

EN

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Answer given by Mr Hoekstra  
on behalf of the European Commission  
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The Commission fully recognises the structural constraints faced by outermost regions such as insularity, territorial fragmentation and dependence on maritime and air links.

The EU Emission Trading System<sup>1</sup> (ETS) framework already contains targeted derogations for these situations, including a derogation for maritime and air transport until the end of 2030 for routes within outermost regions and to/from the mainland Member State. For air transport, airlines flying from airports in outermost regions to the European Economic Area, Switzerland and the United Kingdom benefit from the highest level of ETS support for the uptake of sustainable aviation fuels. Moreover, emissions from flights under public service obligations are also excluded from the ETS. The 2026 ETS Directive review will assess further connectivity, territorial cohesion and outermost region concerns. As regards road transport, the CO<sub>2</sub> standards apply to new vehicles put on the market by manufacturers at the EU level, as such allowing varying regional uptake rates of zero-emission vehicles.

Several financial instruments are available to support investments in zero-emission vehicles and charging infrastructure, including the Recovery and Resilience Fund, ETS national auction revenues, the cohesion policy – notably the European Regional Development Fund, as well as the Social Climate Fund, which addresses households and microenterprises vulnerable to transport poverty, and can for instance support schemes to increase the affordability of zero-emission vehicles for such users. In addition, the Alternative Fuels Infrastructure Facility supports the deployment of charging infrastructure along the main road axis and nodes (Trans-European Transport Network).

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<sup>1</sup> <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A02003L0087-20240301>.