

(English version)

**Question for written answer E-004614/25
to the Commission**

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(19 November 2025)

Subject: EU strategy to advance the International Maritime Organisation net-zero framework amid global delays

On 17 October 2025, Member States of the International Maritime Organisation (IMO) decided to postpone the consideration of the IMO's Net-Zero Framework by one year, largely because of the misguided policies of the Trump administration. This means we have missed a critical opportunity to address contribution to climate breakdown made by international shipping, a sector that is not on track to meet its climate targets ⁽¹⁾. We also know that in countries and regions outside the EU, measures are being taken to decarbonise the shipping sector, such as the United Kingdom's commitment to fully align with the EU maritime Emissions Trading System ⁽²⁾, and that Djibouti and Gabon have started applying a carbon tax on shipping emissions ⁽³⁾, with more countries set to follow.

1. What steps will the Commission take to build support among IMO Member States for the IMO's net-zero framework to be adopted in 2026?
2. Considering that Trump's misguided policies will remain in place for some time and that such an outlook will have implications for global efforts to reduce the shipping sector's carbon footprint, will the Commission work towards building a 'coalition of the willing' at regional/national level outside of the EU to decarbonise the shipping sector in alignment with the FuelEU Maritime and ETS Maritime frameworks?

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Answer given by Mr Tzitzikostas on behalf of the European Commission
(13 February 2026)

The Commission was one of the architects and strongest supporters of the Net-Zero Framework (NZF). We therefore deeply regret the postponement of the consideration of its adoption by the Marine Environment Protection Committee of the International Maritime Organisation.

The Commission remains committed to securing an ambitious, science-based global framework that will put international shipping on a clear path towards net-zero greenhouse gas emissions by 2050.

For this purpose, together with the Member States, the Commission is engaging constructively with all partners to build on the progress achieved so far and resume discussions.

As part of this outreach, the Commission put particular emphasis on consultations with countries and regions which, like the European Union, remain strong supporters of ambitious international measures aimed at decarbonising maritime transport.

The Commission is also engaging with parties that expressed concerns to better understand their views to maintain an open and constructive dialogue. Outreach should also take into account that the EU is a recognised key donor including in the context of decarbonisation.

To help achieving the global emission reductions to meet the 1.5 degrees target of the Paris Agreement, the EU also engages with countries outside the EU to promote the development of carbon pricing and carbon markets.

¹ <https://www.iea.org/energy-system/transport/international-shipping>.

² <https://www.gov.uk/government/consultations/uk-ets-scope-expansion-maritime-sector/uk-emissions-trading-scheme-scope-expansion-maritime-html>.

³ <https://www.siglarcarbon.com/post/carbon-pricing-introduced-in-djibouti-and-gabon#:~:text=The%20Sovereign%20Carbon%20Initiative%2C%20implemented,per%20tonne%20of%20CO2e%20emissions>.