

(English version)

**Question for written answer E-001915/25
to the Commission**

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(14 May 2025)

Subject: Effect of the emissions trading system on the attractiveness of the outermost regions for air and sea transport — the case of Guadeloupe

Costa Croisières has announced that it is moving its home port from Guadeloupe to La Romana in the Dominican Republic, citing the impact that the carbon tax levied under the EU emissions trading system (ETS) has had on maritime transport. This measure, which comes on top of the carbon pricing imposed on intra-European aviation, significantly harms the tourism and economic competitiveness of the outermost regions (ORs), which are already affected by structural handicaps.

These regions depend almost entirely on air and sea transport, which means that the carbon tax isolates them further, increases costs and creates unfair competition with third-country ports and airports that are not impacted by the ETS.

In view of the above:

1. Can the Commission justify continuing to apply the ETS to air links to the ORs, even though they do not have any sustainable or viable alternative?
2. Can it confirm whether any suspension or specific adaptation benefitting the ORs is planned for the maritime and aviation sectors?
3. What specific compensatory mechanisms does the Commission plan to deploy so that ORs such as Guadeloupe are not sacrificed on the altar of the Green Deal and its 'Fit for 55' legislative package, whose strict application exacerbates ORs' isolation and weakens their competitiveness in the long term?

Supporter ⁽¹⁾

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Answer given by Mr Hoekstra on behalf of the European Commission
(15 July 2025)

The Commission is aware of the permanent constraints faced by the outermost regions, notably their heavy dependence on air and sea transport. This is why these regions benefit from specific conditions under the EU Emissions Trading System (ETS ⁽¹⁾).

Nearly 100% ⁽²⁾ of all the emissions from flights to/from Guadeloupe are connected to France and therefore not priced under the ETS before 2031 ⁽³⁾.

Despite these flights not being subject to carbon pricing, the ETS provides a higher level of support when sustainable aviation fuels ⁽⁴⁾ are uplifted at airports in outermost regions, when 100% of the cost difference with traditional kerosene is covered.

Similarly, until end of 2030, the ETS imposes no surrendering obligation for maritime transport emissions from voyages between a port in an outermost region and a port in the same Member State.

The FuelEU Maritime Regulation ⁽⁵⁾ also covers only half of the voyages to/from outermost regions, and Member States can fully exempt voyages between two outermost regions until 2029.

The Commission is carefully monitoring the implementation of the ETS and FuelEU in relation to maritime, taking due account of outermost regions.

¹ This question is supported by a Member other than the authors: Marie-Luce Brasier-Clain (PfE)

⁽¹⁾ Directive 2003/87/EC of the European Parliament and of the Council of 13 October 2003 establishing a scheme for greenhouse gas emission allowance trading within the Community and amending Council Directive 96/61/EC (OJ L 275, 25.10.2003, p. 32).

⁽²⁾ Eurocontrol data indicates that, in 2024, the emissions from flights to and from Guadeloupe were 98.7% domestic.

⁽³⁾ Flights to/from an outermost region within the same Member State are exempt, thus no additional costs stem from the application of the ETS.

⁽⁴⁾ https://climate.ec.europa.eu/document/download/7eace0de-fbc8-46c5-b52c-80d50f406c58_en?filename=policy_transport_aviation_airport_100_support_en.pdf.

⁽⁵⁾ Regulation (EU) 2023/1805 of the European Parliament and of the Council of 13 September 2023 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, ELI: <http://data.europa.eu/eli/reg/2023/1805/oj>).

The first Commission report ⁽⁶⁾ does not find any evidence of major changes in the market being directly attributable to the introduction of the ETS — including for outermost regions. The Commission will continue its monitoring activities and propose, if necessary, measures to ensure the effective implementation of the ETS.

In terms of support mechanisms, Member States are required to use all revenues generated by the ETS to tackle climate change, including in outermost regions. Several other EU instruments include favourable conditions for these regions to address their transport needs ⁽⁷⁾.

⁽⁶⁾ COM(2025) 110 final — <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex:52025DC0110>.

⁽⁷⁾ The European Regional Development Fund supports airport infrastructure and compensates for their higher operating costs. The Connecting Europe Facility supports transport infrastructure with higher co-financing rates in these regions. Moreover, several Public Service Obligations ensure connectivity with outermost regions. Social aid schemes support air transport for residents of remote regions.