

## President Cortizo announces vaccinations against Covid-19 for seafarers of all nationalities and vessels' registrations

Panama is committed to work for the seafarers' best interest and the Panama Maritime Authority (AMP) and the Ministry of Health (MINSa) provide humanitarian aid with easy access to the vaccine against the COVID-19, for Panamanian seafarers and of any nationality, who are on board Panama-flagged vessels and/or those registered under other flags arriving at Panamanian ports.

The government has made available 300,000 AstraZeneca doses that will be applied in the Pacific and Atlantic ports. In addition, shipping agencies will receive information on the ships that will dock and determine the number of seafarers interested in receiving their doses.

"To make this massive vaccination of 1st, 2nd and 3rd doses possible, the AMP is working with the Ministry of Health (MINSa) and the Todo Panama Movement. We urge the different shipping agencies to contact us for making arrangements for the seafarers who wish to be vaccinated, immunizing them is essential in the global fight against COVID-19 as they are Key Workers," said the Secretary General of the AMP, Mrs. Elvia Bustavino.

In recent days, simultaneously, they were attending in Flamenco Marina (located in the Pacific) and in the port of Bahía Las Minas and in the port of Cristóbal (located in the province of Colón, Atlantic sector), vaccinating more than 130 seafarers, of which about 100 received their booster dose and the rest their first doses.

"That was gratifying to see the joy on the faces of a cruise ship's crew who had spent several months at sea, getting their booster dose thanks to the efforts of the AMP. We have been pioneers in the Region in opening vaccination to seafarers regardless of their nationality and the flag of their registry," she added.

Panama is calling for solidarity and for more governments to act urgently since this action also complies with the guidelines of the International Maritime Organization (IMO) to protect and help seafarers as key workers, since in the different ports of the world the vaccination card or passport is being requested for crew changes.





## The Panama Ship Registry will invest in technological transformation in 2022



The Panama Ship Registry closed year 2021 with a total of 8,558 vessels and 236M GT, an increase of 2.33% over the previous year of 230.5M tons GT, according to IHS Markit.

Panama Registry flags 15% of the world fleet according to Clarksons research.

The Panama Ship Registry brought to the Panama Maritime Authority (AMP) an income of more than \$87.3 M in 2021, or 34% more than in 2020, thanks to a better control and effective collection by the Registry's offices.

The Registry authorities prioritized a purging process for the Panamanian fleet, where those vessels that incur in non-compliance situations - including sanctions imposed by the United Nations and for fishing vessels that incur in an act associated with illegal fishing (IUU)- are sanctioned or cancelled from the Registry.

The incorporation of new processes, improvements in its service platforms and the application of new service models, work tours and meetings with clients and strategic partners have marked year 2021. A particular effort has been made to promote the quality of the Panamanian fleet, which has allowed to end the year with an overall compliance of 96%, in relation to the various Memoranda of Understanding to which Panama belongs.

At the beginning of 2021, for the benefit of its clients, the Register opened the Segumar Technical Office in Hong Kong to provide particular attention to this important market where Panama's presence has grown significantly from 2019 to date.

Additionally, several events have been held to work in coordination with customers, ensure international compliance and provide quality customer service. These were, among others: The annual meeting with the Recognized Organizations and the Recognized Protection Organizations, where more than 31 companies from America, Europe and Asia participated; and a Conservatory where the legal representatives of the Registry's clients and the 53 Private Merchant Marine Consulates attended with a participation of more than 100 people.

At a time when the maritime industry has high standards in terms of environmental issues and international transparency, the Panamanian flag has done what is necessary to align itself with these objectives. For this reason, by taking concrete actions, within the framework of the COP26 Panama became a signatory of the Declaration of Zero Emissions in the Maritime Industry by 2050, reaffirming its commitment as a Carbon Negative country.

The Panama Registry has several incentives that promote clean energies such as those that encourage new constructions and ship owners who opt for ships with new technologies protecting the marine environment.

In December 2021, Panama was re-elected in category "A" of the International Maritime Organization (IMO); and its Permanent Mission will continue to be active in the discussions that arise, representing the interests of the flag and its users.

This year will be of technological transformation for the Panamanian Registry, as it is investing in new platforms for service and supervision of its fleet, maritime investigations, LRIT, risk analysis, ship detentions and flag issues to provide better service to customers.

As of today, most of the Registry's documents are issued electronically, so that the client's management takes less time and paper is reduced. This is an ongoing project until achieving 100% digitalization of all documents.

The Panama Ship Registry will continue to bring support to shipowners who rely on its flag, and work for the international maritime industry.

## Human factor and training are the Panama Maritime Administration's priorities.

The International Maritime Organization (IMO) Subcommittee on Human Factors, Training and Watchkeeping's eight meeting took place in February in virtual mode. The Panamanian delegation was headed by Rafael Cigarruista, Director General of Merchant Marine and Luis Bernal, Panama's Ambassador to the IMO.

Member States of the International Maritime Organization, associate members, representatives of programs, specialized agencies, other United Nations entities and observers from duly accredited intergovernmental and non-governmental organizations, attended the meeting with more than 500 people.

The Sub-Committee unanimously re-elected Haakon Storhaug of Norway Chairman, and the head of the Panama Ship Registry Rafael Cigarruista, Vice Chairman, for the period 2022-2023.

The participants recounted their experiences and contributions for improving training and seafarers' conditions on board the international maritime fleet.

The main themes of discussions were:

- The implementation of the STCW Convention.

- The development of amendments to the STCW Convention and the Code for the Use of Seafarers' Certificates and Electronic Documents.
- Role of the Human Element.
- Validation of model training courses.
- Reporting of unlawful practices associated with certificates of competency.

The human element encompasses a variety of activities generally performed by seafarers. However, it has other stakeholders such as shore-based designees, maritime administrations, and recognized organizations.

The participation of the Panamanian Registry is important since Panama explains in those meetings, its experience and analysis.

The Panama Maritime Authority (AMP), as responsible for the Panamanian Registry, governs the agencies overseeing merchant marine issues, seafarers, recognized organizations and the issuance of certificates. The AMP is the entity that adopts the necessary measures for preserving the seafarers' safety.





## President Cortizo attended A.P. Moller-Maersk Group's inauguration of its regional headquarters

The President of the Republic Laurentino Cortizo Cohen, attended the inauguration of A.P. Moller-Maersk Group's new regional headquarters for Latin America, in Panama.

The President said that Panama welcomes the decision of A.P. Moller Maersk to establish its regional headquarters in Panama and that "they have in us the best ally for their logistics activities; a government facilitator of good investments."

"Thanks to the advantages offered by Panama's logistics system, A.P. Moller Maersk's operations in our country have expanded in recent years. It is currently the main client of the Panama Canal and the largest user of our port system," he emphasized.

Cortizo highlighted that Panama has strengthened the logistics sector with the creation of special regimes, such as SEM licenses (Headquarters of Multinational Companies) and the EMMA law (creating a special regime for the establishment and operation of multinational companies for the provision of services related to manufacturing), and the regime of customs warehouses within port facilities.

"Our country continues to be essential to world trade by offering a unique value proposition as the main logistics hub in Latin America," said the president during the inauguration ceremony, which took place at Maerks' headquarters in Costa del Este.

Panama "will continue developing its vocation as a logistics hub, expanding the advantages we offer as a place for good investments, always focused on the mission of building a country of progress, welfare and opportunities for all," Cortizo added.

Robbert Jan Van Trooijen, Maersk's president for Latin America, said the company and Panama share a long history. "We are proud of our commitment to Panama as the largest customer of the Canal, the railroad, as well as the ports on the Pacific and the Atlantic. Our company not only contributes to the movement of Panamanian



products around the world, but also to the Panamanian economy by contributing more than one billion dollars a year."

Maersk was one of the first to support the Canal expansion by sending Post-panamax ships to Panamanian ports to demonstrate that the terminals were already capable of operating vessels of this size, in the region.

He noted that 30 years ago Maersk-Panama opened its own office in the country with a group of 10 Panamanian collaborators.



Accompanying President Cortizo Cohen at the inauguration ceremony were Ramón Martínez, Minister of Commerce and Industry; Noriel Araúz and Ana Margarita Reyes, Administrator and Deputy Administrator of the Panama Maritime Authority, respectively. Present for the business group were Vicent Clerec, CEO Ocean & Logistics of A.P. Moller-Maersk; and Arjen Van Dijk, president of Svitzer for Latin America, among other company



## Panama supports the imo/mepc 77 meeting

The Permanent Mission of Panama to the International Maritime Organization (IMO) participated in the seventy-seventh Marine Environment Protection Meeting (MEPC 77) held last November, virtually.

During this meeting, discussions centered on issues related to ballast water, air pollution prevention, energy efficiency of ships and reduction of ships' greenhouse gas (GHG) emissions. In addition, two new deliverables were approved:

- The development of a training manual for new Port State personnel.
- The development of guidance in relation to the IMO Member State Audit Scheme (IMSAS) to assist Member States in implementing Code III.

During the recent COP26, Panama, understanding the importance of protecting the environment, signs the Declaration of Zero Emissions in the Maritime Industry by 2050.

Panama is one of the three Carbon Negative nations in the world; consequently, it recognizes and values the impact that new ship constructions have on the reduction of GHGs.

For several years, the Ship Registry has been offering incentives to newly built ships - for further protecting the marine environment. More recently, the registry has created additional incentives for ships that use clean fuels, the ECO-SHIPS. The Eco-Ship registry is growing to the benefit of shipowners and their fleets.

Panama showed its support during MEPC77 for the draft resolution presented by the Marshall Islands in document MEPC 77/7/3, which proposes that the Committee, in recognition of the recent reports of the United Nations Intergovernmental Panel on Climate Change (IPCC), recognize that international shipping should achieve zero GHG emissions by 2050.

The Panama Mission supported the revised proposal for the establishment of the International Maritime Research and Development Panel (IMRB) and the IMO Maritime Research Fund (IMRF).

The Permanent Representative of Panama to the IMO said in his intervention: "Our Administration - committed to the initial strategy of adopting policies for the reduction of Greenhouse Gas emissions from international shipping and taking into consideration that for achieving the objectives set out in the 2050 strategy it would be necessary to have the availability of alternative fuels and the deployment of zero or zero carbon technologies that are not yet available on the market- recognizes the need to develop research and development projects and that is the reason why that our delegation continues to support, in principle, the establishment of this Panel".

For Panama and its Registry, environmental protection issues are of great importance and they will support, through different forums, the measures to be implemented for the benefit of the international maritime industry.





## Panama wins re-election at IMO Council Category A

Panama was re-elected at the London-based International Maritime Organization (IMO) Council in the Category A, and was one of the most voted countries by the General Assembly.

The IMO is formed by 175 countries and is the body that governs maritime transportation worldwide. Its Assembly has three levels of participation. Only 10 countries participate in Category A, which are elected by the Assembly based on their importance and are considered the world's most important maritime powers.

Specialized media have seen Panama's re-election to IMO's Category A as a recognition to the country's contributions to the development of the sector and for having the world's largest merchant fleet.

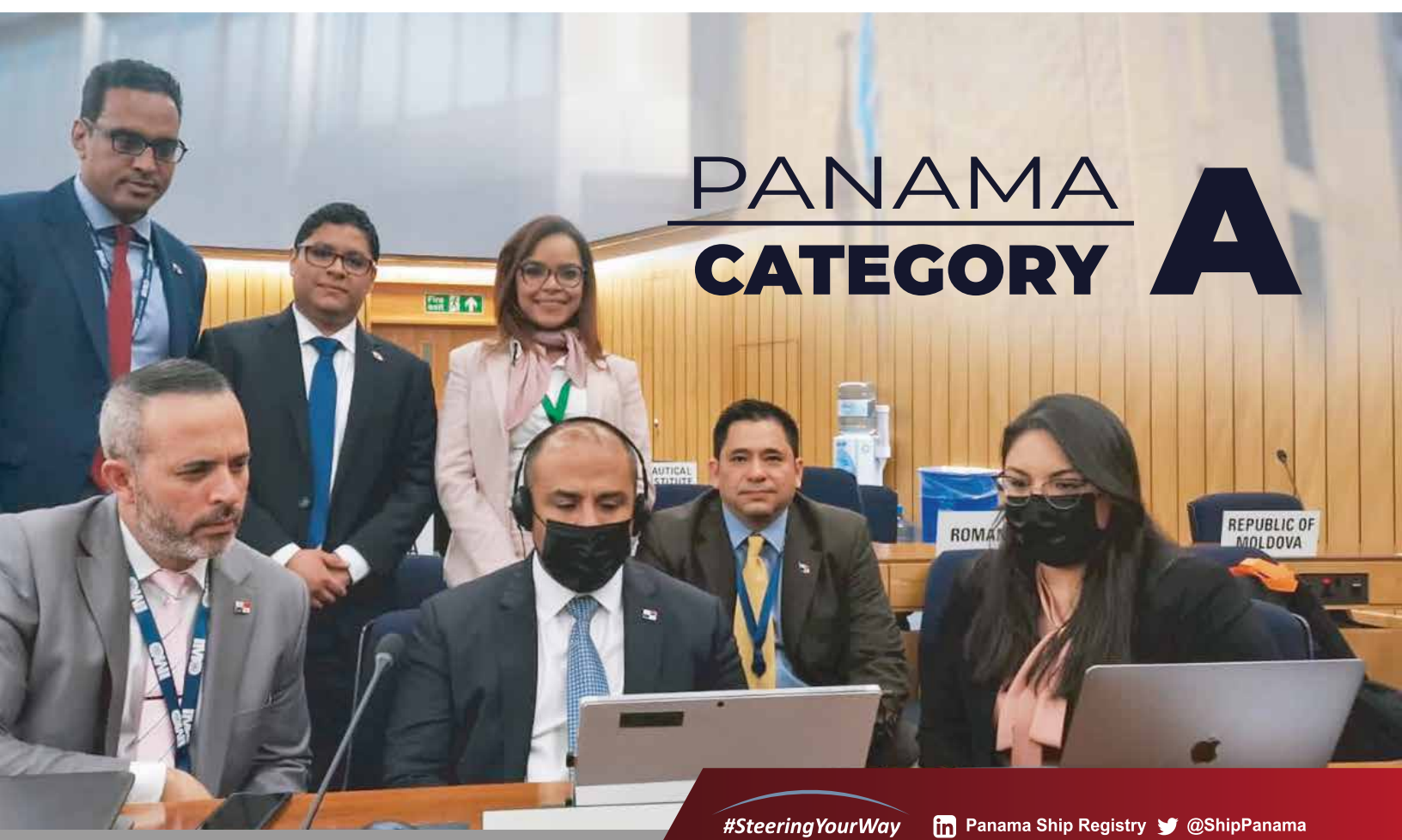
The Panamanian delegation at the IMO General Assembly was headed by the Minister of Maritime Affairs, Noriel Araúz, who also signed several bilateral maritime agreements, including the MoU between Panama and the United Arab Emirates.

"This achievement is the result of a great diplomatic effort, as well as the daily work of thousands of Pa-



namanians who, from the private and public sectors, honor the name of our country, which is recognized internationally," said Minister Araúz.

"This is the accomplishment of the Panamanian seafarers, of our country's workers and executives of maritime companies and of all the officials in Panama's 54 consulates, 4 registry offices and 14 international offices, who support more than 318,000 seafarers on-board the Panama-flagged 8,600 ships that sail the seas around the world" he added.





## Panama Maritime Authority's working tour in Greece

Greece, leader in the international maritime industry, represents an important market for the Panama Ship Registry accounting for more than 18M GT's. The Panama Ship Registry is within the Top 5 flags most used by Hellenic shipowners.

Panama's Directorate General of Merchant Marine made a promotion tour to Greece with an agenda of visits and meetings with more than 20 important companies.

During the visit, Rafael Cigarruista, Director General of Merchant Marine, Rafael met with H.E. Ioannis Plakiotakis, Greek Minister of Maritime Affairs, to discuss issues of interest to both nations, specifically related to ships owned by Greek companies.

The Panamanian delegation hold a working breakfast with technical personnel from different Greek companies who register their vessels under Panama's flag and talked about technological projects and platforms, cybersecurity, and the positive rating of the Registry in the International Chamber of Shipping's performance table.

During the breakfast, Panama presented statistics of the Registry, data on maritime accidents and incidents, inspections' results, reports by the different Memoranda of Understanding and / or Port State, Panama's participation in international organizations and the International Maritime Organization as well as the benefits given by the China's Maritime Agreement which offers substantial savings for shipowners, a perk that not all ship registries have.

Representatives of the Panamanian Registry and members of the Panamanian Embassy in Greece attended the "Greek Shipping Awards" ceremony with more than 700 personalities from the international maritime industry, during which Mr. Cigarruista presented the "Achievement in Education or Training" award to Mr. Ilias Bissias of Isalos.net.

The Greek market is a priority for the Panama Maritime Authority that plans more visits in 2022 to give personalized attention to Greek shipowners.





## Audit Program for ROs and RPOs starts again

The Directorate General of Merchant Marine (DGMM) is starting again the 2021-2022 audit program for the Recognized Organizations (ROs) and Recognized Protection Organizations (RPOs) authorized by its Administration. The audit, prior to the IMSA Audit is based on the national regulations in force and RO Code.

The Panama Maritime Authority, through the Directorate General of Merchant Marine, had conducted at the end of 2021, 9 on-site audits to companies located in Panama, Greece, Cyprus, Turkey, and the United Arab Emirates. The DGMM team will conduct 15 audits, in the 2022 program to different Recognized Organizations and Recognized Security Organizations.

These audits will supervise and control the RO's and RPO's, evaluate and ensure the level of compliance with the national legislation in force, the Delegation Agreement and the international requirements established in the conventions adopted by the Republic of Panama, in terms of certification and provision of regulatory services to vessels registered in Panama's Merchant Marine.

They aim at determining the management, competencies, means, capacity, and quality of the services of certification and provision of regulatory services rendered to the Panamanian fleet, and which are delegated to the Recognized Organizations and Recognized Protection Organizations authorized by the Republic of Panama.

The audits will evidence, with random sampling, if the audited companies are following binding international instruments, national regulations in force and in accordance with the requirements of the Code of Recognized Organizations, adopted by Panama through

Resolution No. 106-OMI-135-DGMM, Resolution No. 106-OMI-136-DGMM and Resolution No. 106-OMI-137-DGMM all dated October 29, 2019.

The results of the 9 audits performed in 2021, were positive and in accordance with the standards established by this Administration. Therefore, the audited RO's and RPO's are allowed to maintain their delegation of service for the certification and provision of regulatory services to vessels registered in Panama's Merchant Marine.



## Leading bulk carriers sector

22% of the world market share



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## The Panama Maritime Authority recovers \$10.4m in wages owed to Seafarers



The Panama Maritime Authority (AMP) has announced that it has recovered a total amount of \$ 10,447,142.25 in wages owed by shipowners to seafarers sailing on Panama-flagged vessels during the period of July 1, 2019, to December 27, 2021.

For the year 2021 only, wages recovered amounted to \$ 7,660,455.55, an increase of 279% compared to the closing of 2020, which was \$ 2,021,691.29.

During the present administration, the AMP has repatriated 1,386 crew members while 797 maritime labor complaints have been processed, and 56 maritime labor conciliations. Crew members were of various nationalities, who were stranded on Panamanian vessels in different parts of the world, allowing them to return home to their families with the payment of their wages, ensuring due compliance with national and international regulations protecting their labor and social rights.

Detailed as follows:

- From January 1 - December 27, 2021.
- Payment of \$7,660,455.55 in wages owed by shipowners to seafarers.
- Processed 243 labor complaints.
- Processed 19 labor conciliations.
- Thanks to the AMP's intervention, shipowners were able to repatriate 761 crew members of Panama-flagged vessels in different parts of the world.
- Closing of the year 2020.
- Payment of \$ 2,021,691.29 in wages owed to seafarers.
- Processed 427 labor complaints.

- Due to the pandemic caused by the coronavirus (COVID-19), no labor conciliations were carried out this year.
- With the AMP's intervention, shipowners were able to repatriate 539 crew members on Panamanian vessels in various parts of the world.
- Closing of 2019.
- Payment of \$ 764,995.41 in wages owed to seafarers.
- Processed 127 labor complaints.
- Processed 37 labor conciliations.
- Repatriations of 86 crew members of Panamanian vessels in various parts of the world.

This proves once again Panama's commitment to comply with international conventions and national regulations on the work of seafarers on board Panama-flagged vessels, through the application of the group of standards that regulate living conditions, which guarantee decent work, such as the Maritime Labor Convention, 2006 as amended, ratified by the Republic of Panama in 2009; its regulation in Panama through Executive Decree No. 86 of 2013 and Executive Decree No. 160 of March 3, 2021.

The General Directorate of Seafarers, of the Panama Maritime Authority, ensures that seafarers' labor rights are respected, implementing procedures to resolve quickly and effectively the conflicts and problems that affect seafarers and giving them the guarantees of a serious and responsible ship registry.

## Panama Maritime Authority Secretary General elected President of the MAMLa Network



The Panama Maritime Authority Secretary General, Elvia Bustavino, who serves as Permanent Representative for Panama at the Network of Women of Maritime Authorities of Latin America (MAMLa for its acronym in Spanish) was elected by unanimous vote as the new president of this association, during the IV Regional Conference and III General Assembly of the network, held in Brazil.

MAMLa brings together women of maritime authorities of Latin America -, port and logistics women from the Member States of Argentina, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, El Salvador, Guatemala, Honduras, Mexico, Nicaragua, Panama, Paraguay, Peru, Uruguay, and Venezuela.

Bustavino, who served as General Coordinator for the period 2019-2021, emphasized her commitment to continue implementing the Strategic Focus of the Network approved before the IMO Technical Cooperation Committee, promoting the presence of women as a fundamental part of this industry based on their capabilities and potential, creating more spaces and opportunities that promote the integral development of women in decision-making tables in these sectors, consolidating the cooperation with International and Regional Organizations, Member States, Companies and Public-Private Associations, and other Women's Associations in the global maritime sector, among others.

MAMLa Network, created in Cartagena in 2017, has been highlighted as a model within the International Maritime Organization, for the management, impact,

and results in only 4 years on technical and gender issues.

The Conference-Assembly approved the Network's Code of Ethics and Rules of Procedure and elections were held for the positions of Director of the Permanent Task Committees with María Camila Aranda of Colombia: Director of the Foreign Relations and International Cooperation Committee; Paulina Vázquez of Mexico: Director of the Legal Committee; Fernanda Ucciani of Argentina: Director of the Maritime Technical Affairs Committee; Draiza Medina of Venezuela: Director of the Communications Committee; Fernanda Ucciani of Argentina: Director of the Maritime Technical Affairs Committee.

Draiza Medina of Venezuela: Director of the Communications Committee, who with the support of Leticia Meza of Paraguay: Director of the Mentoring Committee, Macarena Cladera of Uruguay: Director of the Social Committee and Dafne Smith of Panama, new General Coordinator, will make up the new Executive Committee chaired by Elvia Bustavino.

Panama remains firmly committed to strengthening the work of women in the maritime, port and logistics sectors in the country and the region, supporting the United Nations 2030 Agenda on Sustainable Development Goals, specifically SDG 5.



## AMP participates in CAM 2022



The Panama's Chamber of Shipping, the guild of the maritime, logistics and port industry, held its Annual Maritime Conference (CAM 2022) January 18, 2022, at the Amador Convention Center. The conference took place held in virtual and presential modes. With the participation of the country's maritime associations, transport, shipowners, and public institutions.

"A New Beginning for Our Industry" was the theme of the conference with topics such as new opportunities for the development of Panama, exports, the future of agriculture, benefits and opportunities of the near shoring Law and restriction of the access Panama Canal's channel and navigability on the Pacific side.

The conference was attended by the Minister of Maritime Affairs and Administrator of the Panama Maritime Authority (AMP), Noriel Araúz, the AMP Deputy Administrator and coordinator of the National Logistics Cabinet, Ana Margarita Reyes.

Rafael Cigarruista, AMP's Director General of Merchant Marine, who participated as a panelist in the discussion on the near shoring Law, said that the AMP is working with the Panama Shipowners Association to make the law beneficial to all those involved in the activity.

The purpose of this law is to establish a regulatory framework for near shoring and domestic trade activities that take place in Panama's jurisdictional waters which are under the Panama Maritime Authority's jurisdiction.

The new law regulates inspections of inland service vessels, and those of international service that are in Panama's jurisdictional waters.

He pointed out the importance of its implementation, since it will help to create jobs, regulate shipwrecked species, speed up the transportation of cargo at national level, establish measures for pleasure boats, among other benefits.

"We will be working closely with the industry so that the regulation contributes to the country's competitiveness. The ships have to be adapted in equipment, operation, safety and insurance standards; we must educate (ship owners) in that sense," he said.

"Sustainable development in our guild during those difficult times, makes it clear that the 'best is yet to come'," said Yira Poyser, first vice president of the Chamber of Shipping. Enrique Clement, the Chamber of Shipping and the Director of the Panama Maritime University, Victor Luna Barahona were also present at the Conference.

For the Panama Maritime Authority, it is important to support those forums that bring greater competitiveness to Panama's maritime and port sectors.



## MERCHANT MARINE CIRCULAR – December 2021.

Title	Number	Update
<i>Issuance of Tonnage Certificates</i>	<b>MMC-67</b>	December 2021
<i>Official Documents on Board Panamanian Flag Vessels and Standard Fees</i>	<b>MMC-71</b>	December 2021
<i>Oil Record Book for oil tankers of less than 150GRT</i>	<b>MMC-177</b>	December 2021
<i>List of Approved P&amp;I Clubs/Insurers.</i>	<b>MMC-202</b>	December 2021
<i>Panama Oil Record Book and Emissions (Amendments and Guidelines).</i>	<b>MMC-215</b>	December 2021
<i>Use of Armed Security Personnel on board Panama Flagged Vessels. (online application).</i>	<b>MMC-228</b>	December 2021
<i>Authorization for Private Maritime Security Companies (PMSC).</i>	<b>MMC-243</b>	December 2021
<i>Authorized Private Maritime Security Companies (PMSC) transiting High Risk Areas (online application).</i>	<b>MMC-245</b>	December 2021
<i>Authorized service providers for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear.</i>	<b>MMC-258</b>	December 2021
<i>Adopted Standards regarding watchkeeping, applicable to seafarers working onboard ships under Panamanian flag, according to the STCW '78 Convention, as amended, the MLC, 2006, amended and the national regulations.</i>	<b>MMC-268</b>	December 2021
<i>Maritime Labour Convention, 2006, as amended (MLC). Certification Process.</i>	<b>MMC-269</b>	December 2021
<i>Maritime Labour Convention, 2006, amended (MLC). Exemption Certificate and Dispensation Letter. Title 3, Regulation 3.1, Standard A3.1 and Part B of the Code, Regarding accommodation and Recreational Facilities.</i>	<b>MMC-302</b>	December 2021
<i>Security Personnel and Weapons listed by Private Maritime Security Companies (PMSC).</i>	<b>MMC-306</b>	December 2021
<i>Use of Electronic Certificates onboard.</i>	<b>MMC-355</b>	December 2021
<i>Inventory of Hazardous Materials (IHM) for ships calling at EU ports.</i>	<b>MMC-386</b>	December 2021

## Merchant Marine News - December 2021

Title	Number	Release
AMSA - FOCUSED INSPECTION CAMPAIGN - PLANNED MAINTENANCE	<b>MMN-23/2021</b>	DECEMBER 2021

## Merchant Marine News – Canceled – January 2022

Title	Number	Cancelled
<i>Rules and Guidelines for MOUs – CANCELLED</i>	<b>MMC-77</b>	January 2022

## MERCHANT MARINE CIRCULAR – JANUARY 2022

Title	Number	Update
<i>Maritime Affairs &amp; Casualty Investigations of Panama flagged vessels.</i>	<b>MMC-184</b>	January 2022
<i>Authorized Private Maritime Security Companies (PMSC) transiting High Risk Areas (online application).</i>	<b>MMC-245</b>	January 2022
<i>Principles of Minimum Safe Manning.</i>	<b>MMC-285</b>	January 2022
<i>Use of Electronic Certificates onboard.</i>	<b>MMC-335</b>	January 2022
<i>Maritime Affairs &amp; Casualty Investigations of Panama flagged vessels.</i>	<b>MMC-184</b>	January 2022



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# 24/7



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