

(English version)

**Question for written answer E-004174/25
to the Commission**

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(22 October 2025)

Subject: Urgent corrective action needed to address the repercussions of extending the ETS to the maritime sector

The 2024 expansion of the Emissions Trading System (ETS) to include the maritime sector — which will face full compliance as of 2026 — has resulted in major economic and structural disruption for the EU's port system and maritime industry. In the absence of a worldwide emissions trading system under the International Maritime Organisation (negotiations for which are on hold because of US opposition), the EU's ETS is an isolated and disproportionate instrument which undermines the competitiveness of Europe's ports and the sustainability of the maritime routes connecting its islands to the mainland. The 300-mile rule and other corrective measures included in the ETS Directive are ineffective, while the Commission's monitoring work fails to predict potential risks.

Transshipment ports like Gioia Tauro are losing traffic to non-EU ports, and there is also a risk that Ro-Ro (Roll-On/Roll-Off) and Ro-Pax (Roll-On/Roll-Off Passenger) services to the EU's biggest islands could cease to be economically viable. Moreover, instead of being reinvested in the maritime sector to support the energy transition, ETS proceeds are overwhelmingly set aside for national budgets or treated as EU own resources.

In the light of the above:

1. Will the Commission propose corrective measures to the ETS Directive to support the competitiveness of European ports and the viability of island routes?
2. How will the Commission ensure that all ETS resources are allocated to the maritime sector?
3. Does the Commission not agree that it must suspend or curtail the extension of the ETS to the maritime sector until a global IMO scheme is adopted?

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Answer given by Mr Hoekstra on behalf of the European Commission

(28 November 2025)

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

Based on the information available at the time, the first Commission report ⁽¹⁾ does not find any evidence of major changes in the market directly attributable to the introduction of the EU ETS to maritime transport.

As mandated by the EU ETS Directive ⁽²⁾, the Commission will continue monitoring closely the implementation of the EU ETS extension to maritime transport, notably with the objective to detect possible evasive behaviours at an early stage. If appropriate, the Commission will propose measures to ensure the effective implementation of the directive.

With regards to the use of ETS revenues, Member States are required to use the revenues generated from the auctioning of allowances (or an equivalent financial value) to support climate action and energy transformation, including measures supporting maritime decarbonisation.

The Commission closely monitors compliance with this obligation to ensure all ETS revenues are genuinely spent for these purposes. In addition, EUR 20 million allowances ⁽³⁾ will be deployed up to 2030 to support the decarbonisation of the sector through the Innovation Fund ⁽⁴⁾.

Finally, the FuelEU Maritime Regulation and the EU ETS Directive both include dynamic review clauses designed to take into account future developments at the International Maritime Organisation.

⁽¹⁾ COM(2025) 110 final: <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex:52025DC0110>.

⁽²⁾ 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).

⁽³⁾ Worth about EUR 1.5 billion with a price of EUR 75 per EU allowance.

⁽⁴⁾ This includes another European Hydrogen Bank auction with a dedicated budget of EUR 300 million for the production of hydrogen with off-takers in the maritime and aviation sectors that the Commission will open in early December 2025.

Pending the activation of these review clauses, both legislations will continue to apply as planned, driving emissions reductions, creating demand for sustainable fuels, and supporting innovation across the sector.
