

**Question for written answer E-003465/2026
to the Commission**
Rule 144
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Subject: Maintenance of Russian LNG tankers in Denmark despite EU sanctions and Russia's ongoing aggression against Ukraine

Despite Russia's ongoing aggression against Ukraine, European services and infrastructure continue to play a significant role in facilitating Russian fossil fuel exports. The Danish Fayard shipyard continues to carry out maintenance on specialised Arc7 tankers that transport LNG from Russia's Yamal project. According to the Urgewald organisation, the Boris Davydov tanker is currently charting a course to the shipyard. Since its last maintenance at Fayard in 2023, the tanker has transported 50 cargoes of Russian LNG with an estimated value of EUR 1.91 billion.

According to available information, Fayard is the last shipyard in the EU still servicing these specialised tankers. Their operation is, however, crucial for maintaining Russian LNG exports from the Arctic and the providing revenue that Russia can use to finance its aggression against Ukraine.

1. How does the Commission explain that companies in Member States may continue to provide maintenance and other key services to vessels that enable Russia to continue exporting and deriving substantial revenue from LNG?
2. Does the Commission consider it acceptable for European companies to service these vessels until new restrictions come into force, and thus to effectively extend their ability to transport Russian LNG in the coming years?
3. Does the Commission intend to propose the immediate closure of the remaining loopholes in the sanctions regime so that EU companies cannot provide servicing, repairs, insurance or other maritime services to vessels involved in the export of Russian oil and LNG?

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