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# Panama takes action against sanctioned ships



Sam Chambers

• December 2, 2024

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1,732

1 minute read



Will Rose / Greenpeace

The Panama Maritime Authority (PMA) has initiated the expedited cancellation of six Panamanian-flagged vessels recently added to the UK's sanctions list.

The UK has sanctioned more Russian-linked shadow ships than any country, its latest package being announced a week ago. The London-headquartered Barbados Maritime Ship Registry remains the flag with the highest number of UK-sanctioned ships on its books, accounting for more than 40% of the 73 tankers targeted by the UK since Keir Starmer became British prime minister in early July.

"The state has a fundamental responsibility to protect the integrity of the Panamanian ship registry, ensuring it remains free from international sanctions and unlinked to vessels associated with such listings," said Ramón Franco, director-general of merchant marine in Panama.

Data from Kpler shows that in November, the flags of Gabon, Liberia, and Cook Islands removed the most grey and sanctioned ships from

their registries.

**#Panama**

**#Russia**

**#United Kingdom**

## Comments

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### Anastassios Copitsas

December 2, 2024 at 7:00 pm

To stop the hide-and-seek game of sanctioned vessels is it time to SANCTION THE REGISTRIES that keep them operating? It is at least a mock-up for the UK to issue the most shipping sanctions against the "shadow fleet" while keeping the " Barbados Registry" headquartered in the State?... Is it time for the IMO to revoke the membership of those States that keep under their Registry the sanctioned vessels, and for all IMO member states to forbid their port entry?... IACS members to rescind/refuse their Classification status and P&I Clubs / H&M Insurance to cancel their cover???

Otherwise, the Shipping Order and the Ruling will remain a goat-stag that paints a grotesque caricature of Shipping PIRACY in the face of all IMO Member States...



## Barnacle Bill

December 4, 2024 at 10:01 am

Unfortunately, IMO cannot revoke membership, many flag states have not paid their fees and IMO is powerless to do anything as they cannot kick anyone out, they did try to get rid of Greenpeace a few years ago for deliberate ramming of whalers but could not. None of these shadow vessels are classed by IACS members so IACS has no involvement, probably find they are either not insured or insured by a unknown club/company in a remote location.

With the nature of shipping it is difficult to stop but possible to restrict.



## Anastassios Copitsas

December 4, 2024 at 3:11 pm

The new practices of SANCTIONED SHIPS AND SUBSTANDARD SHIPOWNERS that exploit the regulatory gaps and the role of flag registries, with the aim to use Shipping as a PIRACY Advantage for them, need to end.

Countries support an intercessional working group to define the due diligence required to use the IMO unique company and registered owner identification number scheme to eliminate those who abuse shipping from the world trade.

IMO must assume responsibility for the 1986 UN Convention on Conditions for Registration of Ships, which had not yet entered into force. This Convention established international standards for registering vessels in a national registry, including reference to the genuine link between ownership, management, registration, ACCOUNTABILITY, and the ROLE OF THE FLAG STATES.

The UN General Assembly can demand the IMO assembly to go forward with the legal committee of the member states to put things in order to eliminate the REGISTERED PIRACY...



## Anastassios Copitsas

December 4, 2024 at 3:13 pm

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