

(English version)

**Priority question for written answer P-004296/25
to the Commission
Rosa Serrano Sierra (S&D)
(3 November 2025)**

Subject: Impact of the delay in the adoption of the net zero emissions framework by the IMO

On 17 October 2025, the IMO postponed the adoption of the international net zero emissions framework for maritime transport by one year, highlighting a complex scenario marked by geopolitical tensions.

This delay creates uncertainty as to the coherence between European regional measures — such as the Emissions Trading System (maritime ETS) and FuelEU Maritime — and future international IMO provisions. The maritime sector has expressed concerns about the possibility of a double regulatory burden arising from the possible co-existence of both systems.

In view of the above:

1. The Commission had indicated that it would review European regional measures to bring them into line with IMO decisions. Following this postponement, what plan and strategy does the Commission envisage for this transitional year?
2. If a comprehensive market measure does not enter into force, how does the Commission see the maritime ETS and the FuelEU Maritime regulation evolving in the absence of a global framework?
3. What instruments does the Commission envisage to preserve the competitiveness of the European maritime sector vis-à-vis third countries?

Submitted: 3.11.2025

**Answer given by Mr Tzitzikostas on behalf of the European Commission
(22 April 2026)**

The FuelEU Maritime Regulation⁽¹⁾ and the inclusion of the shipping sector in the EU Emissions Trading System (ETS) underscore the EU's commitment to shaping the clean transition of shipping, with a clear pathway for the sector to meet the EU decarbonisation targets.

The clean transition will require a combination of enhanced energy efficiency and the adoption of new propulsion technologies and alternative fuels.

To create the conditions for a massive production and uptake of such fuels in hard-to-abate sectors, the Commission has unveiled the Sustainable Transport Investment Plan (STIP)⁽²⁾.

In March 2026, the Commission also adopted two strategies⁽³⁾ to drive competitiveness, sustainability, security and resilience within the EU's wider waterborne sector. The strategies focus on ports, shipping and shipbuilding.

The most effective way to address climate impacts from maritime transport and ensure a level-playing field is through ambitious global action, which would implement the IMO⁽⁴⁾ 2023 Strategy target for international shipping to reach net-zero greenhouse gas emissions by 2050.

The EU will pursue the work within the IMO and build bridges with international partners to work towards global solutions, supporting the commitment of the EU shipping sector to decarbonise and the investments already made towards achieving this goal.

In line with the existing legal commitments, the Commission will revise relevant EU legislation taking into consideration global measures at IMO in order to avoid double payment.

⁽¹⁾ https://transport.ec.europa.eu/transport-modes/maritime/decarbonising-maritime-transport-fueleu-maritime_en.

⁽²⁾ https://transport.ec.europa.eu/transport-themes/clean-transport/sustainable-transport-investment-plan_en.

⁽³⁾ https://transport.ec.europa.eu/transport-modes/maritime/eu-ports-and-industrial-maritime-strategies_en.

⁽⁴⁾ IMO : International Maritime Organisation.