

(English version)

**Question for written answer E-002014/25
to the Commission
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(20 May 2025)**

Subject: European Oceans Pact and the emissions trading system covering buildings, road transport and additional sectors (ETS2).

The European Ocean Pact — expected to be adopted by the European Commission on 4 June 2025- will seek to bring coherence to all EU policies related to oceans. In addition to fostering the blue economy, it will prioritise maintaining healthy and resilient oceans and coastal regions.

The scope of the emissions trading system was extended to cover maritime transport in January 2024, with a gradual implementation timeline until 2027. Given the process of decarbonising the fleet and taking into account the sector's efforts in this transition and the very small proportion of emissions generated by its activity, we would like to ask:

1. Does the Commission plan to include the implementation of ETS2 in the European Ocean Pact to cover other maritime activities, such as fisheries?
2. If so, what are the estimated costs for the European fleet of extending this system and what measures does the Commission intend to take to support the sector with regard to the impact of this cost?

Submitted: 20.5.2025

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

All sectors, including waterborne activities, need to contribute to the EU climate neutrality goal by 2050.

The Commission announced in the European Ocean Pact ⁽¹⁾ that it will propose measures to decarbonise and modernise the fisheries fleet, supported by the Energy Transition Partnership for the fisheries and aquaculture sector.

In addition, it recalled the importance of the recent extension of the EU Emissions Trading System (ETS) to maritime and the implementation of the FuelEU Maritime Regulation ⁽²⁾ to accelerate the decarbonisation of the EU maritime transport sector.

Furthermore, the Commission is launching a study on greenhouse gas emission reduction costs and pathways for EU fisheries to achieve net zero by 2050 ⁽³⁾.

The ETS2 — which will be fully operational from 2027 onwards — will cover and address the CO₂ emissions from fuel combustion in buildings, road transport and industry not covered by the existing EU ETS.

While emissions from waterborne activities are not included in its scope, Member States can decide, on a voluntary basis, to opt-in additional emissions. Some Member States, including Austria, Finland, the Netherlands and Sweden, have already decided to include, within the scope of ETS2, emissions from some smaller vessels, inland navigation and/or fishing.

In addition, the Commission will examine, no later than end of 2026, the feasibility and economic, environmental and social impacts of including ships below 5 000 gross tonnage within the scope of the ETS Directive ⁽⁴⁾.

The Commission will notably build its analysis on its recent report ⁽⁵⁾ looking at the potential inclusion of small ships, including fishing vessels, in the scope of the EU regulation for the Monitoring, Reporting and Verification (MRV) of maritime emissions.

⁽¹⁾ COM(2025) 281 final — https://eur-lex.europa.eu/legal-content/EN/ALL/?uri=comnat:COM_2025_0281_FIN.

⁽²⁾ <https://eur-lex.europa.eu/eli/reg/2023/1805/oj/eng>.

⁽³⁾ The study is expected to be published by the end of 2025 and will explore complementary scenarios, including the introduction of fisheries into the MRV and ETS systems.

⁽⁴⁾ 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).

⁽⁵⁾ COM(2025) 109 final — <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A52025DC0109&qid=1749048682099>.