

TARGETED VESSELS

RELATED PROVISION: ARTICLE 3s OF COUNCIL REGULATION 833/2014 FREQUENTLY ASKED QUESTIONS – AS OF 22 MAY 2026

1. Can a vessel targeted in Annex XLII laden with dangerous or polluting goods at the date of targeting, such as oil, receive port access and services to unload its cargo?

Last update: 30 June 2025

For reasons of maritime safety or for the urgent prevention or mitigation of an event likely to have a serious and significant impact on human health and safety or the environment, where a vessel targeted in Annex XLII is laden with dangerous or polluting goods, such as oil or liquified natural gas (LNG), subject to the competent authorities' assessment the vessel may exceptionally benefit from the exemption in Article 3s paragraph 3 to receive port access and services for a unique emergency port call for the offloading of the dangerous or polluting goods on board at the date of the targeting of the vessel within a reasonable time, and in any case not later than 30 days from the date of targeting.

Per Article 13 of Council Regulation (EU) 833/2014, the Regulation applies throughout the territory of the Union, to any vessel under the jurisdiction of a Member State and to any legal person, entity or body which is incorporated or constituted under the law of a Member State. The competent authority of the EU operator involved in such operations should be contacted for support.

Exceptionally, a 60-day winddown period is justified to ensure a safe and orderly transition where objective factors, such as voyage timelines or the necessary replacement of critical EU services such as classification, insurance, emergency maintenance, crew and related payments with equivalent alternatives, do not allow for an earlier offloading of the dangerous or polluting goods and serious risks persist that could endanger human life, marine environments, and coastal infrastructure.

2. Does the EU sanction regime prevent a ship recycler to accept and recycle a designated vessel?

Last update: 22 May 2026

EU sanctions apply where there is an EU nexus for the ship recycling operation. There is a general interest to have designated vessels taken off the market and that these vessels are not abandoned but recycled. Article 3s(3a) of Reg.833/2014 thus introduces a derogation mechanism whereby the national competent authority can authorise to deal with a designated vessel for recycling purposes. Such authorisation ensures that recycling can take place and, when doing so, in a safe and environmentally sound manner.

- a) Ship recyclers located in the EU and included in the EU list of ship recycling facilities can be allowed under the derogation to accept and purchase EU designated vessels for recycling purposes in a safe and environmentally sound manner, in accordance with the standards established by the EU Ship Recycling Regulation (Regulation (EU) No 1257/2013). The authorisation must be obtained prior to the start of recycling operations.
- b) Where the ship recycler operates outside the EU but an authorisation is anyway required because of an EU nexus (e.g. payments processed via EU banks), it is recommended that the licensing process checks that the relevant ship recyclers hold a valid authorisation for ship recycling (DASR) under the Hong Kong Convention.
- c) Where the ship recycler operates outside the EU and the recycling operation does not have any EU nexus, it is not necessary to apply for an authorisation.