

## ***Panamanian Arsenio Dominguez is elected IMO's Secretary General***

**Panama Maritime Authority  
congratulates**

**Arsenio  
Domínguez**

**for being the first latin  
american elected for the  
IMO Secretary-General**



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The Panama Maritime Authority (AMP) is proud to announce the election of Arsenio Dominguez, current IMO Director of Environment, as the new Secretary General of the International Maritime Organization.

Last December, The AMP presented the candidacy of Naval Architect Arsenio Dominguez under the slogan "Taking the initiative for a united and better future", as Secretary General of the IMO.

Arsenio Dominguez is the first Latin American and Panamanian in history to achieve this position.

Dominguez competed alongside Moin Uddin Ahmed of Bangladesh, Suat Hayri Aka of Turkey, Cleopatra Dombia-Henry of Dominica, Nancy Karigithu of Kenya, Minna Kivimäki of Finland, and Zhang Xiaojie of China for the post.

"As an IMO member country, we extend our congratulations to all of them and look forward to continuing to work together for the maritime industry," said Noriel Arauz, head of the Panama Maritime Authority and Minister of Maritime Affairs.

Mr. Dominguez has been Panama's alternate representative to the IMO from 2004 until 2014 when he was appointed Panama's Ambassador to the IMO and President of MEPC until 2017 when he joined the International Maritime Organization as Chief

of Staff, then Administrative Director and Director of Marine Environment.

With the goal of serving IMO by "putting people and the planet first," the Secretary General-elect said during his campaign, "We must take the initiative to address the human element, including the safety, education, training and welfare of seafarers. Seafaring is not a profession like any other: it is rewarding, adventurous and dangerous; our job is to respect it", which shows that he will prioritize the safety of seafarers in his term as Secretary General. He also expressed his position on promoting technological innovation to make ships more efficient in their operation and considering the associated cyber risks, and his interest in coordinating the green and autonomous agenda to facilitate and maintain the security of international trade as new trends emerge.

Panama joined the IMO on December 31, 1958, becoming 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 Convention Establishing the Organization, Panama has since been re-elected as a Category A member of the Council.

Mr. Dominguez's election honors Panama, its maritime vocation, and dedication to this industry for more than a century.

## ***Panama continues to be the leader in Flag Ship Registry with 8,662 vessels***

The Panama Flag Ship Registry administered by the Panama Maritime Authority (AMP), added more than 5.9 million Gross Register Tons only in the first half of 2023, according to the institution's database.

According to the international platform IHS Markit, at the end of June the Panama merchant fleet is made up of 8,662 ships totaling 249.8 million Gross Register Tons.

The General Directorate of Merchant Marine established a competitiveness strategy for 2023 based on three quality objectives that serve to measure management during this period. The first of them is focused on improving the current retention percentage, compared to the last 10 years. By 2023, the Flag Registry reported retention of 37%, a figure that exceeds the average of the last 10 years (13.8%). In addition, transfer cancellations have decreased by 6.5%, compared to the same period of the previous year.

In the same way, an objective was established for the acquisition of existing ships that preferably are less than 15 years old.

Currently, 54% of the flag registry ships this year have an average age of 5 years.

Regarding the new construction, a third objective was established focused on improving the acquisition of this segment, at the end of June the General Directorate of Merchant Marine reported 92% progress, in relation to the period elapsed. In this sense, during the first half of the year, 152 ships have been registered, representing 4,029,826 Gross Register Tons, with this the sustainability of the ship flag registry business and the compliance of the Panama merchant fleet are sought.

These positive figures are accredited to the improvements in service, investment in technology, human resource training, and the incentive scheme provided to our clients. This Administration has continued to provide support and personalized treatment to its clients, as a whole with the 53 Merchant Marine General Consulates and its 22 international Technical Offices.

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## ***Panama signs an agreement with Canada to promote job opportunities for panamanian officers, cadets and junior personnel***



The Panama Maritime Authority (AMP) is committed to the opening of new markets and promotes the initiative of signing Agreements with other Maritime Administrations and Memorandums of Understanding (MOU) with shipping companies of national and international prestige, aimed at exchanging experiences and knowledge technicians, that allow the execution of the powers of Panamanian seafarers, which will positively impact the performance of their duties.

In this sense, within the framework of the 129th session of the Council of the International Maritime Organization (IMO), at its headquarters in London, the signing of the Memorandum of Cooperation concerning the Mutual Recognition of Training and Certification according to the Rule I/10 of the International Agreement on Standards of Training, Certification



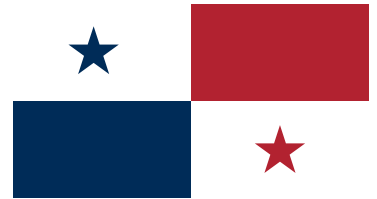
and Watchkeeping for Seafarers, 1978, Amended (STCW'78 Agreement, as amended), took place between the Panama Maritime Authority and the Department of Transportation of Canada.

On behalf of the AMP, the Minister of Maritime Affairs, Noriel Arauz, signed the Agreement, and for the Department of Transportation of Canada, the General Director of Maritime Safety, Joanna Manger.

This MOU will allow Panamanian seafarers to serve on board ships registered under the Canadian flag, while boosting the national workforce and strengthening technical cooperation ties between both governments.



# UPDATE



## ***Panama Ship Registry becomes member of the Qualship21 Program for first time in 20 years***

The Panama Maritime Authority (AMP), the entity overseeing the Panama Ship Registry received a letter of approval from the United States Coast Guard congratulating the country for its qualification to the Quality Shipping for the 21st Century Program (QUALSHIP21) and the flag's commitment to quality shipping, since the Panamanian fleet vessels arriving at US ports have achieved an excellent record of Port State Control.

This is the first time that the Panama Ship Registry has achieved classification in this prestigious US government program.

With the purpose of guaranteeing a safe and environmentally committed maritime commerce, the United States Coast Guard created this program which came into effect on January 1, 2002. To qualify for this program, vessels must adhere to established requirements, which encourage exemplary vessels that show compliance and good environmental stewardship.

Ships flying the Panamanian flag reported a compliance rate above the 99% required for inclusion in the Qualship21 program. This is the result of a series of measures that were put in place to ensure the reduction of possible detentions upon arrival of vessels at US ports, highlighting:

- All Panamanian flag vessels that will transit or visit domestic ports prior to their arrival in the United States will be required to undergo an Annual Security Inspection (ASI) upon arrival at any port or terminal in Panama.

- As of August 1, 2022, the AMP initiated a special flag inspection program for vessels arriving at U.S. ports whose history makes them candidates for a Port State Inspection by the U.S. Coast Guard.

The Directorate General of Merchant Marine, the Flag Surveyors, the Recognized Organizations and Segumar Technical Offices located in the United States and Panama, achieved this milestone for the Panamanian Registry that shows the institution's efforts to change working methods and monitor the fleet.

Panama received the Certificate that accredits Panama as a flag meeting all the eligibility criteria to be part of the Qualship21 program.

Panama encourages ship owners, operators, and masters to operate with high standards to ensure a safer, innovative, and sustainable maritime industry, and keeping the protection of human life at sea and the protection of the environment, as a principle.

The Panama Maritime Authority remains vigilant of the good performance of the Panamanian Merchant Marine.

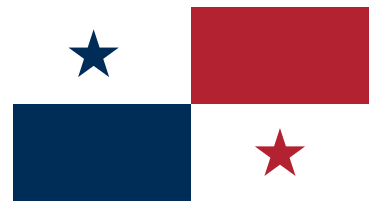
<https://panamashipregistry.com/marine-notice/qualship-21-program-united-states-coast-guard-uscg/>







# UPDATE



**PANAMA**  
MARITIME AUTHORITY



## Panama Ship Registry QUALSHIP 21

☒ **ACHIEVED**

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Panama Ship Registry



@ShipPanama



www.panamashipregistry.com

## Statement

The Panama Maritime Authority (AMP), in the past 4 years, has responsibly made decisions for adapting the Panamanian Ship Registry to the changes required by the international maritime industry, and provide continuity and sustainability in the business. This transformation came after observing, in 2020, the analyses of historical statistics of the world's 5 registries with more tonnage, showing that if Panama did not take immediate actions, it would lose the market leadership by the end of 2022.

According to the latest World Fleet Monitor published on July 26 by the English database Clarksons Research, the Liberian Ship Registry is ranked as the ship registry with the highest tonnage with 246.5 million GT and 5,052 ships, while the Panama Registry has 244.3 million GT and 8,254 ships (Panama remains the leader in ship flagging) and the Marshall Islands Registry with 186.0 million GT and 4,231 ships.

In Clarksons Research's World Fleet Monitor report, both Liberia and Panama appear with 16% of the world fleet and the Marshall Islands with 12%.

There are several factors that have caused Panama to lose market presence, among which the following stand out:

- The lack of updating legislation governing the Merchant Marine -while the maritime industry has evolved greatly-reducing Panama's competitiveness compared to other Flag States.
- The inclusion of Panama in lists such as OECD, FATF and the Panama Papers, situations that have somewhat weakened the credibility of Panama's service platform.
- The red tape that produced a significant delay in various services provided by the Registry.
- Lack of statistics' analyses that, although reflecting that Panama was gaining tonnage, showed how it had been losing market presence progressively since before 2010.
- Lack of commercial strategies and poor understanding of market growth, among other factors.

However, the AMP has made important changes in the Registry to follow the current business model of the maritime industry, such as:

- Procedures and formalities were shortened to reduce time and cost.

- Constant communication with all stakeholders, whose feedback together with the study of data helps the registry to make better decisions.

- The reform and proposed revision of Law 57, presented to the AMP's Board of Directors and which will be submitted to the Executive Branch, is a fundamental part of the strategy and revision of the current model.

- Investment in technology, a pillar of the current management.

- Reengineering of processes and restructuring of procedures.

- Risk measurement and a system based on due diligence.

- Characterization of markets, highlighting those in which Panama has the greatest interest.

- The training of its human resources, among other actions, are factors that have supported the growth of the Registry.

According to historical data from the World Fleet Monitor report (verifiable data), in July 2019, the current Administration found the Registry in decline (-2.7%), a trend that was reversed during the first 10 months of government and from May 2020, the Registry has showed positive numbers, reaching at its best moment, a growth of 3.9%.

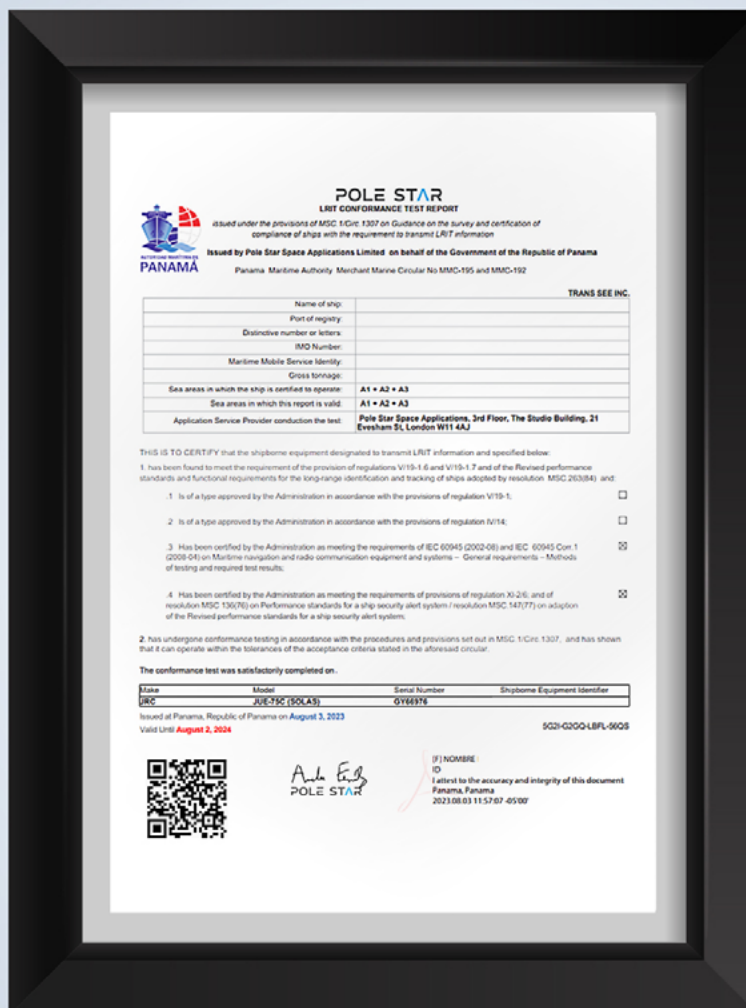
Those measures have led, to date, to add more than 30 million tons of Gross Registry, highlighting the best tonnage retention, increasing it to 36% and the best cancellation rate (decreased by more than 10%).

In the past 4 years, the registry has grown, retention has improved, and cancellations have decreased. Even though within a purge of the registry, where delinquent vessels not complying or acting in direct violation of international norms ratified and implemented by the Republic of Panama, are cancelled, and with a contracted world economy, product of the pandemic and the situation between Russia and Ukraine that has, once again, directly affected the large economic groups.

The Panama Maritime Authority (AMP), as the regent of the Panamanian Registry, will continue managing the fleet in a responsible way, always putting first the country's interests.



## Panama Ship Registry implements 'Conformance Test' certification



Panama Ship Registry has added to the list of electronic updates the LRIT 'Conformance Test Certificate' in real time. This is one of the many improvements of the Registry's modernization that give more control in the fleet, agility in the procedures, reliability, and legal security.

To obtain the Certification, the user must contact Pole Star provider and request an LRIT test and when the test is successful, the customer must request the CTR (Conformance Test Report), to include it in the ship database, -"data center"- that unify all the new features.

This certificate will include a QR code that can be verified by the inspectors for its validity. The QR will redirect them to a web page with information on the status of the CTR, its date of issue and relevant information.

When the user has the certificate, he/she must print it and keep it on board the vessel.

The Panama Maritime Authority reminds all its users with ships that apply the LRIT that they must keep it on, always.

With this new certificate, classification societies, companies, and port authorities may at any time, validate whether the ship is reporting data in terms of validity, and particularities of the ship, in real time.

Since July 1, 2023 on the website of the Registry <https://panamashipregistry.com/circulars/>

the Merchant Marine Circular 195 is published with relevant information on this subject.

With this new project of the annual LRIT test, the Panama Maritime Authority will have a better way to control the compliance of its fleet.

<https://panamashipregistry.com/wp-content/uploads/2023/05/MMC-195-LRIT-May-2023-Rev-MR-FINAL.pdf>

## ***Panama and the Kingdom of Belgium reaffirm their cooperation ties increasing the work opportunities for panamanian seafarers***

The Republic of Panama and the Kingdom of Belgium reaffirmed their technical cooperation ties in order to promote more work opportunities for our Panamanian Seafarers based in Standard I/10 from the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW'78 Convention, as amended), so they can apply to the endorsement of the certificates before the Belgium Maritime Inspectorate, B.M.I. so more Panamanians can navigate in ships under the flag of the Kingdom of Belgium.

This information was communicated by the General Director of the B.M.I., Bart Heylbroeck, during a work visit made to the General Directorate of Seafarers (DGGM) from the Panama Maritime Authority (AMP) where he was attended by its Director, Captain Juan Maltez and his work team.

Director Heylbroeck informed that since the signature of the Agreement, on June 8, 2018, the Panamanian officiality may opt for the endorsement of the BMI. This meeting also started the conversations for the future signature of the Memorandum of Understanding (MOU) for the mutual recognition of the Maritime Training Centers located in both countries, for the training regarding the Proficiency Certificates corresponding to Standard VI of this Convention.

This is a token of the efforts performed by the PMA as part of our commitment to comply with the STCW'78 Convention, as amended, regarding the certificate recognition processes with other member States. We also promote the work opportunities for our seafarers, easing the embarking or contracting of the Panamanian seafarers, boosting the national workforce, to work onboard ships of the Belgian Registry.

Standard I/10 of the STCW'78 Convention, as amended, established the obligation of the Administrations to guarantee full compliance of the provisions of the Convention regarding competence, training and certification standards, as well as quality standards.

Standard I/6 from the STCW'78 Convention, as amended, establishes the obligation of the Administrators of guaranteeing that the training and assessment of the seafarers foreseen in the Convention are managed, supervised and watched according to the provisions of the Training Code. This Standard also establishes the obligation of the Administrations to guarantee that the people responsible for the training and assessment of the competence of the seafarers foreseen by the Convention are duly qualified according to the provisions of the Training Code.



Based on these standards, the member States may achieve cooperation agreements in matters of training and certification of the seafarers. These agreements may include the mutual recognition of the certifications issued by each member State. All of this is meant to guarantee the safety in navigation, human life at sea and marine environmental protection.

Last March 1st, Panama and the Kingdom of Belgium signed 3 letters of intent to strengthen their ties in maritime matters. In 2017 we received their support in the postulation of the Republic of Panama before European Commission, as part of the requirements of the European countries for the recognition of the proficiency certificates of third countries that are not members of the European Union and in compliance with the procedures of Directive 2012/35/UE that amends Directive 2008/106/CE.

Regarding the process of recognition for the proficiency certificates issued by the PMA to be recognized by the European Union, we are optimistic due to the work and dedication that this Administration has practiced to comply with the high standards of the EU, which if concreted will "mark a milestone in the maritime Panamanian history" since it will be the consolidation of the efforts of the PMA to reaffirm to the world that the Panamanian seafarers have the competencies and the necessary calling required to be recognized by the European Union, which will benefit them, since it will provide more work opportunities onboard ships under the European Union flag.

The Kingdom of Belgium is part of the 20 main commerce nations worldwide and Panama has the biggest Ship Registry in the world. Both have been and will continue to be friend countries and commercial partners, a tie that will be strengthened with this important step.

## ***VDR remote testing for Panama-flagged vessels now available***

The Panama Maritime Authority (AMP) approves the use of FERUNO HermAce as an alternative to VDRAPT - remote monitoring of the operational status of navigation equipment.

Panama continues to adapt its technological processes for a modern registry as the industry demands more and more every day.

The Panama Maritime Authority has obtained approval by Tokyo - ClassNK of HermAce developed by FURUNO ELECTRIC CO., LTD (FURUNO), which works as an alternative for the Annual Performance Test (APT) on board the Voyage Data Recorder (VDR).

This improvement allows the VDR APT to be performed remotely for Panama-flagged vessels registered in ClassNK.

but provided that according to SOLAS allows it if a VDR has an APT with a qualified engineer who visits the vessel annually to check the performance and record voyage information, etc.

Previous methods were conventional methods but with this new HermAce, it is a solution that allows remote monitoring of the operating status of FURUNO navigation equipment, including a VDR.

With HermAce, engineers can complete performance tests equivalent to conventional methods, even in remote locations, checking remote diagnostics using real-time and historical data, etc.

ClassNK issued its innovation endorsement for products and solutions to HermAce this year.

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## ***The AMP and Panama Maritime Law Association (PMLA) meet in an update session***

The Directorate General of Merchant Marine met with the Panama Maritime Law Association (PMLA) to update its membership on the current issues and competitiveness of the Panama Ship Registry.

The AMP and the PMLA work together to strengthen the business that represents to the country the flagging of ships with constant updating. It is by working together and with other associations and institutions, that they had been able to conclude the review and proposal for the update of Law 57 on merchant marine.

Rafael Cigarruista, Director General of Merchant Marine of the Panama Maritime Authority, briefed the PMLA on the present composition of the Panamanian fleet, pre-flagging processes and the performance of the vessels in

the different Memorandums of Understanding, as well as the IMO green agenda and the risks it represents for the business considering that the maritime industry is aligned to the reduction of CO2 emissions from ships, and zero emissions for the year 2050.

It is important for both the Shipping Registry and the PMLA to continuing working as strategic partners with constant communication to provide the Panama Ship Registry's users with the best possible service.

The Panama Maritime Authority is committed to finding the mechanisms to continue serving their clients with the utmost efficiency and generating foreign exchange for the country.





## ***AMP establishes training guidelines for tugboats in international waters***

The Panama Maritime Authority (AMP) presented the "Guidelines for the development of maritime training programs for tugboats", which comprise two programs, namely: International Waters Tugboat Captain; International Waters Tugboat Chief Engineer, both are part of the Resolution ADM-568-2022, which approves the Guidelines for training programs and forms for competency records.

The Guides have been developed jointly by maritime training personnel and specialists in each of the areas, with the assistance of personnel from the Panama Canal Authority (ACP) and SAAM Towage Panama, Inc., and have been complemented with a series of support elements, such as simulator hours and time on board the tugboats, that will contribute to the development of skills and abilities for the various activities to be carried out.

Panama Maritime Authority's Director General of Seafarers (DGGM), Captain Juan Maltez said that it was "part of our responsibility to develop this type of technical training

programs to support the various certifications awarded by the Department of Qualification of our directorate. Once again, we confirm our commitment to the development of competencies through maritime training courses and/or programs".

The presentation took place in the auditorium of the International Maritime University (UMIP) and was attended by UMIP's Rector, Victor Luna, SAAM Towage Company Manager, Matias de Luiggi, SIDMAR-ACP Manager, Captain Guillermo Manfredo, ACP Tugboat Manager, Capt Max Newman, AMP Secretary General, Raúl Gutiérrez, as well as the ACP's Secretary General, Raúl Gutiérrez, as well as different delegations from Panama Chamber of Shipping (CMP), ACP, the Logistics Business Council (COEL), Panamanian Association of Marine Officers (APOM), the National College of Seafarers (CONAGEMAR), the Association of Panamanian Shipowners (ARPA), the Catholic University Santa María La Antigua (USMA), Columbus University, among others.

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## ***AMP participates in the Maritime University's 6th Navigation Olympics***



In commemoration of the week of the seafarer, the International Maritime University of Panama (UMIP), kicked off the 6th Navigation Olympics, an activity that has been carried out since 2015, previously known as the Astronomy Olympics.

This initiative has grown and includes other subjects to strengthen the knowledge of astronomical navigation, meteorology, ship theory, regulations, and signals (COLREG) in a theoretical and practical way.

Rafael Cigarruista, Director General of Merchant Marine who attended the inauguration, invited the students to work



within their technical and professional skills, qualities such as teamwork, analytical skills, management of priorities and emphasize the "Resilience of the professional", essential for working in the maritime industry.

This activity is directed at all UMIP students, mainly those of the Faculty of Nautical Sciences. During this Seafarer's Week, the third deck cadets of the Faculty of Nautical Sciences oversee this program.

The AMP exhort student to do such activities that prepare them and which will lead them to join the more than 18,000 active seafarers internationally.

## *Panama and Peru strengthen cooperation in maritime affairs*



The Maritime Authority of Panama (AMP) and the National Maritime Authority of Peru have signed an Interinstitutional Agreement for mutual recognition of seafarers' training and certification, according with Regulation I/10 of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW'78 Convention, as amended).

This Convention aims, among other purposes, at strengthening the friendship and cooperation that unite the Republic of Panama and the Republic of Peru, as well as improving standards in the maritime, port and logistics fields.

The signing of this agreement took place during the 129th session of the Council of the International Maritime Organization (IMO), in London. The signatories were, on behalf of the AMP, the Minister of Maritime Affairs, Noriel Arauz, and on behalf of the Peruvian Maritime Authority, the Director General of the Directorate of Captaincy and Coast Guard of the Navy (DICAPl), Ernesto Colunge Pinto.

"I want to emphasize that the development and dynamism of the international maritime industry requires the commitment of the countries and states parties in the adoption of regulations and standards that regulate the maritime sector, the implementation of controls, mechanisms and processes for the efficient and effective application of these provisions. And above all the promotion of education, seafarers' training, and level of competence -since they are guarantor of a quality maritime transport- in compliance with the international standards established by the IMO through the STCW'78 Convention, as amended," said Panama's Minister of Maritime Affairs, Noriel Arauz.

The reciprocal recognition of certificates of competency and certificates of proficiency issued by the AMP, in accordance with the STCW'78 Convention, as amended, will allow Panamanian seafarers to serve on board vessels registered under the flag of the Republic of Peru, promoting national labor force while strengthening technical cooperation.

The AMP had, earlier, made a working tour in the Republic of Peru, to address the following issues before signing the joint document:

- The signing of the bilateral agreement under Regulation I/10 of the STCW'78 Convention, as amended, for the mutual recognition of seafarers' certificates.
- Cooperation on maritime training, information exchange and operations.
- The future signing of an academic Memorandum of Understanding to promote job opportunities for Panamanian seafarers.

The Panamanian delegation met with TRANSGAS, an international shipping company specialized in transport of liquefied gases, petroleum, and chemical products, which currently has 17 vessels, with Panamanian officers and captains on board.

The AMP team also got together with the top management of Transoceánica S.A., a leading Peruvian shipping company dedicated to the transport of crude oil, refined products, chemical products, and liquefied petroleum gas (LPG). Two of the company's vessels will soon be entering the dry dock of the Balboa Shipyard (ASTIBAL), located on the Panamanian Pacific side.

## Merchant Marine Circulars - June 2023

Title	Number	Update
International Ship and Port Facility Security Code (ISPS Code)	MMC-123	June 2023
Continuous Synopsis Record (CSR)	MMC-183	June 2023
List of Approved P&I Clubs/Insurers	MMC-202	June 2023
Authorized service providers for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear	MMC-258	June 2023
Maritime Labour Convention, 2006 (MLC, 2006) - Seafarer Recruitment and Placement Services Guide	MMC-283	June 2023
Code for Recognized Organizations (RO Code)	MMC-307	June 2023
List of State Parties of the 1978 STCW Convention, as amended, that have communicated information which demonstrates that full and complete effect is given to the provisions of the Convention (White List)	MMC-343	June 2023

## Merchant Marine Circulars - June 2023

Title	Number	Cancelled
Panama Policy - GMDSS Flag Vessels	MMC-94	June 2023
Validity of Course Certificates and Course Endorsements	MMC-134	June 2023
New format for Seafarers License	MMC-163	June 2023
Appropriate Certificate	MMC-182	June 2023
Opening of the Regional Documentation Office of New York	MMC-294	June 2023
Dispensation for Ship's Cook Course	MMC-303	June 2023
Procedures for Transfer of the Certification	MMC-309	June 2023
Special Discount on Seafarers Certification services	MMC-315	June 2023
Seafarer's Automated Application	MMC-329	June 2023
Upgrading	MMC-333	June 2023
Issuance of Transitory Certificates (CT)	MMC-335	June 2023

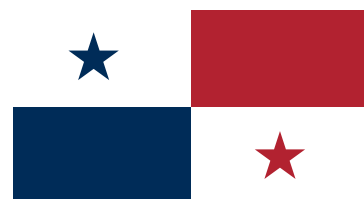
## Merchant Marine Notice - June 2023

Title	Number	Update
Segumar offices contact points (24/7 coverage)	MMN-18/2021	June 2023
Standard Guide of Facts on board a Panama Flag Ship, in cases of theft, sexual assault, natural death, suicide and homicide	MMN-07/2021	June 2023
Approved ASI inspectors	MMN-5/2022	June 2023
International Medical Guide for seafarers and fishermen	MMN-4/2023	June 2023
Approved ASI inspectors	MMN-5/2023	June 2023





# UPDATE



*Our 53 consular offices and 22 International Technical offices are 100% operational*

## 24/7



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