

(English version)

**Question for written answer E-004153/25
to the Commission
Sérgio Gonçalves (S&D), André Rodrigues (S&D)
(22 October 2025)**

Subject: EU emissions trading system for maritime transport — application of the outermost regions derogation to multi-leg itineraries

The extension of the EU Emissions Trading System (EU ETS) to maritime transport includes an exemption for the EU's outermost regions until 31 December 2030.

We have been contacted by a number of maritime operators who report that, when a ship departs from a port in one Member State, calls at an intermediate port in that Member State that is not in an outermost region, without delivering any cargo in this port, and then proceeds to an outermost region port, they are nevertheless required to surrender allowances for the first leg of the journey, despite the final destination being an outermost region port.

In other words, there are cases in which the final destination of a ship is an outermost region, but they are required to surrender allowances for part of the journey, when the ship calls at an intermediate port. This risks an increase in the cost of living for residents in outermost regions due to the EU ETS, despite the existing derogation.

In this context:

Could the Commission clarify if this practice is in line with the Commission's interpretation of the EU ETS maritime rules and the exemption for outermost regions as this will lead to higher costs for residents and businesses located in the outermost regions?

Submitted: 22.10.2025

**Answer given by Mr Hoekstra on behalf of the European Commission
(19 January 2026)**

All sectors, including maritime transport, must contribute to the EU objective of climate neutrality by 2050. The EU Emissions Trading System (ETS) ⁽¹⁾ is key to this goal.

The Commission fully acknowledges the specific situation of the EU's outermost regions and their dependence on air and maritime connectivity. Accordingly, the EU ETS includes derogations benefitting these regions.

In line with Article 12(3-b) of the ETS Directive, until 31 December 2030, there is no obligation to surrender allowances for emissions from voyages between a port in an outermost region and another port in the same Member State.

This derogation applies to voyages between ports within or between outermost regions, and emissions from port activities related to such voyages.

Under the EU ETS, each voyage segment between two ports of call is treated as a separate voyage for monitoring, reporting and compliance purposes.

Thus, if a ship departs from a port of call in one Member State (not located in an outermost region), makes an intermediate call in another port of the same Member State (also not in an outermost region), and then proceeds with a port of call located in an outermost region of the same Member State, it will result in two distinct voyages under the EU ETS.

Only the emissions from the second voyage connecting to the outermost region would meet the conditions to qualify for the derogation and be exempt.

However, if the stop at the intermediate port does not qualify as a port of call under the EU ETS (e.g. stop for the sole purposes of refuelling), emissions from the two legs would be considered as part of a single voyage, which would qualify for the derogation.

Additionally, outermost regions benefit from EU funding ⁽²⁾ for the green transition and ETS revenues may also finance maritime projects in these regions.

⁽¹⁾ Directive 2003/87/EC of the European Parliament and of the Council of 13 October 2003 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).

⁽²⁾ Such as European Regional Development Fund (ERDF) and LIFE programmes.