

EN
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Answer given by Ms Albuquerque
on behalf of the European Commission
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In its 11th and 12th sanctions packages¹, the EU has adopted measures to address the circumvention risks posed by the shadow fleet, such as the monitoring of tanker sales to third countries. In June 2024, in the 14th sanctions package, the EU introduced a port access ban and maritime services ban targeting specific vessels that contributed to Russia's war against Ukraine, with 27 vessels listed so far. These measures increase the cost for Russia to use such vessels and also deter the vessels' presence near Member States' coastlines. Some vessels have changed names, flags, and ownership to hide their identities, but the EU continues to track them, noting that only a few have successfully reloaded oil.

The EU is continuously analysing data and stands ready to take further action, with any additional listings requiring unanimous Council agreement. The Commission is also engaging with third countries to address circumvention risks, including through the EU Sanctions Envoy.

On 24 September 2024, during the fourth Sanctions Coordinators Forum, discussions focused on strengthening enforcement of the oil price cap and targeting the shadow fleet². The EU remains committed to working with the G7+ Oil Price Cap Coalition to prevent circumvention, including through enhanced enforcement, joint outreach and additional sanctions.

In parallel, the Commission, together with the European Maritime Safety Agency, cooperates with Member States to address the maritime safety and environmental risks posed by the shadow fleet.

¹ https://finance.ec.europa.eu/eu-and-world/sanctions-restrictive-measures/sanctions-adopted-following-russias-military-aggression-against-ukraine_en

² https://finance.ec.europa.eu/news/statement-fourth-sanctions-coordinators-forum-2024-09-24_en