

(English version)

**Question for written answer E-001263/26
to the Commission
Nicolás González Casares (S&D)
(25 March 2026)**

Subject: Decarbonisation

A recent study commissioned by DG MARE has, for the first time, put a figure on the cost of decarbonising the European fishing fleet. It is between EUR 10 billion and EUR 25.6 billion, depending on the case. These figures reflect the challenge the sector is facing, with the European Commission proposing to cut 67% of the funds earmarked in the 2028-2034 MFF. All this is happening in a context of very low profit margins (around 3%, according to the study), fierce external competition, increasing dependence on imports, etc.

In view of the above, can the Commission answer the following:

1. Will it present a new comprehensive strategy for the renewal of the fleet, accompanied by a financial action plan to cover the cost indicated?
2. Will it remove existing obstacles to fleet renewal in the common fisheries policy and the European Maritime, Fisheries and Aquaculture Fund, relating, for example, to tonnage, length or capacity?
3. Does it plan to include maritime activities such as fishing within the scope of the EU emissions trading system?

Submitted: 25.3.2026

**Answer given by Mr Kadis on behalf of the European Commission
(29 May 2026)**

The National and Regional Partnership Plans (NRPPs) — part of the proposal for the next Multiannual Financial Framework (MFF) — will bring together EU funds implemented by Member States and regions under one coherent strategy.

A single type of intervention, such as productive investments to improve competitiveness, training programmes, or generational renewal strategies, will now be applicable across several sectors, without needing dedicated schemes under many different funds. This will improve flexibility, and the fisheries sector will benefit from actions that are non-sector specific.

The ringfenced allocation for certain aspects of the Common Fisheries Policy (CFP) is smaller than under the EMFA F ⁽¹⁾, but it is only a minimum allocation, and it can be complemented by Member States from their non-ringfenced national allocation under their Plan, in accordance with their priorities for their fleet. This support will also be complemented with support under the European Competitiveness fund and Global Europe.

The MFF proposal contains substantially fewer conditions than the EMFAF for financial support related to the fleet. Together with the Vision for fisheries and aquaculture for 2040 -in preparation based on the results of the recent evaluation of the CFP Regulation—, Member States will be able to develop an action plan and strategy for their fleet together with an accompanying financial plan, according to national priorities and the available resources. The Commission is reviewing potential EMFAF rule amendments based on implementation experience and stakeholder feedback.

Without prejudging any future Commission proposal, the automatic inclusion of the fishing sector in the EU Emissions Trading System (ETS) is not currently planned.

⁽¹⁾ European Maritime, Fisheries and Aquaculture Fund.