

Question for written answer E-002971/2024

to the Commission

Rule 144

Sebastian Tynkkynen (ECR), Petras Auštrevičius (Renew), Kosma Złotowski (ECR), Merja Kyllönen (The Left), Kristoffer Storm (ECR), Rihards Kols (ECR), Charlie Weimers (ECR), Michał Dworczyk (ECR), Dick Erixon (ECR), Beatrice Timgren (ECR), Ondřej Krutílek (ECR), Inese Vaidere (PPE), Dominik Tarczyński (ECR), Veronika Vrecionová (ECR), Radan Kanev (PPE), Aurelijus Veryga (ECR), Urmas Paet (Renew), Pekka Toveri (PPE)

Subject: The environmental hazard posed to the Baltic Sea by Russia's shadow fleet

Over a thousand days after Russia started its brutal invasion of Ukraine, Russia continues to operate a shadow fleet that provides its war machine with a constant flow of cash.

These ships not only benefit Russia economically but also pose a significant risk to the waters they navigate in.

A third of Russia's seaborne crude oil exports pass through the Danish straits that give access to the Baltic Sea and ports in Denmark, Sweden, Germany, Poland, Lithuania, Latvia, Estonia and Finland, all of which are Member States of the EU.

These exports are often carried by outdated and uninsured tankers, which are far more likely to cause spills than their modern counterparts.

The Baltic Sea has an average depth of 52 meters. In comparison, the Gulf of Mexico, where the *Deepwater Horizon* oil spill took place, has an average depth of 1 615 meters. Thus, any potential environmental hazard in the Baltic Sea would unquestionably lead to a major disaster.

In accordance with the United Nations Convention of the Law of the Sea, what measures will the Commission take to prevent de facto Russian ships from navigating the Danish straits and thus posing an enormous environmental hazard to the Baltic Sea and several Member States?

Submitted: 16.12.2024