EUROPEAN AFFAIRS REPORT

October 2026

BV M&O – Regulatory Affairs



EXECUTIVE SUMMARY

This October edition of our EU affairs report examines European regulatory and policy developments affecting the maritime sector.

Regulatory Updates

The legislative process for the ETS review continues to advance through Parliament and Council with the European Parliament's Environment Committee rapporteur submissions and Member State positions now in focus as institutions prepare for formal negotiations. The merger of FuelEU Maritime and MRV compliance frameworks was the subject of policy debates with Member State Ministers raising concerns on ETS extension to smaller vessels and derogations for ice-class ships.

The renewable fuels certification accreditation deadline has been deferred by one year to January 2028 while the implementation of the Methane Regulation may be pushed back by 1 to 3 years. Meanwhile, the inclusion of two Indian ship recycling facilities in the list of authorized facilities has been challenged.

Public Policies

The EU Arctic Strategy was released on October 20, establishing four priorities: security and resilience (icebreaker capacity, subsea-cable protection), climate action and research, sustainable prosperity and connectivity, and opportunities for Arctic communities. The European Maritime Safety Agency issued a €1 million research tender on nuclear fission propulsion technologies for long-term zero-emission shipping solutions. The EU adopted its 21st sanctions package against Russia, targeting the shipbuilding industry, submarine manufacturers, and naval repair facilities. Finally, the UK-EU ETS linkage agreement is expected to be unveiled at the November 20 summit, marking the first major negotiated carbon cooperation success post-Brexit.

Financing Mechanisms

The EU unveiled the 2026 laureates of the Innovation Fund. ECSA study identified a €20 billion funding gap in the Sustainable Maritime Alternative Propulsion (SMAP) mechanism, with industry analysis indicating €30 billion is required to create viable sustainable fuel markets. The shape and size of the future European competitiveness fund and Horizon Europe's future envelope are part of the Multiannual Financial Framework negotiations.

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I) Regulatory affairs

FuelEU Maritime and MRV Simplification: Ministers Debate ETS Review

BACKGROUND

The Fuel EU Maritime Regulation (EU) 2023/1805 is a pillar of the European "Fit for 55" strategy to decarbonize maritime transport. Fuel Eun maritime, operational since 2025, imposes progressive limits on the greenhouse gas intensity of onboard energy sources.

This measure was presented as part of a wider package to revise the **EU Emissions Trading System** (EU ETS) and broader carbon monitoring and reporting framework. The ETS is the EU's primary carbon pricing mechanism, requiring operators in covered sectors, including maritime transport since 2024, to surrender allowances for each tonne of CO2 equivalent they emit, creating a financial incentive to reduce greenhouse gas emissions.
The MRV Regulation, established in **Regulation (EU) 2015/757**, sets out the monitoring, reporting, and verification framework for greenhouse gas emissions from ships calling at EU ports, providing the verified emissions data on which shipping companies' ETS surrender obligations are calculated.
Fuel EU Maritime, established in **Regulation (EU) 2023/1805** sets binding targets for the greenhouse gas intensity of energy used on board ships, requiring companies to progressively increase their use of renewable and low-carbon fuels and to connect to shore-side power at berth, with compliance assessed through its own parallel monitoring and reporting cycle.
Merging these two instruments is part of the Commission's larger simplification objective, which recognises that while the MRV Regulation and Fuel EU Maritime relied on substantially the same underlying data, they required companies to maintain separate monitoring plans, submit separate reports, and interact with separate verification processes, creating duplicative administrative burdens without any corresponding policy benefit.

Member State Ministers held a policy debate on October 12th regarding the Commission's proposal to merge the FuelEU Maritime and Monitoring, Reporting and Verification (MRV) compliance frameworks under a revised Emissions Trading System (ETS). Key concerns centred on **extending ETS coverage to smaller ships below the 5,000 gross tonnage thresholds**: several Member States raised serious concerns about burden on small and medium-sized enterprises and questioned the proportionality of the extension, while others welcomed a derogation for small islands (if applied to both passenger and cargo ships). Some Member States remained cautious about the expansion, while others supported it. Certain delegations **sought exemptions for ice-class ships**, requesting permanent **consideration of winter navigation** and design features. Following the ordinary legislative procedure, the European Parliament's ENVI Committee will now consider the amendments tabled to the draft report, with the Council targeting the December Environment Council meeting to adopt its negotiating position; trilogues between institutions would then commence to reach a first reading agreement before publication in the Official Journal.

Renewable Fuels Certification Deferral of Accreditation Deadline

Commission Implementing Regulation (EU) 2026/2470 was published in the official journal on the 29th of October 2026. It will enter into force on 18 November 2026. **The text defers by one year the date** from which certification bodies must be accredited under the EU's renewable fuels certification system, from 1 January 2027 to 1 January 2028.

Under the framework of the renewable energy directive Implementing Regulation (EU) 2022/996 **established the rules for the accreditation of certification bodies under voluntary and national schemes**. Due to delays in the transposition of the RED Directive, the Commission's assessment of those schemes is still ongoing. The deferral of the accreditation deadline gives more time to complete this assessment.

Industrial Accelerator Act EU Parliament Report

BACKGROUND

The Industrial Accelerator Act aims to increase the share of manufacturing industry to at least 20% of the European Union's gross domestic product by 2035. Organized around three structural pillars, the act establishes union origin requirements and/or low-carbon emission requirements for public procurement and support schemes; sets conditions for foreign direct investment in strategic emerging sectors; and accelerates industrial projects through the designation of manufacturing acceleration zones.

In Parliament, the **Environment Committee adopted a compromise**, while approximately twenty Members of the European Parliament—predominantly from Germany—tabled an amendment rejecting the regulation. **The Irish Presidency aims to reach an agreement in the Council by late November**. At the same time, France and Germany have reached a sector-specific agreement on European preference in the automotive industry but disagree on whether it should be extended to other industries. Several member states and Members of the European Parliament also object to a definition they consider too restrictive.

Renewable Energy Directive transposition

BACKGROUND

The European Union's Renewable Energy Directive (RED) is a core legal framework first established in 2009 and updated via RED II (2018) and RED III (Directive (EU) 2023/2413). It sets binding targets to increase the share of renewable energy in the EU's overall consumption, targeting at least 42.5% by 2030. The regulation specifies the criteria that makes fuel sustainable.

In the French 2027 budget bill published on October 1st, the **government included a provision regarding the introduction of an incentive mechanism** to reduce the carbon intensity of fuels.
It also incorporates the transposition of the Renewable Energy Directive (RED III) through major measures aimed at stimulating the low-carbon hydrogen and sustainable fuels sector.

EU ETS revision negotiations in parliament and in the European council

Member State Ministers and European Parliament committees engaged in negotiations over the Commission's Emissions Trading System (ETS) review proposal.

During the October 12th Environment Council meeting**, a significant bloc of Member States pressed for a slower emissions reduction path and a larger Modernisation Fund**, citing competitiveness and sectoral burden concerns. In contrast, another bloc warned against weakening the system's environmental integrity. Key contentions include the Linear Reduction Factor (LRF) trajectory, international carbon credits, free allocation phase-out timelines, and conditionality mechanisms. Disagreements also extend to scope expansion (smaller ships, aviation), waste incineration inclusion, island derogations.

Notably, several EU countries are pushing to delay the ETS 2 (the carbon price on fuels and building) from 2028 to 2030, citing geopolitical instability and high energy prices.

In the European Parliament, the Environment Committee debated the proposal on October 1st, with Rapporteur Peter Liese (EPP) **proposing to delay the carbon cap to zero until the 2040s**, while the S&D, Greens, and Renew

groups tabled amendments proposing faster reductions through 2030 to accelerate industrial decarbonization. The ENVI Committee is scheduled to vote on the draft report and amendments on 1 December 2026; once approved, the text will constitute Parliament's negotiating position.

In parallel, the Irish Presidency is planning ten working party meetings at the technical level and is targeting the **December Environment Council meeting for adoption of the Council's General Approaches**. Following approval of both institutions' positions, trilogues will commence to reach a first reading agreement before publication in the Official Journal and entry into force.

Ship Recycling Implementing Decision Challenged

Commission draft Implementing decision amending Implementing Decision (EU) 2016/2323 and its annex **is still under negotiations.** Following a halted attempt to include two Indian shipyards (Shree Ram and YSI) in the EU List of approved recycling facilities, EU Member States were invited to submit questions through a written procedure. At the Ship Recycling Regulation Committee meeting on 21 September, several Member States raised questions regarding the compliance assessment of these facilities. These inquiries were likely prompted by intensive lobbying from environmental NGOs.

The Commission published detailed responses to Member State questions regarding the proposed inclusion of Shree Ram and YSI in the 16th edition of the European List under the Ship Recycling Regulation (SRR). Opponents argue that including Indian shipyards in the EU's ship-recycling list raises **several concerns:**

- **Environmental protection:** beaching may not meet EU requirements for pollution containment, impermeable surfaces and safe hazardous-waste handling, risking contamination of beaches and marine ecosystems.
- **Worker safety:** doubts over EU-equivalent protections, particularly against accidents and asbestos exposure.
- **Fair competition:** lower-cost beaching yards could undercut EU recyclers subject to stricter requirements, undermining European recycling capacity and strategic autonomy. Opponents also question proceeding before revised technical guidance is finalised.
- **Legal compliance:** questions remain over compatibility with international and EU waste-shipment rules and approval of ship-recycling plans by Indian authorities.

Next Steps:

The ENVI Committee is scheduled to vote on a tabled objection to the proposed draft implementing decision on November 4th.

Delay to EU methane rules for import compliance

October 14th: The European Commission **has proposed a targeted one-year postponement** of importer-focused provisions under the EU Methane **Regulation to mitigate compliance pressures amid volatile global energy markets** and geopolitical tensions affecting energy security. The delay applies specifically to monitoring, reporting, and verification obligations for natural gas, oil, and coal importers, as well as methane-intensity reporting requirements, allowing operators additional time to achieve full regulatory compliance in the current challenging market context.

The proposal now proceeds with the European Parliament and Council for co-legislative adoption, with the Commission pledging continued engagement with member states and industry on full implementation, including recognition of compliance solutions and penalty frameworks adopted in July 2026. This tactical flexibility reflects the

EU's balancing act between climate objectives and immediate energy security concerns in an unstable geopolitical environment.

The EU Parliament has voted to extend this delay to three years instead of one year.

Furthermore, the Commission has published the draft Implementing Regulation laying down methane emissions reporting templates for oil, gas and coal operators, with a public feedback period open until 6 November 2026

II) Sectorial policies

CBAM Extension

BACKGROUND

The CBAM (Carbon Border Adjustment Mechanism) ensures that the price of imports reflects the corresponding carbon emissions, allowing to address carbon leakage. The price of CBAM certificates is based on the ETS allowance auction price. It concerns steel, cement, aluminium, fertilizers, electricity, and hydrogen imported from non-EU countries. It is fully applicable since January 2026 1st.

The CBAM Implementation Dialogue on October 15th showed broad industry support for the mechanism, but its central message was that **implementation now matters as much as policy design**. Participants wanted the EU to maintain momentum while making compliance simpler, enforcement stronger and the system better adapted to individual sectors.

Chaired by Wopke Hoekstra, the European Commissioner for Climate, Net Zero and Clean Growth, the meeting reviewed early experience of CBAM's definitive regime, which began in 2026, and preparedness for important obligations in 2027.

According to the meeting text, participants included steel, aluminium, cement and fertiliser producers; downstream manufacturers and energy users; verification bodies; and NGOs. Organisations represented included Eurofer, European Aluminium, Fertilizers Europe, BMW, Bureau Veritas, Vicat, Yara, Bellona and Sandbag.

- **Industry supports CBAM's direction.** Participants viewed it as a credible tool to reduce emissions, protect European decarbonisation investments and encourage cleaner production outside the EU.
- It is already influencing business decisions. Companies reported changes in sourcing, investment planning and supply-chain carbon-data collection. Industry called for continued momentum, including extension to downstream products, to protect existing investments and encourage new ones.
- **Operational weaknesses need attention.** Priorities included expanding verification capacity, simplifying emissions-verification, harmonising customs enforcement and preventing circumvention.
- Compliance systems need to work better together. **Businesses requested better interoperability between the CBAM registry and company IT systems**, alongside sector-specific solutions, particularly for aluminium, fertilisers and downstream value chains.

Hoekstra emphasised further sector-specific consultations, closer examination of cooperation with customs and enforcement agencies, and a more agile channel for industry to communicate implementation problems to the Commission.

A first trilogue negotiation on the proposal to extend the scope of CBAM was held on October 20. Rapporteur Mohammed Chahim (S&D) is expected to provide and update on this first round of negotiations during an ENVI

Committee to be held on November 4th. A second set of trilogue negotiations is expected to be held at the end of November with a provisional agreement to be reached in December.

UK and EU Brexit agreement to link ETS

The UK and EU have successfully negotiated an agreement to link their carbon emissions trading systems (ETS) after negotiations that began last year. Final details are currently being finalized, ahead of its official public unveiling at a planned UK-EU summit.
The **UK-EU summit is tentatively scheduled for November 20th**, though the date has not yet been formally announced by either government. The summit is designed to serve both as a deadline for completing current negotiations and as a potential springboard for even closer UK-EU relations going forward.

The agreement:

- Links UK and EU emissions trading markets to create a unified carbon pricing system
- **First of three major negotiated topics to conclude successfully** after last year's UK-EU summit commitment
- British companies and exporters will be **exempt from the EU's new CBAM** (Carbon Border Adjustment Mechanism)
- The UK is **introducing its own CBAM January 1st, 2027,** which would similarly hit EU firms without the new agreement
- Linking the two emissions trading markets is also expected to provide more liquidity for carbon markets, improving efficiency

The UK ETS entered into force in July 2026 for domestic shipping voyages. While both systems are closely aligned—employing the same methodology and default factors, **significant divergences persist** that may require further consideration.

Key differences include:

- **Scope:** The UK ETS covers domestic voyages, while the EU ETS covers international voyages;
- **MRV Framework:** The UK is scrapping its separate MRV system, with verifiers operating under more restricted roles compared to the EU ETS model;
- **Accounting Mechanisms:** The UK ETS enables a degree of book-and-claim accounting, a flexibility not present in the EU system.

These structural differences, despite the systems' broad alignment on methodology, may necessitate additional technical and regulatory considerations to ensure seamless linkage.

A call for evidence on supply chain diversification challenges for EU businesses

The European Commission launched a 4-week public consultation to **gather input on supply chain diversification challenges to restrain access to the EU market** when its interests are threatened. Brussels is thinking about new instruments against the backdrop of trade imbalances with China.

The consultation is focusing on:

- supply chain risks and vulnerabilities;

- barriers to faster, systemic diversification;

- existing and new tools needed to support diversification.

The **Commission will now develop a "diversification package"** to accelerate supply chain resilience by counting on stakeholder engagement with industry representatives.

The EU wants to reduce reliance on limited suppliers for critical materials and services. They're asking businesses and stakeholders what obstacles they face and what support they need to spread their supply sources more widely — and they plan to announce new policies to help make this happen.

EU adopts a new sanctions package against Russia

BACKGROUND

On June 9th, President Ursula von der Leyen, announced a proposed 21st sanctions package against Russia, targeting key sectors such as energy, finance, trade, and, for the first time, fisheries. The measures aim to maintain pressure on Russia's war economy by tightening the oil price cap, expanding sanctions on the shadow fleet (including support vessels and related infrastructure such as ports), restricting LNG tanker sales, and extending financial and crypto-related bans.

The EU adopted a **major sanctions-listing package against Russia**. The package targets key parts of Russia's shipbuilding industry, including submarine manufacturers, naval repair facilities and yards involved in commercial vessel construction. The measures were published in the Official Journal and entered into force on **October 12th.** Those aim to target the country's military-industrial complex since several major yards serve both military and commercial markets. The shipbuilding measure are part of a larger sanction's expansion focused on Russia's weapons production capacity.

Notice for nuclear technologies on ships

On October 1st, the European Maritime Safety Agency has issued an open tender for a four-year marine research study (€1 million) to **assess ship design and safety frameworks for nuclear fission propulsion technologies,** supporting the International Maritime Organization's ongoing regulatory overhaul for nuclear-powered vessels. The study seeks to evaluate the feasibility of zero-emission, long-endurance power systems for large-scale commercial shipping, with procurement open to qualified research providers across the European Economic Area. Tender submissions are due 7 December 2026, with evaluation weighted 70% on quality and 30% on price. This initiative reflects the **EU's broader decarbonisation agenda for maritime transport** and signals regulatory preparation for potential nuclear propulsion as a long-term zero-carbon alternative to conventional fuels—a technology pathway that complements ongoing discussions around alternative fuels support mechanisms (SMAP) and ETS revenue allocation for shipping's energy transition.

Arctic Strategy

The EU Arctic Strategy was released on October 20th.

This strategy responds to major changes since the EU's 2021 Arctic policy:

- **Accelerating warming**: the Arctic is warming nearly four times faster than the global average, threatening ecosystems and livelihoods, with consequences for Europe's climate;
- **Growing geopolitical competition:** newly accessible shipping routes and resources are increasing strategic tensions and military activity;
- **Direct European interests**: developments in the Arctic affect Europe's northern borders, critical infrastructure, supply chains and citizens living in the region.

The release sets out four priorities

1. **Security and resilience:** expand European icebreaker capacity, strengthen Arctic-ready civilian and military capabilities, and protect maritime borders and subsea infrastructure. A new Maritime Security Hub would begin with an Arctic Cable Hub for monitoring, protecting and helping repair submarine cables, later extending to shadow-fleet tracking, illegal fishing, pollution and search-and-rescue coordination.
2. **Climate action and research:** strengthen observation, research and data sharing, including through OceanEye, and establish an EU Polar Research Hub to better connect science with policymaking. OceanEye supports maritime safety, climate predictions and coastal resilience through improved ocean data.
3. **Sustainable prosperity and connectivity:** support renewable energy, sustainable minerals and marine industries; upgrade ports and transport corridors for civilian and military use; accelerate Rail Nordica; and develop the Pan-Arctic Cable linking Greenland to Europe and IRIS² satellite connectivity. The strategy maintains the EU's position that Arctic oil, coal and gas should remain in the ground—a commitment already present in the 2021 policy.
4. **Opportunities for Arctic communities:** improve education, employment and skills, expand Erasmus+ opportunities, involve Indigenous Peoples and young people in decisions, and strengthen local cooperation and resilience against disinformation.

This means greater emphasis on icebreakers, ports, secure shipping routes, subsea-cable protection and maritime surveillance—not simply opening the Arctic to more commercial activity.

EU Position at MSC 112

On the 23rd of October the Commission presented a proposal for a Council Decision on the position to be taken on behalf of the EU at the 112th session of the International Maritime Organization's Maritime Safety Committee scheduled for 14 to 18 December 2026, the **proposal calls on Member States to jointly support the adoption** of the following:

- amendments to SOLAS regulation V/19-1, approved at the 111th session, introducing a free-of-charge policy for the standard six-hourly LRIT position reports provided to entitled coastal States. These amendments may affect Directive 2002/59/EC on vessel traffic monitoring, which provides for the European LRIT Data Centre
- revised resolution MSC.471(101)/Rev.1 on EPIRBs operating on 406 MHz introduces two-way communication as an optional functionality, through the Galileo return link service. The resolution may affect Regulation (EU) 2021/696 on the Union Space Programme, Directive 2014/90/EU on marine equipment and Implementing Regulation (EU) 2026/1434.
- new resolution on R-Mode receiver equipment sets performance standards for a positioning, navigation and timing system that can serve as a backup to satellite navigation. The resolution may affect Directive 2014/90/EU and Implementing Regulation (EU) 2026/1434.

III) Financing instruments

Innovation Fund laureates

The maritime-sector laureates are concentrated in northern Europe, with **Denmark** leading by number of projects. Among the six maritime winning projects: two medium-scale, two small-scale and two pilot projects. Counting the countries in the "Location" column, Denmark hosts two projects; Germany, Italy and the Netherlands each host one; and one project spans Finland and Sweden.

The selection of this year winners concentrates on vessels and their supporting infrastructure, rather than stand-alone marine-fuel production:

- Charge at sea
- Battery electrification
- Ammonia propulsion and supply
- Decarbonize/upgrading existing ships

The result of the maritime call shows a **strong emphasis on cutting emissions from the fleet already in service.**

No France-located project won within the formal maritime category. However, France's L'Ardoise project, coordinated by MGH Energy and classified under "Refineries," **plans to produce 40,000 tonnes of e-methanol** annually for the maritime sector, alongside 70,000 tonnes of e-kerosene for aviation. France therefore appears through marine-fuel production rather than a winning vessel or maritime-infrastructure project

ECSA study proposes tripling the SMAP credit reserve

BACKGROUND

SMAP (Sustainable Maritime Propulsion System) is a new support mechanism proposed under the ETS review to help shipping companies adopt sustainable fuels and zero-emission propulsion technologies.
Ships may apply for allowances based on the volume of sustainable maritime fuel used and the verified emissions reductions from zero-emission propulsion in the previous year if they conform to specific conditions.

Shipping is **one of the EU's hardest sectors to decarbonize but receives no free carbon allowances under the EU ETS,** unlike steel, cement, and aviation. Shipping pays ~€9 billion annually in carbon costs (90 million allowances at €100/allowance) despite accounting for only ~10% of EU ETS emissions.

On October 15th ECSA published a study that determined that **SMAP could effectively bridge the cost gap between sustainable and conventional fuels**, encouraging investment in green maritime technologies and fuels.

However, its success depends on broad technology eligibility and predictable funding. ECSA's estimates that 330 million allowances (2028–2040) are needed to send a credible market signal whereas the Commission's proposal only plans for 110 million allowances. . Without adequate scale, SMAP cannot meaningfully address shipping's decarbonisation challenge.

The Study finds the SMAP could reduce shipping's annual greenhouse-gas emissions by 1.7–9 million tonnes CO_2 by 2035, accelerating decarbonisation and supporting FuelEU Maritime goals.

Horizon Europe: waterborne transport pipeline

October 8th: The Horizon Europe call on competitiveness and resilience of multimodal freight transport and logistics closed, with a budget of **€20 million**.

December 15th: The next relevant ZEWT call is scheduled to open, including a €14 million topic on mitigating the environmental impact of waterborne transport in marine and aquatic ecosystems.

A separate €6.5 million ZEWT Innovation Action will target onboard renewable energy and energy-saving measures to reduce ship fuel consumption by at least 55%.

Sustainable finance disclosure regulation

EU member states met to discuss negotiating flexibility on sustainable finance rules ahead of inter-institutional talks on October 22nd. The **main political sticking point concerns whether fossil fuel companies should be allowed in a new "transition" category for firms switching to cleaner business models**. The Commission proposed excluding them entirely, but member states agreed in June to permit oil and gas companies if they dedicate one-fifth of capital expenditure to green investments. Ireland's presidency is now gauging whether countries will align with Parliament's position on this issue.

The overhaul of the Sustainable Finance Disclosure Regulation follows **greenwashing concerns and complaints from fund managers about complexity and costs.** Key political topics include fossil fuel exclusions, mandatory emissions reporting, and Taxonomy-aligned disclosures. Meanwhile, the EU's finance watchdog ESMA has published guidance on sustainability claims in funds and bonds, examining both positive impact and climate transition claims.

Do no significant harm

On October 5th, European Parliament co-rapporteurs Niclas Herbst (EPP) and Jean-Marc Germain (S&D) presented a draft report on the performance regulation for the next European budget. Their compromise maintains the principle of environmental non-harm ("do no significant harm," DNSH), which excludes from European funding any activities that cause significant environmental damage. The Commission would be tasked with specifying which activities fall under this principle through delegated acts. The draft is scheduled for vote planned on November 30th.

Ongoing negotiation on the MFF and European Competitiveness fund

The European Council meeting on October 15–16th marked a critical stage in negotiations on the 2028–2034 EU budget. Once finalized, **this budget will determine funding allocations for the European Competitiveness Fund and Horizon Europe.**

Leaders discussed the Irish Presidency's updated €1.8 trillion negotiating proposal and called for an agreement by the end of 2026. This timeline would allow necessary legislation to be adopted in 2027 and ensure uninterrupted EU funding from January 2028. The Presidency's proposal includes reductions to the European Competitiveness Fund.

On October 21st, the European Parliament reached a provisional agreement to increase the European Competitiveness Fund budget to €264.35 billion (while the Commission original proposal called for €234 billion) while introducing a European preference criterion.

Ahead of COP 17, France called for the next EU budget to include dedicated ringfenced funding for biodiversity, backed by the Netherlands, Italy, Spain, and Luxembourg. France estimates an additional €1.5 billion annually is needed to implement its national restoration plan. The Commission's current proposal includes 35% climate and environmental targets but lacks a dedicated nature fund, unlike the current budget framework.

Next Steps:

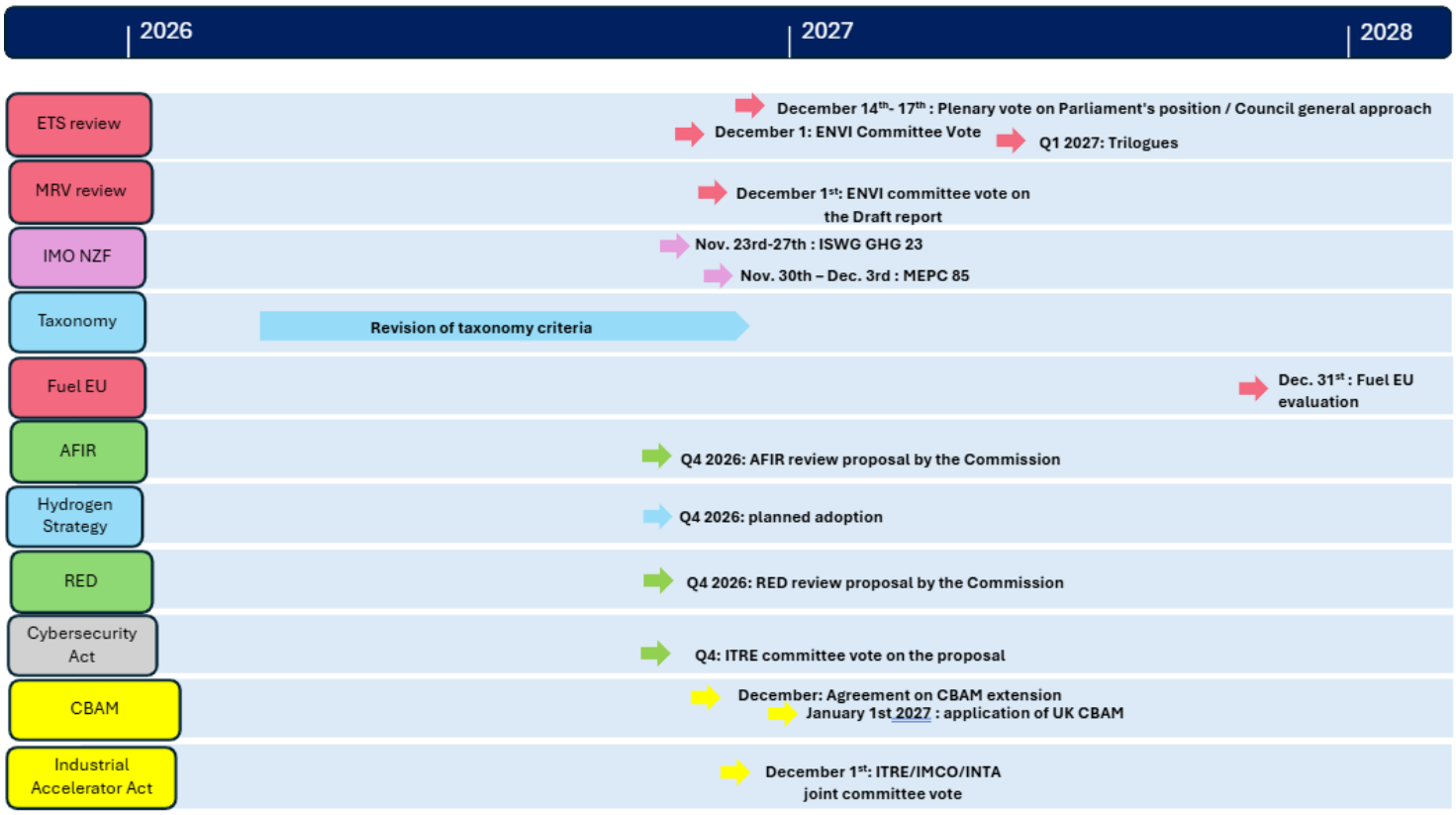
EU state leaders will reconvene at **a special European Council summit on November 25-26th** to negotiate the Commission's proposal for the 2028-2034 Multiannual Financial Framework (MFF). The additional meeting, announced by European Council President António Costa during the October summit, aims to accelerate negotiations and secure agreement by end-2026.

The MFF is adopted through a special legislative procedure requiring unanimous Council approval and absolute majority consent from the European Parliament.

In a parrel the ITRE Committee is scheduled to vote on Parliament's proposal for the European Competitiveness Fund on November 10th.

Calendars

Date	Subject	Content
November 4th	TRAN committee meeting	Presentation of a study on the EU Ports Strategy
Closing on November 9th	Call for evidence: Emissions reporting – implementing act on templates for reporting methane emissions in the energy sector	
Closing on November 3rd	Feedback period on the ETS and the market stability reserve	EU emissions trading system for maritime, aviation and stationary installations, and market stability reserve – review
Closing on November 23rd	Public consultation: hydrogen strategy	This initiative proposes a new EU hydrogen strategy to reflect market and geopolitical developments.
November 26-27th	Special EU Council summit	Negotiate the Commission's proposal for a 2028-2034 MFF
November 30th	Vote on the draft report on the performance regulation for the next European budget	



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