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COURSE BROCHURE

Maritime Sanctions Due Diligence for Vessels and Cargo Training Course

31 January – 4 February 2027
Sharm El-Sheikh

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Registered in the United Kingdom and Saudi Arabia

Maritime Sanctions Due Diligence for Vessels and Cargo Training Course

Ref: 1111_41835 **Date:** 31 January – 4 February 2027 **Location:** Sharm El-Sheikh **Fees:** 5500 GBP

Maritime Sanctions Due Diligence for Vessels and Cargo is a 1-week training course for shipping compliance officers, chartering staff and trade finance analysts, and it produces a vessel and cargo sanctions checklist that sets out who screens what before fixture, loading and payment. Evasion tactics are growing more sophisticated, and banks, insurers and charterers now expect evidence of checks on every voyage. Jupiter Prime Training offers this course on maritime sanctions due diligence.

Why Maritime Sanctions Due Diligence Matters Now

Three groups are raising the bar for sanctions checks in shipping. Sanctions authorities increasingly name vessels, managers and flags, not only companies, so a clean counterparty can still arrive on a listed ship. Banks financing cargo and insurers covering voyages ask for documented vessel histories before they act. Charterers and terminal operators, meanwhile, face reputational damage when a cargo turns out to have passed through a concealed ship-to-ship transfer. A firm with a clear due diligence routine keeps trading and financing; one without it risks frozen payments, cancelled cover and enforcement action. The course rests on publicly issued maritime sanctions advisories and on standard sanctions clauses used in charter parties and bills of lading.

Who Gains Most from Maritime Sanctions Due Diligence

- Those who screen counterparties, owners and managers before a fixture
- Those who review vessel tracking and voyage history for warning signs
- Those who check letters of credit, bills of lading and cargo origin for trade finance
- Those who draft or negotiate sanctions clauses in charter parties
- Those who decide when to escalate, suspend or exit a voyage

A ship operator, commodity trader or trade bank gains most when its compliance, chartering and operations staff attend together.

Maritime Sanctions Due Diligence Capabilities

Participants learn to read a voyage the way an enforcement analyst would, then record the result.

- Assess ownership chains of vessels, managers and charterers for listed parties — compliance officer
- Test voyage tracking records for AIS gaps, spoofing and loitering — operations desk
- Weigh ship-to-ship transfer patterns and cargo origin claims — trader and terminal
- Specify sanctions clauses and warranties in charter parties — chartering and legal teams
- Apply documentary checks to letters of credit and bills of lading — trade finance analyst
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Communicate escalation decisions with a clear audit trail — senior management and banks

Key Maritime Sanctions Due Diligence Terms

- Automatic Identification System AIS — a transponder broadcast showing a ship's identity, position and course to other ships and shore stations.
- AIS gap — a period when a ship's transponder stops broadcasting, which may hide port calls or transfers.
- Ship-to-ship transfer — moving cargo between two vessels at sea or at anchor rather than in port.
- Beneficial owner — the person or entity that ultimately owns or controls a vessel behind registered companies.
- Flag hopping — repeated changes of a ship's flag registry, often used to escape scrutiny.
- Sanctions clause — a contract term letting a party refuse or suspend performance that would breach applicable sanctions.

Maritime Sanctions Due Diligence Day by Day

Day 1: Sanctions Exposure Across a Voyage

- Sanctions Types and Designations — Asset Freezes, Sectoral and Vessel Listings
- Voyage Risk Points — Fixture, Loading, Transit, Discharge and Payment
- Ownership and Control Tests — Tracing Beneficial Owners Behind Vessels
- Risk-Based Screening Policy — Matching Depth of Checks to Exposure
- Published Maritime Advisories — Typical Evasion Patterns at Sea

Day 2: Vessel and Voyage Screening

- IMO Number and Ship History Checks — Name, Flag and Manager Changes
- AIS Track Review — Gaps, Spoofing and Unexplained Loitering
- Ship-to-Ship Transfer Red Flags — Location, Timing and Partner Vessels
- Port Call and Draught Analysis — Cargo Loaded Off the Record
- Vessel Age, Class and Insurance Status — Signals of Shadow Trading

Day 3: Cargo, Counterparties and Documents

- Cargo Origin and Certificates — Testing Declared Load Ports
- Counterparty Screening and Name Matching — False Positives and True Hits
- Bills of Lading and Switch Bills — Documentary Warning Signs
- Letters of Credit and Trade Finance Checks — Bank Expectations
- Pricing and Route Anomalies — Discounts That Signal Evasion

Day 4: Contracts, Escalation and Records

- Charter Party Sanctions Clauses — Rights to Refuse Orders
- Owner and Charterer Warranties — Allocating Sanctions Risk
- Escalation and Stop Decisions — Suspending or Exiting a Voyage
- Voluntary Disclosure and Regulator Contact — Handling a Breach
- Due Diligence Records and Audit Trail — Evidence for Banks and Insurers

Day 5: Practising the Vessel and Cargo Sanctions Checklist

- Tanker Voyage Case — Applying Day 2 Vessel Screening
- Dry Bulk Cargo Case — Applying Day 3 Document Checks
- Clause Negotiation Role Play — Applying Day 4 Contract Terms
- Escalation Memo Drafting — Recording the Decision and Rationale
- Vessel and Cargo Sanctions Checklist — Roles, Triggers and Evidence

Applying Maritime Sanctions Due Diligence After the Course

- Re-screen the vessels on current fixtures for AIS gaps, ownership changes and ship-to-ship activity and log the outcome.
- Review the sanctions clause in the standard charter party and propose wording that matches current trading lanes.

Maritime Sanctions Due Diligence Questions FAQ

What is maritime sanctions due diligence and why does it matter now?

It is the set of checks a shipping or trading firm runs on vessels, cargo and counterparties to avoid breaching sanctions. Authorities now target ships directly, so voyage-level evidence has become essential.

Which roles gain most from maritime sanctions due diligence training?

Shipping compliance officers, chartering staff, operations desks and trade finance analysts at operators, traders and banks gain most.

How does maritime sanctions due diligence differ from a general export controls course?

It focuses on ships and voyages: vessel tracking, ship-to-ship transfers, flags and charter party clauses. A general export controls course covers licensing and classification of goods across all transport modes.

What do you bring back from maritime sanctions due diligence training?

You bring back a sanctions checklist for vessels and cargo, worked case files and clause wording ready for your next fixture.

Maritime Sanctions Due Diligence: The Way Forward

The vessel and cargo sanctions checklist names who checks what at fixture, loading and payment. Its first use is deciding whether a proposed vessel clears screening, and it serves compliance, chartering and trade finance staff. After the first quarter, revisit which red flags produced false alarms and which new evasion patterns the advisories describe.