The monitoring will also concern, inter alia, possible transport cost increases, market distortions, and shipping services that constitute essential services of territorial continuity. The first report will be published in the coming months. If appropriate, the Commission will propose measures addressing potential challenges.

The expected impact on costs due to the ETS extension to maritime transport and to FuelEU Maritime were carefully looked at in the Impact Assessments[4] that accompanied the legislative proposals. The analysis showed that the estimated impact on commodity prices relevant to the European trade was expected to be relatively small (less than one percent price increase by 2030), with very low effect on demand.

Outermost regions benefit from EU funding to support their green transition, e.g. through instruments, such as the European Regional Development Fund (ERDF) and the programme for environment LIFE. The ETS also generates revenues which may benefit maritime projects in outermost regions.

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[1] Directive 2003/87/EC of the European Parliament and of the Council establishing a system for greenhouse gas emission allowance trading within the Union and amending Council Directive 96/61/EC (OJ L 275 25.10.2003, p. 32 , ELI: http://data.europa.eu/eli/dir/2003/87/2024-03-01).

[2] Regulation (EU) 2023/1805 of the European Parliament and of the Council on the use of renewable and low-carbon fuels in maritime transport, and amending Directive 2009/16/EC (OJ L 234, 22.9.2023, p. 48–100, ELI: http://data.europa.eu/eli/reg/2023/1805/oj).

[3] See Article 3gg(3) of Directive EC/2003/87.

[4] IMPACT ASSESSMENT REPORT Accompanying the document DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Directive 2003/87/EC establishing a system for greenhouse gas emission allowance trading within the Union, Decision (EU) 2015/1814 concerning the establishment and operation of a market stability reserve for the Union greenhouse gas emission trading scheme and Regulation (EU) 2015/757, SWD/2021/601 final.
COMMISSION STAFF WORKING DOCUMENT IMPACT ASSESSMENT Accompanying the Proposal for a Regulation of the European Parliament and of the Council on the use of renewable and low-carbon fuels in maritime transport, SWD/2021/635 final.