

(English version)

**Question for written answer E-000604/26
to the Commission
Stanisław Tyszka (ESN)
(11 February 2026)**

Subject: Question on the Commission's response to rising CO₂ emission allowance prices under the ETS

The price of CO₂ emission allowances under the EU ETS have once again exceeded EUR 90 per tonne, which directly impacts Polish households and industrial competitiveness. Analysts from financial institutions expect prices to exceed EUR 100 per tonne over the coming year or two. This mechanism has become a space for financial speculation, draining the budgets of the poorest citizens. In its current form it is completely at odds with the principle of a just transition, increasing the average Polish household's electricity bills by 10-20%.

In relation to the above:

1. Given high energy prices and rising CO₂ emission allowance prices, will the Commission take immediate action to suspend the ETS?
2. Does the Commission agree that the stabilisation mechanism provided for in Article 29a of Directive 2003/87/EC is dysfunctional given that, based on current prices, the CO₂ emission allowance price would have to increase to around EUR 170 per tonne before any intervention took place, and will the Commission present a proposal to reduce the multiplier from 2.4 times the average to a lower level, such as 1.4, so that the mechanism ceases to be a dead letter?
3. What analyses of the social costs of introducing ETS2 in Poland does the Commission have and, in view of the risk of transport and heating exclusion, will the Commission refrain from extending this oppressive system to transport and construction?

Submitted: 11.2.2026

**Answer given by Mr Hoekstra on behalf of the European Commission
(4 May 2026)**

The Commission has no plans to suspend the EU Emissions Trading System (EU ETS). The Commission is accelerating its work on the upcoming review of the ETS, notably to set out the emissions cap and a decarbonisation trajectory beyond 2030, in line with the 2040 emissions reduction target adopted by the co-legislators in 2026. This will provide more emissions space for industry compared to the legislation currently in force.

The Commission has also presented a proposal to increase the firepower of the Market Stability Reserve, so that it can more effectively address excessive price volatility and keep prices in check.

The functioning of the market is monitored by the European Securities and Markets Authority (ESMA) ⁽¹⁾ and, according to their latest assessment, it is stable and operating in line with market fundamentals.

The ETS for fuel combustion in buildings, road transport and additional sectors (ETS2) will complement national and EU measures to support Member States' emission reductions as from 2028.

Price and impacts have been assessed in the impact assessment ⁽²⁾, in supporting publications ⁽³⁾ and as part of the preparation of the Social Climate Plans.

Several measures will strengthen the stability and affordability of the system, responding to proposals by many Member States. In addition to the one-year postponement of ETS2, this includes proposals to ensure earlier and stronger market and price intervention ⁽⁴⁾ and to accelerate prior investments by Member States, including via an earlier start of ETS2 auctions and a EUR 3 billion European Investment Bank ETS2 Frontloading Facility ⁽⁵⁾.

⁽¹⁾ ESMA Market Report. EU carbon markets 2025. <https://www.esma.europa.eu/document/market-report-eu-carbon-markets-2025>.

⁽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>.

⁽³⁾ For example: European Commission: Joint Research Centre, Noka, V., Cludius, J., Kenkmann, T., Hünecke, K., Unger, N., Dolinga, T. and Neugebauer, J., Vulnerability in the context of the ETS 2: Existing data and instruments in the housing sector, Publications Office of the European Union, Luxembourg, 2025, <https://data.europa.eu/doi/10.2760/6437307>, JRC140866.

⁽⁴⁾ [https://ec.europa.eu/transparency/documents-register/detail?ref=COM\(2025\)738&lang=en](https://ec.europa.eu/transparency/documents-register/detail?ref=COM(2025)738&lang=en).

⁽⁵⁾ https://climate.ec.europa.eu/news-other-reads/news/unlocking-eu3-billion-investment-opportunities-decarbonisation-buildings-and-road-transport-2026-02-04_en.