

(English version)

**Question for written answer E-004194/21
to the Commission
Marian-Jean Marinescu (PPE)
(14 September 2021)**

Subject: Emissions Trading System for maritime transport

Assuming that the Emissions Trading System (ETS) for maritime transport, as proposed in the Fit for 55 package, will be fully implemented:

1. What will the additional cost per kilometre for goods transported via maritime transport be in 2030, both for intercontinental and short sea shipping?
2. What will the total cost of investment needed for the application of the ETS for maritime transport be in 2030?
3. What will the ratio of new jobs to lost jobs be in 2030?

**Answer given by Executive Vice-President Timmermans on behalf of the European Commission
(29 November 2021)**

According to the impact assessment ⁽¹⁾ accompanying the Commission proposal ⁽²⁾ to amend Directive 2003/87/EC, the proposed extension of the Emission Trading System (ETS) to maritime transport will generate a social Net Present Value of EUR 101 billion over the period 2020-2050 calculated as the difference between the benefits linked to greenhouse gas emission savings against discounted abatement costs.

Additional costs per nautical mile for transported goods will depend on the specific fuel consumption, amount of cargo carried and distance travelled. Overall, it is estimated that direct total costs for regulated entities will raise by around 7% on average by 2030 compared to a baseline scenario, with a minor impact on total shipping activity. The proposed carbon pricing does not differentiate between short- and deep-sea shipping, albeit only 50% of extra-EU voyages are proposed to be covered.

The impact assessment estimates that investments in the sector will increase by EUR 1.2 billion in terms of annualised capital costs in 2030 (vs baseline). In addition, the impact assessment projects that payments due to the ETS will amount to EUR 3.7 billion in 2030, which should support mitigation measures and innovation.

In terms of jobs, a qualitative analysis of the proposed policy shows that it could lead to an increase in employment in the wider shipping sector (which supported 2 million jobs in 2018) associated with the development of abatement technologies and new sources of energy. Employment in most European ports and distribution hubs is also expected to rise along with an expected growth in trading activities. In addition, the impact assessment projects a small negative net impact in commodity sectors.

⁽¹⁾ SWD(2021) 601 final
⁽²⁾ COM(2021) 551 final