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E-004154/2025

Answer given by Mr Hoekstra
on behalf of the European Commission
(8.1.2026)

The Emissions Trading System for fuel combustion in buildings, road transport and additional sectors (ETS2) complements other national and EU policies and measures to achieve Member States' overall emission reductions under the Effort Sharing Regulation¹. With a one-year delay of the start of ETS2 to 2028, following the provisional agreement of the European Parliament and Council on the EU Climate Law announced on 10 December 2025, Member States remain legally obliged to meet their 2030 targets, further underlining the role of complementary measures in these sectors.

The ETS2 framework supports complementary measures and investments in clean heating and road transport. The Social Climate Fund (SCF) will mobilise EUR 65 billion, plus national contributions, as of 2026, designed with double solidarity: supporting a socially fair transition for vulnerable households, with lower-income Member States benefitting most. Member States must also target all national ETS2 revenues at measures and investments to support low- and middle-income citizens in the transition. Member States can also access a range of other EU instruments and tools, such as InvestEU, the Recovery and Resilience Facility or Cohesion Funds. Finally, in partnership with the European Investment Bank, the Commission is exploring a new frontloading facility for Member States, which could offer the possibility to accelerate early investments to support low- and middle-income households in reducing their heating or mobility bills, on top of national ETS2 revenues and the SCF.

The impacts of ETS2 on energy and fuel prices across all Member States have been assessed as part of the impact assessment for the review of the Emissions Trading System (ETS) Directive².

¹ Regulation (EU) 2018/842 of 30 May 2018 on binding annual greenhouse gas emission reductions by Member States from 2021 to 2030 contributing to climate action to meet commitments under the Paris Agreement and amending Regulation (EU) No 525/2013.

² See in particular Sections 6.3.3.2. and 6.3.5., and Annex 13.47 of the impact assessment accompanying the 2021 proposal for the revision of the ETS Directive: <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex:52021SC0601>.