

(English version)

Question for written answer E-003811/25
to the Commission
Sérgio Gonçalves (S&D)
(1 October 2025)

Subject: Protecting EU maritime waters

On 24 September 2025, Parliament's Committee on Transport and Tourism held a workshop on 'Transport security challenges in the Baltic Sea region, in particular GPS jamming and shadow fleet floating'. The event examined sanctions evasion by shadow fleet tankers, GPS jamming and broader hybrid threats impacting maritime safety and security.

While the workshop focused on the Baltic Sea region, there are also significant maritime security threats in the Atlantic. For example, there have been various reports of Russian vessels entering Portuguese maritime waters. In the light of this:

1. What verified information does the Commission have regarding GPS jamming incidents and the operations of shadow fleet vessels in the Atlantic waters of the EU?
2. What concrete measures is the Commission implementing — together with Member States and EU agencies — to detect, deter and respond to these threats in the Atlantic?
3. What role is the European Maritime Safety Agency playing in this matter, and are its current human, technical and budgetary resources adequate?

Submitted: 1.10.2025

Answer given by Mr Tzitzikostas on behalf of the European Commission
(1 December 2025)

In June 2024, the Commission established ⁽¹⁾ an expert group on Automated Identification System (AIS) spoofing and other types of interferences, consisting of Member State maritime experts and hosted by the European Maritime Safety Agency (EMSA).

The work is Europe wide and not limited to any sea basin as such interference may occur anywhere. Due to their geographical location more such occurrences have been reported in the Baltic- and Black Seas. For a test period over five months there were 233 recorded cases for all EU sea basins, including the Atlantic.

The maritime experts' group has been cooperating with the Commission Task Force on Global Navigation Satellite System (GNSS) Radio Frequency Interference (RFI), especially as regards the EU GNSS RFI Monitoring Services to identify GNSS interferences that also impact AIS as well as affected areas and suspected location of the potential jammers.

A first important outcome is a reporting protocol — Incident Reporting — for such detected interferences based on the operational Union Maritime Information and Exchange System, to make mariners serving on board any ship aware and allow them to take navigational precautions.

The expert group is continuing its work, exploring techniques for detecting and preventing spoofing and jamming, as well as raising awareness of these issues and occurrences at the International Maritime Organisation. In addition, the European Defence Fund supports Commission projects, including maritime surveillance systems ⁽²⁾, covering also the Atlantic.

The EMSA mandate ⁽³⁾ has been agreed on 20 May 2025 as part of reinforcing resources to meet such new challenges and needs including the setting up of a 24/7 maritime awareness centre to provide continuous support to Member States.

⁽¹⁾ Under the Vessel traffic Monitoring and Information System Directive (2002/59/EC).

⁽²⁾ e.g. PADIC, NEMOS.

⁽³⁾ Regulation (EC) No 1406/2002, revised Regulation about to be adopted in November 2025.