

**Priority question for written answer P-001481/2023
to the Commission**
Rule 138
Pernille Weiss (PPE)

Subject: Clarification of rules for pilot services under Council Regulation (EU) No 833/2014

Member State businesses are prohibited from aiding the export of Russian oil if the price Russia receives for that oil is higher than the price cap set by the EU¹. Despite this, a Danish state-owned company has had a pilot on board at least 30 ships carrying Russian oil and has provided them with fuel and other supplies. The Danish authorities say that they are obligated to offer pilot services to ships carrying Russian oil and allow them entrance into EU territorial waters regardless of the sanctions on Russian oil. They explain that this is because of an exception laid down in Article 3n(8) of Council Regulation (EU) No 833/2014, which states that '[the] prohibition in paragraph 1 shall not apply to the provision of pilot services necessary for reasons of maritime safety'².

In the light of this:

1. How does the Commission define 'reasons of maritime safety'?
2. Should the definition be understood broadly (pilot service companies can assist any ships wishing to enter Danish waters) or narrowly (as an exception applying in special circumstances, i.e. pilot service companies may only assist ships in Danish waters if not doing so would pose a maritime safety risk)?
3. More generally, are ships carrying Russian oil or other sanctioned goods allowed to enter EU territorial waters?

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¹ TV2, *Statsejet selskab har hjulpet russisk olieeksport på trods af sanktioner*, 2023, <https://nyheder.tv2.dk/samfund/2023-04-24-statsejet-selskab-har-hjulpet-russisk-olieeksport-paa-trods-af-sanktioner>.

² Council Regulation (EU) 2022/1904 amending Regulation (EU) No 833/2014 concerning restrictive measures in view of Russia's actions destabilising the situation in Ukraine, OJ L 259I, 6.10.2022, p. 3.