

Cabinet Council authorizes the AMP to sign addendum for the construction of a port and box terminal on the island

- The terminal should have been operational in June of last year, according to an audit by the General Comptroller's Office.
- The world's largest shipping company MSC is among the investors on this box terminal project.
- The Minister of Commerce and Industries will present to the National Assembly bills on some Agreement protocols for the Association among Central America and the European Union.

Panama, October 11, 2022. The Cabinet Council, lead by the President of the Republic Laurentino Cortizo Cohen, authorized the Panama Maritime Authority (AMP) to sign addendum to contracts for the construction, development, and operation of a box terminal that was signed in 2013 and that should have been ready and operational by a Chinese company last year, breaching this investment, which also prevented

the development of a container yard whose investor is currently the shipping company MSC, one of the largest companies in the world.

The council of ministers authorized the AMP to sign addendum 1 to the contract for the development, construction and operation, administration and management of a box or general cargo terminal on Margarita island, Cristobal, province of Colón, signed between the State and the corporation Panama Canal Colon Port INC approved by law 43 of June 18, 2013.

The General Comptroller of the Republic, Gerardo Solís, explained that this addendum to the contract is the result of a recommendation from this entity to the AMP, given the breach of all contractual clauses by this Chinese investment port.

Solís explained to the ministers that after conducting audits in the ports that operate in Panama and finding



that it could not make the investment and be ready in June 2021 and operational, employing more than thousands of people from Colon, these actions were recommended.

In this situation, Noriel Araúz, administrator of the AMP explained that what is intended is to modify clauses of the 2013 contract through an addendum such as the increase in the amount of investment, the extension for 20 years, from the endorsement of the addendum, Investment Bond modification, among other aspects.

The council of ministers also authorized the AMP to sign addendum 1 to the contract for the construction and administration of a container yard and logistics park called Isla Margarita Logistic Park on Margarita island, Colón signed between the State and the corporation United Crown Construction Inc approved by Law 42 of June 18, 2013.

This logistics park was not build at the time, because the box terminal did not exist, explained Araúz.

The objective of this project is to meet the storage demand required by adjacent ports and adequate planning of merchandise transport from the port of embarkation or disembarkation until it reaches its destination, according to the AMP.

Araúz indicated that MSC, one of the largest cargo shipping companies, is involved in developing this project.

MSC facilitates international trade between the world's major economies and between emerging markets on all continents. They include ground transportation, logistics and a growing portfolio of investments in port terminals.

On the other hand, the Cabinet Council also authorized the Minister of Commerce and Industries (MICI) Federico Alfaro Boyd, to present to the National Assembly bills such as 25-22 that approves the Protocol of the Agreement establishing an Association between Central America and the European Union to take into account the inclusion of the Republic of Croatia to the European Union and the Bill 26-22 that approves the adherence protocol of the Republic of Guatemala to

the Free Trade Agreement between the EFTA States and the Central American States signed in Schaan, Liechtenstein on June 22, 2015.

It indicated that the Association Agreement between Central America and the European Union (hereinafter AdA), was signed on June 29, 2012, ratified by the National Assembly through Law No. 27 of April 17, 2013, and published in the Official Gazette 27269, on April 18, 2013, entering into force for the Republic of Panama on August 1, 2013.

Alfaro stressed that the European Union is the main destination for agricultural exports, being an important consumer of tropical products, such as bananas, and seafood, guaranteeing the continuous export of our products to that region, now with the inclusion of Croatia.

Regarding the second proposal on the adherence protocol of the Republic of Guatemala to the Free Trade Agreement between the States of the European Free Trade Association and the Central American States (Costa Rica and Panama), he indicated that the FTA between the States of the European Free Trade Association (EFTA) and the Central American States (Costa Rica and Panama) was signed on June 24, 2013 and approved by the National Assembly through Law 4 of April 7, 2014.

Guatemala and Honduras began negotiations, but they never finish and they withdrew.

"On October 2014, two months after Panama put it into force, Guatemala concluded the negotiation with the EFTA States and in June 2015 the interested party States to the Agreement accepted Guatemala's adherence," said Alfaro.

He explained that the inclusion of Guatemala to the Treaty will allow us to have access to another market for re-exports of goods originating from the European Free Trade States Association, through our logistics platform and the figure of the re-export certificate.

Guatemala is currently the second destination for re-exports from the Colon Free Zone in Central America.

Panama is looking for new opportunities for commercial expansion in the African continent

The Republic of Panama as a member of Category A, the highest level of the Council of the International Maritime Organization (IMO) that governs world maritime transport, is one of the ten countries with the greatest interests in the provision of international maritime services, by virtue of this and favored by its strategic geographical position as well as the constant development of its maritime, logistics and port sectors, it explores new opportunities for commercial expansion in the African Continent, which include technical collaboration and mutual assistance, through strategic alliances with other Maritimes Administrations, for the benefit of Panamanian seafarers.

As evidence of the above, within the framework of the IMO World Maritime Day Parallel Event, held from October 12 to 13, 2022, in Durban, South Africa, the Panama Maritime Authority (AMP) and the Panama Maritime Safety Authority South Africa (SAMSA), signed an Interinstitutional Agreement concerning the Mutual Recognition of Training and Certification in accordance with Rule I/10 of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended, (STCW Convention' 78, amended).

For Panama, the Director of the DGGM, Captain Juan Maltez, and for SAMSA, its Interim Executive Director, Zamachonco Chonco, signed. The Ambassador and

Consul of Panama in Pretoria, H.E. Jorge Ricardo Silen Santacoloma.

This is a clear and concrete manifestation of the commitment of each of the Administrations, to continue strengthening ties, promoting collaboration and guiding future efforts, to work on improving the training of the levels of competence and the certification processes of seafarers, seeking to guarantee the safety of human life and property at sea, maritime protection and the protection of the marine environment. On the other hand, the Agreement will facilitate the embarking or contracting of Panamanian seafarers, promoting national labor, so that they can work on board the vessels of the South African Registry.

In addition, a high-level meeting was held with the President of the Mediterranean Shipping Company (MSC) South Africa, Captain Salvatore Sarno; the Director of Operations of MSC South Africa, Captain Ian Rosario as well as the Manager of MSC South Africa, Rosario Sarno and among the topics addressed stand out, logistics, seafarers, expressing on the part of the company, the interest that its Maritime Training Centers (CFM), may be authorized by the Republic of Panama, which would offer the Panama Ship Registry new business segments, to the benefit of Panamanian seafarers.



Panama presents candidature for IMO Secretary General

The Republic of Panama through the Panama Maritime Authority (AMP) has presented the candidature of Arsenio Dominguez for Secretary-General of the International Maritime Organization (IMO).

Panama joined the IMO on December 31, 1958, and became a member of the Council of the International Maritime Organization (IMO) in 1979. With the entry into force in 2002 of the 1993 amendments to the Constitutive Agreement of the Organization, Panama has been re-elected member of category A of the Council ever since.

With more than 105 years, the Panama Ship Registry is backed by the State – thus guaranteeing the safety of its fleet, offering official assistance to clients in terms of diplomatic and judicial support which greatly differentiates it from other registries.

The register has focused on quality rather than quantity and is on the Whitelists of the Paris MoU and Tokyo MoU and member of the Vina del Mar MoU, the Caribbean MoU, and Mediterranean MoU.

In November 2021, during the COP26 meeting, Panama signed the Declaration of Zero Emissions in the Maritime Industry by 2050 and is one of the declared carbon neutral countries in the world. And it has also supported the creation of the Research and Development Fund to be managed by the International Maritime Research and Development Board (IMRB) and supervised by the International Maritime Organization (IMO), for the acceleration of the development of new technologies in maritime transport, necessary for the decarbonization of the sector. Panama has implemented and is a signatory of all the IMO international conventions and conventions published in recent years and participates regularly in its working committees.

Mr Dominguez, is the first Panamanian and Latin American candidate for this position. A naval architect, he has been an alternate representative of Panama at the IMO from 2004 to 2014 when he was designated Panama's Ambassador to the IMO and president of the MEPC until 2017 when he joined the International Maritime Organization as the Chief of Staff, later Administrative Division Director and to date Marine Environment Director.

Arsenio Dominguez' campaign "Taking the lead, for a united and better future" aims at serving IMO "by putting people and the planet first."



His dedication to the Organization is well known and he sees it as an "opportunity to capitalize" for the greater good for all and "will launch a new era for IMO, where we are seen as a source of ingenuity, the creators of productive resolutions and as a rewarding workplace where the best talent thrives." "I believe that the IMO has incredible potential that extends beyond shipping, to the society. That's why I am committed to fulfilling my mission and vision."

Panama is proud to support Mr Dominguez's mission and vision, that "we share as a country," said Noriel Arauz, Panama Maritime Authority Administrator and Minister of Maritime Affairs.

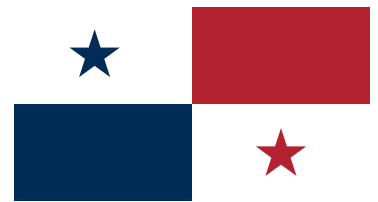
"We have and will always stand by the IMO and its work in benefit of shipping, the welfare of seafarers and the environment."

"AS the world's largest Ship Registry for the past 29 years, we are committed to clean ecosystems and demonstrate our pledge to the environment by promoting since 2008 the construction of 'Eco Friendly' ships, with its special Eco Ship and New Construction incentives, as well as seeking to encourage the support and investment of companies, so that the economic impact of the improvement of ships on environmental issues is less and shared among the actors present in the industry," said Panama's Minister of Maritime Affairs.

"Mr Dominguez' candidature honors our country, our maritime vocation and dedication to the shipping industry for more than a century."



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Decarbonization Panama and the Ship Registry's commitment

Currently the Panama Registry, through its incentive program for shipowners and companies, promotes the construction of efficient ships that generate less pollutants. Among the special incentive options is the Eco Ship and New Construction incentive. "With these actions, the country shows its commitment to the environment, which is an effort of all. These incentives exist in our regulation since 2014, and 2008 respectively; to support the industry and fulfill our commitment to the environment," said the director of Merchant Marine and head of the Ship Registry, Rafael Cigarruista.

In November 2021 during the celebration of COP26 Panama signed the Declaration of Zero Emissions in the Maritime Industry by 2050, whose main objective is that the signatories commit to reduce international shipping to zero emissions while working with the IMO to adopt targets for 2030 and 2040 to achieve the decarbonization of the industry by 2050. Similarly, Panama is one of the countries declared as carbon negative in the world.

Panama has given its support for the creation of the Research and Development Fund, which will be managed by the International Maritime Research and Development Board (IMRB) and supervised by the International Maritime Organization (IMO), to accelerate the development of new technologies in maritime transport, necessary for the decarbonization of the sector.

All laws and regulations generated in the International Maritime Organization (IMO), have been adopted and incorporated in the Panama Ship Registry; since 2011 with the Marpol Annex VI - with the rules on energy efficiency of ships; in 2018 with the data collection system for the registration of fuel consumption of ships of 5,000 GT; in 2020 with the reduction of the GHG

limit in marine fuel of ships; prohibition on transporting non-regulated fuel oil for combustion intended for use in propulsion; in 2022 with sampling and verification procedures for fuel oil content and EEDI.

The Panama Ship Registry also provides the International Maritime Organization with the data collected on fuel oil consumption, as required by MARPOL, and by the International Maritime Organization, thus complying with its responsibilities as a flag state.

Currently, the directors of the Registry are reviewing possible new implementations related to Annex VI of MARPOL, where incentives will be introduced for ships that demonstrate compliance in terms of design, fuel type and operational measures that reduce polluting emissions.

It is important to mention that Panama is an active delegation and has been present at the meetings of the Marine Environment Protection Committee (MEPC). At the last MEPC, issues concerning ballast water, air pollution prevention, energy efficiency of ships and reduction of greenhouse gas (GHG) emissions from ships were discussed. About MEPC 78, the first short-term measure has already entered into force on November 22, 2022, which introduces the Energy Efficiency Index applicable to existing ships (EEXI); the annual qualification of the annual operational carbon intensity indicator (CII) and an enhanced Ship Energy Efficiency Management Plan (SEEMP).

The Panama Ship Registry is in permanent contact with its industry stakeholders, and is open to consultations to consider opinions and suggestions which can become part of the decision-making process and their introduction, in a broad and holistic manner, in the guidelines that the Panama flag will follow.

Ask about your benefits



PANAMA
MARITIME AUTHORITY

- ☒ **Eco ship**
- ☒ **New Buildings**
- ☒ **Transfer of fleet**
- ☒ **Economic Group**



Panama Ship Registry



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Panama thinking big working sustainably

The Panama Ship Registry (PSR), the world's largest ship registry, tends to think big. In July 2022, it registered the 24,0004 teu, Ever A lot, to date, the largest containership in the world.

Seafarers' welfare

With 350,000 seafarers on its books, it might be argued that the PSR had the biggest headache of all shipping registers when Covid-19 arrived in early 2020, and many of the world's jurisdictions shut their doors to seafarers, leaving up to 100,000 crew marooned on their vessels beyond contract, with all the hardship that induced.

But the flag was quick to step up to the plate, as Consul General of Panama in Hong Kong, Jaime Campuzano, explains:

"The PSR, under the auspices of the Panama Maritime Authority, implemented measures to assist seafarers as the pandemic first appeared in 2020. This included the humanitarian corridor and the opening of humanitarian flights. In 2020 more than 11,000 movements were made for crew changes," says Mr Campuzano.

"In May 2020, Panama supported the position adopted by the IMO to designate seafarers as 'Key Workers' and has since vaccinated seafarers in Panama regardless of their nationality or whether they are on board Panama-flagged vessels or other registries," he adds.

As the threat of forced detention on vessels recedes across most of the world, the global shipping industry has been forced to think again about the way it treats its most important soft assets over the long term, including Panama.

In June 2022, the Panama Maritime Authority participated as a ratifying member of the Maritime Labour Convention, as amended 2006 of the "Fourth Meeting (Part II) of the Special Tripartite Committee of the MLC 2006" and of the International Labour Organisation (ILO), aiming to ensure the promotion of, and respect for, the rights of seafarers enshrined in the most recent draft of MLC, 2006. The Republic of Panama supported the proposed amendments presented by governments, shipowners' groups, and seafarers.

Environment

In November 2021, during the COP26 meeting, Panama signed the Declaration of Zero Emissions in the Maritime Industry by 2050, amounting to an open challenge to the IMO, which has yet to shift on its 50% reduction in carbon emissions by 2050 by mid-century.

Panama is also one of the three declared carbon neutral countries in the world.



Consul General of Panama Jaime Andres Campuzano (right) and Chief of Segumar's Hong Kong Office Rolando Hernandez

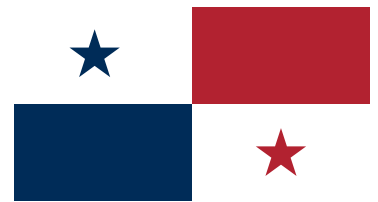
"These incentives have formed part of our regulations since 2016, and 2008 respectively. This is to support the companies' investments, so that the economic impact that represents the improvement in environmental issues of their fleets is lower and shared among the actors present in the industry," says Mr Campuzano.

Commercial considerations

"We offer competitive pricing, quality service and efficient response. We have an international service network with 53 consular offices and 14 technical offices allowing us to provide 24/7 coverage to users, declares Mr Campuzano.



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Panama has benefits such as the renewed agreement between the Government of the Republic of Panama and the Government of the PRC, on Maritime Transportation, that brings important advantages to Panama-flagged vessels, expedited passage and discounts when entering ports in mainland China.

Other competitive advantages presented by the Registry to its clients are:

- Any person or company can register a Vessel

Panama has benefits such as the renewed agreement between the Government of the Republic of Panama and the Government of the PRC under the Panamanian flag.

- There is no minimum tonnage requirement.
- Over 200 flag inspectors located in major ports worldwide.
- Flexible requirements regarding the nationality of the crew.
- Dual registrations.
- Flexible Tariffs.
- Electronic Ships Documents and Technical Certificates.
- Legal certainty.
- Electronic Filing of Public Deeds.

Your Registry at a click



The Ship Registry hold its annual meeting with ROs and RSOs



The Panama Maritime Authority, through the Directorate General of Merchant Marine that oversees the Ship Registry, has held its annual meeting with the Recognized Organizations (RO) and Recognized Security Organizations (RSO), responsible for the issuance of statutory certificates and provision of regulatory services to Panama-flagged vessels. The meeting is in accordance with national and international requirements in force, to ensure compliance with the rules of safety of life at sea, maritime security, and environmental protection on board the National Merchant Marine.

The meeting's objective with the Recognized Organizations and Recognized Security Organizations is to work together for maintaining and improving the compliance of the Panama's fleet by developing new technologies and new control and supervision mechanisms for Panama-flagged vessels and operating companies, with safer and more efficient vessels.

Some of the organizations that participated in the event were: Bureau Veritas Marine & Offshore SAS, American Bureau of Shipping, Overseas Marine Certification Services, Inc, Dromon Bureau of Shipping Limited, Panama Classification Bureau, Inc, Macosnar Corporation, Polski Register of Shipping, Croatian Register of Shipping, Phoenix Register of Shipping, International Register of Shipping (Panama) Inc, Qualitas Register of Shipping, DNV, RS Classification Services Single-Member Private Company Society, China Classification Society, Indian Register of Shipping, among others.

The meeting was in presential and virtual modes and attended by regional and operations managers from the 31 ROs and RSOs working with the Panamanian administration from different countries in America, Europe, and Asia.

The AMP Director General of Merchant Marine and head of the Ship Registry, Rafael Cigarruista talked about the audits of Recognized Organizations, Port State Control, maritime accidents and incidents, measures related to control and monitoring of the existing fleet, and the processes of due diligence and fleet surveillance.

He also highlighted the technological advances in vessel registration, statistical data and issues of fleet composition, vessel type and division between new and existing vessels.

The ABS and Bureau Veritas Marine & Offshore SAS representatives addressed topics related to Carbon Capture (CO₂) on board a vessel, utilization and storage, Statutory Certification processes for obtaining the Energy Efficiency Index of Existing Ships (EEXI) and the Carbon Intensity Indicator (CII).

Panama's Administration continues to monitor compliance with international standards by working closely with the Recognized Organizations (ROs) to achieve its objective.

Panama's Ship Registry is renewing Certification ISO 9001:2015



The Panama Maritime Authority (AMP)'s Directorate General of Merchant Marine that oversees the Ship Registry is going through the various tasks required for changing to Bureau Veritas the certification body for ISO 9001:2015, as part of its commitment to customer satisfaction and continuous improvement.

The ISO 9001:2015 Standard is the basis of the Quality Management System-SGC, that establishes international standards serving as a benchmark for the quality management of a company anywhere in the world, allowing it to manage, improve and demonstrate the effectiveness of its products or services.

The first phase of the external audit was carried out remotely in September and was attended by the Top Management and the Quality Management Area for revising the documentation supporting the quality

management system and the strategic planning process.

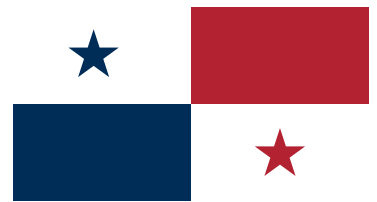
Bureau Veritas leading auditor was satisfied with the results conducting to the second phase of the external audit to be held from 24 to 28 October of this year.

The second phase of the audit will include the other operational and support processes that comprise Panama's quality system, as well as audits of Segumar's offices in Miami, Greece, Tokyo, London, and the Permanent Mission of Panama to the International Maritime Organization (IMO).

Panama's Ship Registry Quality Certification, with positive results in each of the audits carried out, proves the professionalism and commitment of the present Administration in compliance with international conventions, codes, and resolutions.



UPDATE



The Panama Ship Registry continues to implement rules and measures to discourage illegal, unreported and unregulated fishing

The Panama Maritime Authority (AMP), the governing institution that administers the Panamanian Vessel Registry in a joint effort with the Aquatic Resources Authority of Panama (ARAP), confirms its commitment to the fight against unreported and unregulated illegal fishing (IUU) and states that it is carrying out the necessary actions for the due control and monitoring of its fleet, in turn it declares that it is implementing regulations and a series of measures to discourage the scourge of illegal fishing. These process improvement actions are part of the Action Plan within the framework of the Open Dialogue that is carried out with the European Union, the General Directorate of Maritime Affairs and Fisheries (DG Mare) in preparation for a follow-up assessment visit that is expected in the first quarter of 2023.

In this sense, the first of a series of meetings was organized with resident agents of fishing and fishing support vessels of our fleet, with the aim of publicizing the actions that are being carried out in order to continue strengthening the monitoring and control of said ships, measures that will be implemented in the short and medium term, as well as reporting on the monitoring and modifications to existing methodologies (immediate changes and cancellations of ships).

Strong actions were implemented, such as the cancellation of some 57 vessels, taking advantage of the occasion in order to communicate about the monitoring and risk assessment protocols or extended due diligence that is being gradually developed for the identified fleets.

The Ship Registry shared its strategy to prevent and deter illegal fishing with users, ship resident agents, classification societies, law firms, recognized authorized organizations, the national and international maritime community and urged them to implement due diligence measures with the aim of not providing services to vessels indicated on the List of IUU Vessels.

Additionally, all ships that entered our Registry are being followed up through our platforms, through which alerts are generated when ships slow down

or equipment shutdown occurs, causing immediate communication to operators /resident agents, in order to initiate the corresponding protocol, which can generate a sanction or even the definitive cancellation of the ship in the national merchant marine once a behavior that deviates from faithful compliance with international standards is verified.

We have established as a priority to identify and resolve the problems and deficiencies that represent the so-called 'CRITICAL VESSELS', to avoid risks and incidents that result in subsequent detentions. We take this opportunity to recognize the efforts of users who are in full compliance with the regulations and even maintain certified fleets under sustainable fisheries, we will continue to redouble efforts in order to discourage illegal fishing in the registry guaranteeing the provision of services to their fleets.

The fishing sector, within the maritime sphere, is an important component in the social and economic development of the population, as it constitutes an important source of food, employment, income and recreation throughout the world, millions of people obtain their means of subsistence from marine resources. The Panama Maritime Authority confirms that it is the guarantor of the State policy about Zero Tolerance for IUU fishing.

sostenible y responsable de los recursos acuáticos.

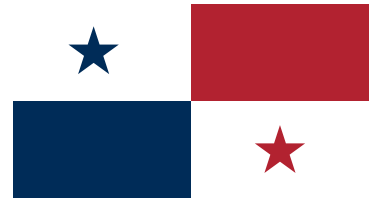
Tras ello la administradora de la Arap, Flor Torrijos, dijo que este decreto va en línea con la política del presidente Laurentino Cortizo de “cero tolerancias a la pesca ilegal, no declarada y no reglamentada”. “El objetivo es limpiar el registro de aquellas naves sean identificadas como infractoras o aquellas que pertenecen a grupos económicos de buques descritos como INDRN”, destacó Torrijos.

Con la promulgación del Decreto Ejecutivo N° 245, de 21 de noviembre de 2022, el Gobierno Panameño confirma su compromiso de ser garante de la política de Estado de Cero Tolerancia con la pesca No Declarada y No Reglamentada.





UPDATE



MSC to operate future 2.5m teu Panama box terminal

The concession of the fourth container port to operate in Margarita Island, province of Colon, will be extended until 2042, according to the addendum approved in the National Assembly, 24 October 2022, to the contract Law 43 of 18 June 2013 between the State and the Panama Colon Container Port (PCCP).

A Latin American-focused private investment and asset management firm, Notarc Management Group (NMG) has acquired the concession and plans for the completion of the \$1.4Bn- Panama Canal Container Port (PCCP) located on the Atlantic entrance of the waterway, on Margarita Island.

NMG is partnering with Mediterranean Shipping Co's Terminal Investment Limited (TIL) who will build, manage, and operate the future 2.5m teu-facility with eventual total capacity of 5m teu. The project, which was 40% complete, will resume construction in the fourth quarter of 2022 or early 2023.

'This new venture, that will revamp the Margarita-PCCP project, will benefit the maritime sector, bring new jobs to the province of Colon and increase our exposure of Panama's transshipment hub in the region,' said Panama Maritime Authority Administrator and Minister of Maritime Affairs, Noriel Arauz.

The concession, awarded in 2016 to China's Landbridge Group and its partners, called for the construction of a 2.5m teu container terminal but was cancelled in 2019

by the Panama Maritime Authority when the Group did not fulfil the requirements.

The Panama Maritime Authority signed the original contract for the project in 2016. The project was to feature four berths with a total quay length of 1,200 mtr and a depth of 18 mtr.

The new group said it would review the designs and resume construction at the location before the end of 2022. The Group estimated that the total investment will have grown to \$1.4 Bn for the creation of the modernised transshipment port versus the original \$900m in the agreement with the Chinese.

The addendum establishes that the state will receive a fixed fee of \$15.1m over the 20 years of the contract. It indicates that if the contract is extended for an additional 10 years, the state will calculate the remaining fixed fee at the appropriate time. The 10-year extension of the contract would be automatic, 'provided that the company has fulfilled all its obligations...'

It was also agreed that the new operator will pay the state \$3.6m for the nine years and nine months of the contract with the original concessionaire. The addendum also amended clause 4 of the contract, which referred to the payment of fares and fees to the state. The addendum only establishes the payment of a fee for the use of land and seabed.



AUTORIDAD MARÍTIMA DE
PANAMÁ

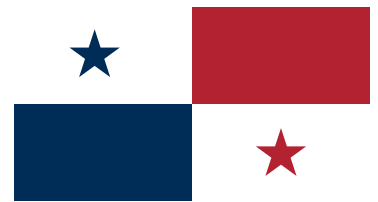


We register existing mortgage or undergoing merchant fleets





UPDATE



Merchant Marine Circulars - July 2022

Title	Number	Update
Procedure for Port State Control (PSC), 2021.	MMC-379	October 2022
Guidelines for appeals process against Port State Control deficiencies/detentions.	MMC-384	October 2022
Control and Administrative fees imposed by the Republic of Panama to the Technical Documents, Statutory Certificates issued, endorsements and approvals.	MMC-324	September 2022
Use of Electronic Certificates onboard.	MMC-355	November 2022
Companies representing the Flag State inspectors.	MMC-374	November 2022
Authorized Recognized Security Organizations (RSO), Reports and Fees.	MMC-131	November 2022
Ship Security Plan (SSP).	MMC-125	November 2022
Authorized service providers for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear.	MMC-258	December 2022
List of Approved P&I Club/Insurers	MMC-202	December 2022
Authorized Private Maritime Security Companies (PMSC) transiting High Risk Areas (Online application)	MMC-245	December 2022

Merchant Marine Notices - July 2022

Title	Number	Update
Flag Annual Safety Inspection for vessel transiting through Panama with a destination of the Ports in Paris MoU área.	MMN-13	October 2022
SEEMP Part III Submissions.	MMN-14	November 2022
Payment Accounts.	MMN-15	November 2022

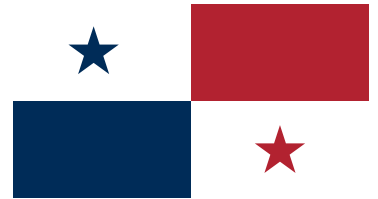


Electronic registration
with just a
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UPDATE



Nuestras 53 oficinas consulares y 14 Oficinas Técnicas Internacionales de SEGUMAR están 100% operativas

24/7



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Panama Ship Registry



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