

**Question for written answer E-003427/2023
to the Commission**

Rule 138

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Subject: Impact of the EU Emissions Trading System on the maritime sector and activity in south European ports

The extension of the EU Emissions Trading System (EU ETS) to maritime transport was adopted in September 2023. It is one of the main tools for reducing greenhouse gas emissions in the maritime sector in the framework of the Green Deal and the Fit for 55 targets. However, some European harbours will face specific challenges in obtaining financial investments and in trading in general.

The European Dockworkers Council (EDC), representing 12 countries, 14 trade unions and more than 15 000 European workers took a positive view of the environmental impacts of this extension of the EU ETS but considers that some southern European ports are particularly likely to suffer negative impacts. Ports such as Sines (in Portugal), Algeciras, Barcelona and Valencia (in Spain) and Malta could see their port activity significantly reduced, mainly container transshipment activity.

Given this:

1. What input on European dockers' and port workers' activity has been taken into account in the study on the social impact of the EU ETS Directive?
2. Has the Commission considered the need to draw up a list of the non-EU ports to which the ships affected could be diverted before the extension of the EU ETS to the shipping sector is fully implemented?

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