FLAG STATE REQUIREMENTS SUMMARY

PANAMA

September 2025

QRS Class

QUALITAS REGISTER of SHIPPING

THE COMPANY

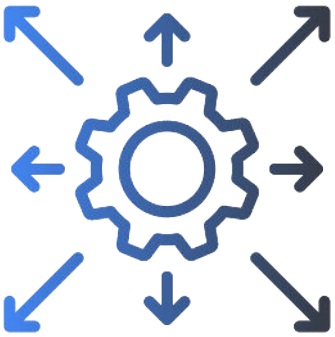
OBJECTIVES

The objective of this document is to provide QRS surveyors and staff with the specific requirements, instructions, clarifications,etc., issued by the Flag State Administration (FSA) of the flag in reference, in order to assist them in carrying out the necessary surveys and issue the relevant Interim/Short Term Certificates as authorized, or proceed with the endorsement of Full-Term Certificates, as the case may be. These requirements derive from the different Resolutions, Merchant Marine Circulars (MMC), and instructions that have been issued by the PMA.
This document is also a reference also for QRS HO for reviewing of technical documentation.

QRS will update this document as soon as possible after notification of changes in regulations through the amendment, issuance or cancellation of a MMC.
It should be noted that while QRS has strived to compile this set of references, and keep them updated, as best as possible, these should not be seen as an alternative to keeping knowledgeable of changing FSA requirements.

SCOPE

This procedure is applicable to all survey and certification activities carried out on behalf of the Flag State Administration of PANAMA.



DESCRIPTION OF REQUIREMENTS

- The official name to be placed in the certificates issued on behalf of the FSA is THE REPUBLIC OF PANAMA.
- Specific requirements, flag state guidelines, and interpretations are generally published as Merchant Marine Circulars (MMC), some of which are designated to carry the weight of rules and regulations. These are issued periodically and are available at **www.panamashipregistry.com/segumar/merchant-marine-ciruclars/**
- All circulars that have not been modified, deleted, or cancelled shall be considered as valid.
- **MMC-136**, QRS Surveyors is in list of Recognized Organization authorized by the Republic of Panama.

The FSA has issued specific instructions of **Code for Recognized Organizations** (RO Code) in a single IMO mandatory instrument. Reference **MMC-307**

Pursuant to the RO Code, point 3.9.2.1.5, Recognized Organizations shall comply with the provisions stated in the following Merchant Marine Circulars:

- ISM / MLC / ISPS certification process:
  - **MMC-176** "International Safety Management (ISM) Code Panama Policy".
  - **MMC-388** "Revised Guidelines on the Implementation of the ISM Code by Administrations".
  - **MMC-269** "Maritime Labour Convention 2006, Certification Process".
  - **MMC-359** "Guidance for the implementation and certification of the ISPS Code".
- In cases of ship detentions:
  - **MMC-380** "Measurements to Reduce PSC Detentions on Panamanian Vessels". It is replaced by the new circular **MMC-405**, whose purpose is to inform about the revised measures aimed at optimizing the performance of the Panamanian Merchant Fleet.
  - **MMC-384** "Guidelines for appeals process against Port State Control deficiencies / detentions".
- In case of Casualties:
  - **MMC-184** "Maritime Affairs & Casualty Investigation of Panama flagged vessels."
- For monthly and quarterly transfer reports:
  - **MMC-324** "Control and administrative Fees imposed by the Republic of Panama to the Technical Documents, Statutory Certificates issued, endorsements and approvals".

Recognized Organizations not responsible for the SMC shall inform the ship Master / Company about deficiencies detected, which possibly affect the implementation of the SMS, and that the Administration shall be reported thereof so that the Recognized Organization responsible for the SMC is contacted to coordinate the corresponding actions.

In Reference to Statutory Certificates that are authorized, other than those pertaining to ISM, ISPS, MLC and ITC. These are Interim, Full-Term, Conditional, and Exemption. Further details are found in **MMC-156**, as it may be amended.

By virtue of ratification of the 1988 SOLAS and Load Line Protocols and the related amendments to MARPOL 73/78, Harmonized System of Survey and Certification (HSSC) is applicable to Panama-flagged vessels. MMC-152 provides extensive instructions and considerations from the FSA in connection with their interpretation and implementation of the HSSC.

MMC-71 provides a list of official documents that must be carried on board by Panama-flagged vessels. National Documents and Official Books are updated.

MMC-192, as amended, provides guidance on the concept of "Type Approvals "and "satisfaction of the Administration", which may be used throughout applicable regulations, as it will be understood or applied by the FSA.

The FSA accepts the use of electronic record books on board vessels as Minimum Requirements to Bridge Logbook, Oil Record Book, Crew Roll Book and Instructions to

manufacturers and vessels. Further details can be found on **MMC-193**.

MMC-355 informs us that guidelines have been adopted for the use of electronic certificates on board. In addition, information is provided on the list of certificates that have been issued as electronic certificates by this Administration, as well as the list of RO authorized to issue electronic certificates.

Changes

CIRCULAR MMC-193

1. New **Recognized Manufacturer**
   HEISHIN PUMP WORKS CO., LTD. has been approved as a recognized manufacturer for onboard installation of electronic logbook and record systems. The approval is limited to **MARPOL Record** equipment.
2. **Procedure for New Companies**
   New companies seeking first-time approval for their systems must follow the steps outlined in **Resolution No. 106-60-DGMM**.
3. The license fees for the use of electronic books—Bridge Logbook, Crew Roll, MARPOL Record Book, and Ballast Water Record Book—have been updated. Additionally, the recognized companies Mariapss Marine Solutions Pte. Ltd. and Rina Consulting S.P.A. have been added, both authorized for all four electronic books.

CARGO SHIP SAFETY CONSTRUCTION CERTIFICATE

Cargo Ships (other than Bulk Carriers and Oil Tankers) of up to 15 years of age may be authorized by SEGUMAR to have an in-water bottom survey on alternate periods (those concurrent with the intermediate survey). This can be extended, upon special consideration, to older vessels except tankers and bulk carriers. The period for bottom surveys may be extended as provided by SOLAS, further details are provided in **MMC-204** (Outside Ship's Bottom inspection and Dry-docking Interface Periods for Panamanian Flagged Vessels.)

About requirements for Protective Coating to Dedicated Seawater Ballast Tanks on all types of Ships, and Double-Side Skin Spaces in Bulk Carriers (PSPC), the FSA posit ion is that they shall apply to vessels for which a building contract signing date occurs on or after 1 July 2008. Only in the absence of a building contract the criteria of keel laid (1 January 2009) applies.

MMC-299 provides the applicable regulation to all cargo vessels of the Republic of Panama under 500 GRT holding an international Registry Certificate, aiming to achieve the highest levels of safety of life at sea and sea environment.

MMC-380 implement measures designed to reduce PCP detentions and enhance the performance of Panama flag vessels, described in Section 5 Part A & B. It also implements additional measures to reduce PSC detentions.

Furthermore, regardless of the date of the building contract or keel laid, vessels delivered on or after 1 July 2012 must comply with PSPC requirements.

Nonetheless, provisions are in place to exempt vessels for which the delivery has been delayed beyond this date due to unforeseen circumstances, details are found in **MMC-246**.

CARGO SHIP SAFETY EQUIPMENT CERTIFICATE

AIS must be tested annually by a qualified Radio Technician approved by the Administration or Recognized Organization. This test to be performed 3 months before or after the due date annual/periodical CEC survey, or up to 3 months before the due date of renewal survey.
The report forms to be left on board for perusal by competent authorities.

MMC-107 provides a complete list of all documents and records that must be carried on board by Panama-flagged vessels. This circular is complemented by **MMC-218** which gives details on the FSA requirements regarding the use of ECDICS.

The FSA has a scheme for approval of service providers for lifeboats, launching appliances and on-load release gear. Service providers are to be recognized by the FSA to proceed, and a list of such authorized providers is compiled in **MMC-258** and **MMC-250**

For the purposes of compliance of on-load release gear, the FSA will accept the evaluation carried out by other FSA on existing types of such gear, as per information released on GISIS.

Immersion suits to be provided for all persons on board, including the provision of child-sized suits whenever children are carried. In addition, two suits to be provided in every workstation. The suits for lifeboats may be kept in the cabins of the assigned personnel.

The MSC.1/Circular.1243 requests that the area where remotely located survival craft (**MMC-166**) are stowed should be provided with an embarkation ladder or other means of embarkation enabling descent to the water in a controlled manner in be accepted; however, the alternate method chosen shall assure the safety of crewmembers at the time of its use. The approval of other means of embarkation, enabling descent to the water in a controlled manner on regards to life raft under regulation 31.1.4 Chapter III SOLAS amended, shall be carried out by Recognized Organizations, taking into consideration requirements, material, characteristics, and dimensions criteria.

Manning of survival craft and supervision above **MMC-68** all ships registered under the Panama flag will be required to have at least two (2) certificated persons on each lifeboat. The Master and Offshore Installation Manager (in case of non-self-propelled units) will make sure that the equitable distribution of Certificated Persons in every vessel's survival craft is as follow:

- One (1) Certificate Person in command; and
- One (1) Certificate Person as second in command

The Certificated Persons should have a list of all persons assigned to the survival craft and should see that persons under their command are acquainted with their duties.

Resolution No. 106-138- DGMM, considering the special situation of crew boats, which by strict interpretation are passenger vessels (more than 12 passengers), but are small coastal craft not designed to comply with passenger ship regulations, the FSA has issued a set of guidelines for crew boat certification, contained in **MMC-167.**

When a Fire Control and Safety Plan is to be reissued to a vessel built prior to 1 January 2004, the symbols prescribed by IMO Resolution A.952 (23) are to be used. Resolution entry in force January 1st, 2020, for Amendments to the International CODE for Fire Safety SYSTEM (FSS CODE). **MMC-378**

EEBD's: Cargo ships to be provided with at least two sets in accommodation spaces, plus 1 spare. Regarding machinery spaces, one to be provided at the engine control room if located inside the machinery spaces; one to be provided at the machine shop or workshop area; one near the escape ladder used as secondary means of escape from machinery spaces; and one on each deck near the escape ladder if more the machinery spaces comprehend more than one deck. **MMC-142,** guidelines about requirements, training, survey, Inspection and Testing.

MMC-281 provides detailed guidelines for Panama-flagged vessels to follow regarding Maintenance and Inspection of Fire-Protection Systems and Appliances. This includes but is not limited periodical (e.g. weekly, monthly, quarterly, etc.) tests and inspections of equipment such as fire pumps, fire extinguishers, fire doors, fixed fire-fighting systems, etc.

The FSA has issued a series of guidelines for the annual testing of VDR and S-VDR including Background, contained in **MMC-161.**

The FSA extends the implementation of Bridge Navigation Watch Alarm System (BNWAS) in accordance with the SOLAS amendments via Res.MSC.350 (92) to vessels constructed prior to 1 July 2002. Generally, all BNWAS installed must conform to MSC. 128(75) and can be accepted without additional testing if type approved. The FSA may consider exemptions in cases where a BNWAS installed prior to 1 July 2011 does not comply with MSC. 128(75) if it complies with minimum requirements, QRS HO shall be contacted in such cases to coordinate details (**MMC-229**). In case of non-interface of BNWAS with VDR complying with Resolution A.861(20) as amended by Res.MSC.214(81) (refer to our MMC-161), this Administration will issue an Acceptance letter (Existing Exemption Certificates will remain valid until the expiry date)

Administration grants a General Exemption from the requirements of SOLAS Ch. V, Reg. 15, 17, 18, 19, (except 19.2.1.7), 20, 22, 24, 25, 26, 27 and 28 to all ships without mechanical means of propulsion. This general exemption is effective from 1 July 2002, date of entry in force of Resolution MSC.99 (73).

The FSA has developed a regulatory scheme for the approval of the authorizations for voluntary use of electronic books on board of Panamanian vessels. Details to be found in **MMC-193** and the Compliance with Mandatory Ship Reporting Systems in **MMC-113**.

The FSA has issued guidelines for monitoring performance, maintenance, and testing of magnetic compasses. Most importantly for surveyors, the compass adjustment must be performed at least once a year, by a recognized (by Panama or other FSA) compass adjuster. Full guidelines are contained in

MMC-195 provides guidelines regarding LRIT, Conformance Test and Service Providers. All Conformance Tests Certificates issued after 1 January 2009 must be issued by the sole Recognized ASP, CONSORCIO ABSOLUTE MARITIME TRACKING SERVICES INC./POLESTAR SPACE APPLICATIONS LTD. QRS surveyors must abstain from issuing the CEC on a vessel without valid Conformance Test Certificate and contact Head Office to follow Conditional Certificate issuance procedures.

All Panamanian registered vessels that deliberately deactivate the Long-Range Identification and Tracking Equipment (LRIT) or the Automatic Identification System (AIS) may be subject to be sanctioned.

CHANGES

CIRCULAR MMC-258

1. Section 6 “List of Service Providers” Table 6.1 updated to include new authorized services providers

Removed providers:

- Maritahellas S.A.
- Marko Ltd
- Navigation Maritime Bulgare
- Safety Bag Deniz Hizmetleri Ve Ticaret Limited Sirketi
- Terminal Subsea Solutions Saudi Marine Services

Added providers:

- Dolphin Marine (General Free Zone in Suez)
- Guangzhou Fengtai Marine Engineering & Technology Co., Ltd
- Lianyungang Kelan Shipping Technology Services, Ltd
- Marinetech Services Limited
- Tangshan Ocean Mandarin Marine Engineering Co., Ltd
- Viking Life-Saving Equipment A/S (Esbjerg, Denmark)
- Viking Norsafe Lifesaving Equipment Jiangyin Ltd.
- Viking Life-Saving Equipment Limited (United Kingdom)
- Viking Life-Saving Equipment (SA) (Pty), Ltd.
- Yangzijiang Shipping Co., Ltd

CARGO SHIP SAFETY RADIO CERTIFICATE

When programming the EPIRB upon entering the Registry, a confirmation message shall be sent to the FSA, providing information regarding the vessel. See **MMC-112** for details.
On vessels certified for GMDSS (Global Maritime Distress and Safety System), every watch standing Deck Officer serving on Panama must be in possession of an appropriate Panamanian (GMDSS) radio operator’s certificate, i.e., Restricted Operator’s Certificate (ROC) or General Operator’s Certificate (GOC).

Delays affecting the availability of new GMDSS equipment compliant with the revised performance standards set out in resolutions MSC.511(105), MSC.512(105), and MSC.513(105) - MSC.1/Circ.1676, 30 June 2023.

MMC-18 provides a list of documents required to be carried on GMDSS Ship Radio Stations

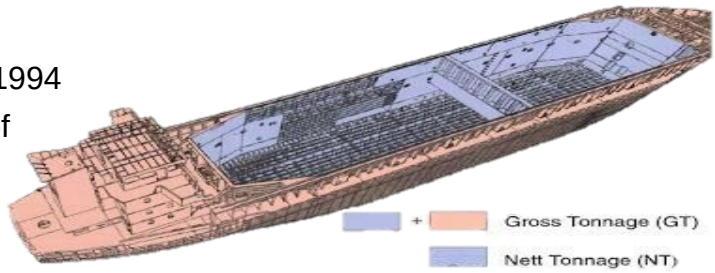
The MSC Committee, at its 107th session, considered information provided by IEC and CIRM on the availability of GMDSS equipment after 1 January 2024 and noted that considerable work had been carried out by the radio manufacturing industry and the standards organizations to develop the new equipment required. However, some of the performance standards incorporate new features that still require specification from other organizations. Therefore, concluded that it was unrealistic for new shipborne VHF radio installations, shipborne MF and MF/HF radio installations, or Inmarsat-C ship earth stations conforming to performance standards specified in the annex to resolutions MSC.511(105), MSC.512(105) and MSC.513(105), respectively, to be available for installation from 1 January 2024.

Recognized Organizations/Class Societies are instructed to implement the amendments to SOLAS Chapter IV and in consequence, replace the forms of relevant statutory certificates after the first radio survey (periodical or renewal) after 1January 2024.

INTERNATIONAL TONNAGE CERTIFICATE (ITC), INTERNATIONAL TONNAGE CONVENTION, 1969 AND NATIONAL TONNAGE CERTIFICATE (NTC)

Full term certificates are issued by the RO; however, they must be submitted to the FSA together with the required information supporting the determination of gross and net tonnages as well as the ship's drawings, to be validated. (Details found in **MMC-67**).

The issuance of certificates for vessels less than 24 m in length (as defined by International Tonnage Convention is the sole prerogative of the FSA. Surveyors should contact QRS for instructions prior to proceeding, in such cases. If possible, it is advisable to obtain the results of tonnage figures using the system currently in force prior to vessel registration, as calculations methods vary throughout the world.



For ships constructed (keel laid) prior to 18 July 1994 (if under 1600 GRT), or 31 December 1985 (if of 1600 GRT or above) may continue to use the original national tonnages issued for the purposes of application of existing international conventions. QRS HO to be contacted prior to proceed with Interim Certificate.MMC-107 provides a complete list of all documents and records that must be carried on board by Panama-flagged vessels. This circular is complemented by **MMC-218** which gives details on the FSA requirements regarding the use of ECDICS.

INTERNATIONAL LOAD LINE CERTIFICATE

The FSA accepts the issuance of Multiple Load Line Certificates. QRS HO to be contacted for instructions in this case. Procedures are outlined in **MMC-391**

Companies to use the IACS publication “A GUIDE TO RISK ASSESSMENT IN SHIP OPERATIONS” regarding complying with Clause 1.2.2.2. Such guide to be used by the RO when verifying compliance.

All Company Operators shall send to SEGUMAR the Declaration of Company (DC) for the Company Operator as per ISM Code 3.1 and the Declaration of DPA (DPA), for endorsement. During initial, renewal, annual, and intermediate verifications, the surveyor must verify that the DC and DPA have been endorsed by the FSA.

MMC-388 provides a summary of the principal aspects of the Revised Guidelines on the Implementation of the ISM Code by Administrations (Resolution A.1118(30), as applicable for companies and vessels flying Panama flag, aiming to serve of a brief orientation for all interested parties.

The appropriate organization of management, ashore and on board, is needed to ensure adequate standards of safety and pollution prevention. A systematic approach to management by those responsible for management of ships is therefore required. The objectives of the mandatory application of the ISM Code are to ensure:

- compliance with mandatory rules and regulations related to the safe operation of ships and protection of the environment; and
- the effective implementation and enforcement thereof by the Administration.

The FSA indicates that the exceptional circumstances that may cause an internal audit delay for up to 3-months are defined by the Company. No special authorization required from the flag. Prior to a RO proceeding with an Additional Verification, authorization must be granted by the FSA, through QRS Head Office. Procedures are described in **MMC-176.**

Vessels are obliged to send the corrections of deficiencies corrections of deficiencies raised due to an Annual Safety Inspections (**MMC-171**) within the next 30 days, as it is stated on the ASI Form, Page No. 8 to using the form included in **MMC-201**.

The correction of deficiencies shall be sent by the DPA, Operators/Owners using the https://panamashipregistry.com/wpcontent/uploads/2023/05/F-27-Monitoring-andcorrectionform.xls for Monitoring and Correction of Deficiencies Form. The SMS shall include a procedure covering this matter.

The Company is required to report immediately to the FSA all PSC inspections, as well as the details of the correction of all deficiencies noted. SMS procedures shall cover this matter, as outlined in **MMC-405**.

The Merchant Marine Circular of Panama replaces the previous **MMC-380** and establishes updated measures to optimize the performance and compliance of the Panamanian fleet, focusing on maritime safety, pollution prevention, and onboard living conditions, in accordance with international regulations. Ships are classified into two categories based on their risk level: critical, with a history of multiple deficiencies, and warning, with moderate risk.

For critical ships, the Directorate General of Merchant Marine requires additional quarterly surveys conducted by the Recognized Organization (RO), as well as verifications of the Safety Management System (SMS), and possible inclusion in an accelerated monitoring program (PMAP). Warning ships, on the other hand, must submit a pre-arrival checklist to ports supervised by authorities such as the USCG, Paris MoU, AMSA, and MSA-China at least five days prior to arrival.

Establishes that any failure or defect onboard must be reported immediately to SEGUMAR, the corresponding RO, and, if applicable, the Port State Control (PSC) authority. To address identified deficiencies, submission of a Corrective Action Plan (CAP), documented evidence, and the F-27 form are required. Ships must maintain a file with this evidence, and failure to take corrective actions within the prescribed timeframe may lead to sanctions such as fines, prohibition from sailing, or cancellation of registration.

MMC-398 is integrated together with **MMC-393** and **MMC-381** into the new **MMC-402**, whose main objective is to reduce Port State Control (PSC) detentions and improve the performance of the Panamanian-flagged merchant fleet. It is mandatory for all merchant vessels, including

those carrying excess passengers under the Panamanian flag, to complete a pre-arrival checklist before arriving at ports supervised by PSC authorities of the USCG, Paris MoU, Australian Maritime Safety Authority, and the People's Republic of China Maritime Safety Administration.

This pre-arrival checklist must be submitted at least 120 hours prior to arrival at the specified ports. For short voyages under 96 hours, the checklist may be submitted up to 24 hours before arrival. The checklist must be sent to prearrival@amp.gob.pa and must be signed by the Designated Person Ashore (DPA) and/or the Captain. Failure to comply with this requirement may result in sanctions against the Captain, Chief Engineer, and/or the shipping company.

In extraordinary situations that cannot be immediately resolved onboard, the involved parties must coordinate a corrective action plan, establish deadlines, and conduct risk assessments jointly with the Recognized Organization (RO) and SEGUMAR. They must also inform the Port State Control authorities in accordance with the "Maintenance of conditions after survey" regulation (SOLAS, Chapter I, Regulation 11).

All Panamanian flagged vessels must apply a checklist, available in the annex to Circular **MMC-401**, to reduce the detention numbers of vessels calling at Italian ports. The checklist must be sent ninety-six hours (96hrs) before the vessel arrives to Italy ports, to the following email address: psc@amp.gob.pa . For voyages with lasts less than 96 hours (96hrs), the checklist must be sent at least twenty-four hours (24hrs) before arrival at port.

Publications and Documents that must be carried on board non-self-propelled MODU's certified under the MODU Code are listed in **MMC-108.**

MOU Annual Safety Inspection Program to **MMC-150** an Alternative Program to carry out flag State Inspections (FSIs) on board any type of Mobile Offshore Units (MOU) under the flag of Panama, regardless of its on-location for drilling, accommodation, production and/or storage or any other operation of the offshore industry. Each MOU under the flag of Panama in port (not in Lay-up status) or on-location (afloat or bottom bearing) operating within jurisdictional waters of a coastal State (until its Continental Shelf) should be subject to a FSI to be conducted, in normal condition of availability & accessibility to go offshore on board by an authorized flag State inspector.

MMC-3 above the list of Merchant Marine Consulates to receive and process applications for the provisional registration of ships, preliminary recording of title deeds, pre-cancelation notices and mortgages of vessel of the national merchant marine.

To inform owners/ operators will be inform about Recognized Organizations, Master, and Flag State Surveyors in **MMC-30** on the applicable procedures regarding the amendments to the COLREG 72.

INTERNATIONAL SHIP AND PORT FACILITY SECURITY CODE ISPS – ISSC AND RELATED DOCUMENTATION

Application for CSR must be made immediately after registration or cancellation from the Panamanian Registry. The CSR may be obtained online through the link http://certificates.amp.gob.pa/certificates. The printed applications forms (signed and stamped by the Master, shipowner or applicant) must be always maintained on board the vessel. Detailed procedures on application for and issuance of the CSR are found in **MMC-183** and **MMC-123.**

Panamanian flagged vessel operating in coastal voyage of single coastal state can request an exemption of the SSAS equipment in https://ecertificatespanama.amp.gob.pa/

MMC-243 provides a list of approved Private Maritime Security Companies (PMCS) authorized by the FSA to serve as Privately Contracted Armed Security Personnel Onboard Panamanian flagged vessels transiting High Risk Areas **(MMC-245).** The use of such companies should be contemplated within the procedures of the SSP, if such services are required/needed.

Annual Report of PMSC.: Starting from the December 15th, 2021, all Private Maritime Security Companies should send through the following website link: https://certificates.amp.gob.pa/certificates/FrmAnualReport.aspx

The Panama Maritime Authority requires all the Panamanian vessels that have undergone an attack / armed robbery / hijack, to send us application Forms (for references visit Maritime Security link, Panama Piracy Report) in the which must be completed by Shipowners/Operators, Masters, Company Security Officer, and then submitted to the following addresses: asp@amp.gob.pa.

For further assistance please note below the contact points:

Notification Security Level	securitylevel@amp.gob.pa	+ (507) 501-5368
Emergency Contact	authorizations@segumar.com asp@amp.gob.pa or worldwide Segumar Offices	+ (507) 501-5350/48 + (507) 501-5032 + (507) 501-5085
Security Incident Report	isps@amp.gob.pa	+ (507) 501-5085

MMC-133, SSAS must be configured to send a message to threat@amp.gob.pa , and a first test message should be sent using the SSAS platform https://ssas-tests-pan.polestar-production.com/sign-in. , activity of which records should be verified by the RSO during the initial verification. Once a year, the test should be made and kept as part of records for subsequent verifications.

Any change of security level, or implementation of security measures on board a vessel is to be advised by e-mail to securitylevel@amp.gob.pa. Ideally, the SSP should include this requirement therein.

All Panamanian flagged vessels transiting through High-Risk Areas must raise their Security Level according to their Ship Security Plan. Ship Protection Measures to Pirates Attacks based to **MMC-230**.

CHANGES

CIRCULAR MMC-123

1. Starting September 1, 2025, applications for the CSO Endorsement and the SASS Exemption must be submitted online. Additionally, the "Stowaway Report" format has been updated.

CIRCULAR MMC-245

1. Starting September 1, 2025, requests for armed personnel authorization, unauthorized armed personnel, navy authorization, updates of PMSC information, annual reports, and PCASP reports (with or without authorization) will be available through https://ecertificatespanama.amp.gob.pa/. Additionally, updates to private maritime security companies' information must be made via the E-Segumar platform, and the PCASP report will be verified during the annual report submission.

2. **Change in the List of Authorized Onboard Armed Security Companies**
   The following companies are excluded:
   EMERGENCY MANEUVERING LANKA (PVT) LTD.
   PROTECTION VESSELS INTERNATIONAL LTD.
   Authorized company:
   T&M SAAR BITAHON LTD

CIRCULAR MMC-243

1. Only the format changes, same content

CIRCULAR MMC-133 June 2025

1. As of June 20, 2025, all SASS requests and piracy drills must be submitted through the new platform. Additionally, ship name changes and SSAS malfunction authorizations must now be processed exclusively through E-Segumar.

The FSA considers the finding of a stowaway in a vessel a failure of the SSP security measures. If such a situation occurs, the FSA is to be informed and an additional verification must be conducted no later than 90 days from the security breach.

Guidance for the implementation and certification of the ISPS Code are included in **MMC-359.** (Update AUGUST 2025)

MMC-346 In a case where the RSO guarantor of approval and review of the SSPs is cancelled by the term of the Administration, it will only approve amendments to the SSPs approved by said RSO.

CHANGES

CIRCULAR MMC-346

1. Approval of the SSP when the responsible RSO for the review is canceled must be requested via https://ecertificatespanama.amp.gob.pa/ starting September 1, 2025. The request must include the following documents: Document of Compliance (DOC), Safety Management Certificate (SMC), Ship Security Plan and Approval Letter, the modified SSP pages with the Amendments index sheet, evidence of the requested amendment(s) (if applicable), and the official payment receipt of USD 500.

CIRCULAR MMC-183 June 2025

1. **New CSR Platform**
   As of October 6, 2025, CSR applications must be submitted online at: http://certificates.amp.gob.pa/certificates.
2. **CSR** **Applicability**
   Applies to all Panamanian-flagged vessels, including regular, special, laid-up, or chartered ships.
3. **When CSR Must Be Updated**
   CSR must be updated upon initial registration, before/after ownership or charter changes, after data modifications, or when the vessel is deregistered and re-flagged under Panama.
4. **Minimum Required Information**
   Must include flag, registration date, IMO number, port and name of vessel, owner/operator info, ID numbers, classification society, DOC, SMC, and ISSC issuers, and flag abandonment date.
5. **Application Filling Rules**
   Data must follow Annex 1 guidelines. Use N/A or N/C when not applicable or unchanged.
6. **New Required Documents**
   Lay-up requires previous CSR or registry statement. Shipyard cases need a dated statement. Changes (name, class, operator, RO/RSO, bareboat) require a valid CTR or PMA authorization; ISM audit may also be needed.
7. **Complete File Required**
   The full CSR history must be submitted. If the cancellation CSR is missing, it must be included with the first amendment. CSR will not be issued without this.
8. **CSR Content Change**
   Bareboat charter period will no longer be recorded.
9. **Voluntary CSR Under ISPS**
   Non-mandatory ISPS vessels may apply for CSR if they hold class certificate, valid DOC/SMC, and an issued ISSC.
10. **Who Can Request CSR**
    Only the vessel's captain, owner, operator, CSO, or an authorized legal representative may submit the request.

MARITIME CYBER RISK MANAGEMENT

The Resolution MSC.428(98) Maritime Cyber Risk Management in Safety Management Systems (SMS) on June 16, 2017, approved the Guidelines on Maritime Cyber Risk Management thorough MSC-FLA.1/Circ.3.

These Guidelines provide high-level recommendations for maritime cyber risk management in

MMC-354

For details and guidance related to the development and implementation of specific risk management processes, users of these Guidelines should refer to specific Member Governments' and Flag Administrations' requirements, as well as relevant international and industry standards and best practices application of the ISM Code should support and encourage the development of a safety culture in shipping. Success factors for the development of a culture that promotes safety and environmental protection are, inter alia, commitment, values, beliefs, and clarity of the safety management system.

These Guidelines are primarily intended for all organizations in the shipping industry and are designed to encourage safety and security management practices in the cybercommand. These Guidelines are recommended.

Cyber risks are appropriately addressed in Safety Management Systems (SMS) no later than the first annual verification of the company's Document of Compliance (DOC annual verification audit) on or after 1 January 2021.

The Global Maritime Safety Inspection Platform (GMSIPI) was implemented on August 1st, 2018. This platform is an essential tool for the issuance of inspection requests for our registry

vessels. The flag inspectors will perform the inspections of our vessels in a digital manner (eliminating the use of paper) and integrate them in real time to the platform. The guidelines on **MMC-373** and web site https://amp.digitaledge.net.

MANNING CONSIDERATIONS

ISM and MLC auditor should keep in mind that the FSA has adopted the 2010 Manila Amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 78, as amended details found in **MMC-235** of which this administration is a member state as defined in the **MMC-343.**

A schedule indicating how the work and the rest periods are organized onboard, written in the English language, or the common language of work, must be kept at an accessible place and available for the competent authorities to always guarantee safe watchkeeping, according to the provisions of Section A-VIII/1 of the Code on Standards of Training, Certification and Watchkeeping for Seafarers. See also MLC FSA requirements.

A Certificate of Competency is required of the following personnel on board Panamanian registered MODU's: Offshore Installation Manager, Barge Supervisor, and Ballast Control Operator. These certificates will have no expiration date.

MMC-268 provides comprehensive standards regarding watchkeeping, as per requirements of the STCW'78 Convention (as amended) and the MLC 2006 Convention (as amended), and as per national regulations. Likewise, **MMC 344** establishes that the Panamanian administration may require additional documents for the recognition of seafarers.

MMC-202 the List of Approved P&I Clubs/Insurers. The P & I Clubs / insurance companies / financial security providers that are not listed and wish to be accepted by the Panama Maritime Authority, may apply to the following email addresses: liabilities@segumar.com, mlc@segumar.com and mlcassist@segumar.com

Changes

CIRCULAR MMC-202

1. P&I List Update
   A new list of authorized P&I (Protection and Indemnity) insurance companies has been released.
2. Renewed Companies
   Turk P ve I Sigorta A.S., Falvey Insurance Services LLC, and China Continent Property & Casualty Insurance Company Ltd.
3. Name Change
   MS Amlin Marine NV has changed its name to MSIG Specialty Marine NV.
4. Removed Companies
   Absolute Insurance Ltd., The Pacific Maritime Club, IJS "VSK" Insurance Company, Water Quality Insurance Syndicate (WQIS), and QITA MC – ASTK Insurance Company LL.
5. Changes have been made to the required details in the Blue Cards. The name of the registered owner must now be included, along with a newly added requirement: the address of the registered owner.

CIRCULAR MMC-235

1. Resolution AMD No. 302-2023 of December 29, 2023, has been issued to adopt the amendments to the STCW Convention that will enter into force on January 1, 2025. Additionally, Resolution J.D No. 033-2024 of November 27, 2024, was introduced to amend Resolution J.D No. 076-2020 of October 8, 2020, which regulates the activities of training, certification, and oversight centers for seafarers.

MARITIME LABOR CONVENTION

The certification process is described in **MMC-269**. The DMLC Part I is issued by the FSA in digital format, upon receipt of a completed application form. The owner is to complete the Declaration Part II, which is then endorsed by the RO upon completion of the initial inspection. This DMCL Part II must include the vessel name, IMO number and gross tonnage.

To obtain the Declaration of Maritime Labour Compliance Part I, using the following link: http://certificates.amp.gob.pa/certificates.

Seafarer Recruitment and Placement Agencies wishing to provide crewing in significant numbers are to be recognized by the Panama Maritime Authority. In addition, when the Agency is based in a country in which the MLC does not apply, the Owner/Operator shall keep the

Agency’s compliance Certificate in their records and have copies of the Seamen’s Employment Agreement on board.

MMC 283. The purpose of this Circular is to inform to the users of the Panamanian Registry about the "Guide for ship-owners or ships operators who use seafarer recruitment and placement services that are based in countries or territories in which the Maritime Labour Convention, 2006, as amended does not apply. Regulation 1.4. Number 3."

Every ship shall provide, free of charge, to seafarers during their period on board or period of engagement, drinking water and food of appropriate quality, variety, nutritional value and quantity that adequately covers the requirements of seafarers, considering their different cultural and religious backgrounds, as well as the duration and nature of the voyage.

Vessels built after 20 August 2013 which do not comply with the requirements on Accommodation and Recreational Facilities laid out by MLC, Title 3, Regulation 3.1, Standard A3.1., Part A of the MLC Code, must apply for a relevant exemption certificate. When not in compliance with the requirements on Accommodation and Recreational Facilities laid out by MLC, Title 3, Guideline B.3.1 of the MLC Code the vessel shall be issued a dispensation letter. Procedures are described in **MMC-302.**

Vessels built before 20 August 2013 (keel laid) are still required to comply with the relevant regulations concerning the Certificate of Inspection of Crew Accommodation (CICA). Relevant procedures are carried governed by Circular **MMC-396**.Regarding hours of rest, the FSA has issued a set of guidelines included in **MMC-268**. When conducting an MLC inspection, it is important to keep in mind that the Master is required to post a table describing the organization of work on board, and that records demonstrating compliance with this and with the minimum

hours of rest requirements are kept. **MMC 130** Provides details about type of inspections and the ship-owner and master of the ship will have the obligation to correct all deficiencies reported by the maritime labour inspectors for a maximum period of up to three (3) months, depending on the type of deficiencies and what is stipulated in the Inspection Report. Once the deficiencies found during a maritime labour inspection have been corrected by the ship-owner and ship master of the ship, they must notify in writing the corrective measures adopted, through the e-mail: laborinspections@amp.gob.pa or to deliver them physically in the office of the Maritime Labour Affairs Department

With **MMC-265**, the FSA has issued official definitions for the terms Shipowner, and Seafarer. Additionally, there are a list of persons or category of persons which are not included in the definition of Seafarer. It goes further by providing a very specific definition of the term Cadet and states that the final determination of status as seafarer of a particular person rests with the FSA.

Regardless of whether the Patent (Registration) is issued for a foreign or internal service vessel, labor on board a Panamanian-flag vessel operating exclusively within Panamanian territorial waters shall be regulated by Law Decree No. 8 of 1998, and not the MLC.

Maritime Complains Procedure Guidelines are outlined in **MMC-264**. Seafarers are to be provided with a copy of the procedures with a copy of their employment agreements.

The minimum requirements that shall be contained in the Seafarers' Employment Agreements (SEA), according to Regulation 2.1 and Standard A2.1, are specified in **MMC-262.**

Medical Certificates issued within Panama must be so by a medical professional recognized by the FSA. Medical certificates issued abroad must be so by a medical professional recognized by the government of the country it is issued. While each FSA has its own format, the certificate must contain at least the information required in Section A-I/9, number 7 of the STCW 78 Convention. Details can be found in **MMC-261**, which also offers links to the FSA's Guidelines on the Medical Certification of Seafarers, the Medical Certificate Form, and the Medical Examinations Form.

However, a temporary dispensation letter may be issued, under the conditions and procedures outlined in **MMC-385**.

The coming into force of the Convention entails that the CICA will be mandatory only for vessels built before 20 August 2013. For vessels built after this date, the MLC Certificate by itself shall constitute evidence of compliance with those items covered by the CICA considered **MMC 279.**

Circular MMC-367 provides clear guidelines for shipowners, operators and crew in Panamenian Flag vessels to follow to minimize risks. It makes strong recommendations to ensure that seafarers are provided with a safe and hygienic working environment

All accident or near-accidents should report according to the format attach on the circular **MMC-274** and send to the Segumar Office at mlc@segumar.com and casualty@segumar.com.

To minimize the risks associated with drug and alcohol use among seafarers, as well as to prevent sexually transmitted diseases, the Administration has developed guidelines through **MMC 403**. These guidelines encourage shipowners and operators to implement policies and awareness measures aimed at promoting prevention and the well-being of the crew.

All Panamanian-flagged ships must carry a medicine chest and medical equipment in accordance with **MMC-339** and the WHO International Medical Guide for Ships, considering the number of persons on board and the duration of the voyage. Shipowners must ensure that crew members have prompt access to necessary medicines and adequate medical care, with the ship's master responsible for managing medical supplies. A qualified doctor is required on ships carrying more than 100 people on long voyages. Medicines must be properly stored, with

strict control over expiration dates and detailed records of their use, along with annual inspections to ensure their condition. Ships carrying dangerous cargo must also have special equipment and guides according to international regulations. Additionally, a current register of controlled drugs must be maintained, including proper handling and periodic inspection of oxygen equipment.

A list of mandatory and recommended guides and codes, concerning the MLC, are listed in **MMC-276.** Mandatories are: International Medical Guide for Ships, Medical First Aid Guide for Use in Accidents Involving Dangerous Goods, International Code of Signals-Medical Section, Ambient Factors in the Workplace.

If the recognized organization carries out an MLC inspection (interim, initial, intermediate, renewal, additional), and the vessel is found with non-conformities related to regulations, standards or national legislation of the MLC, the Recognized Organization or the operating company may apply for an authorization to issue a Conditional Certificate, provided an action plan has been approved and the correspondent additional audit is agreed before restoring the validity or issuing the MLC Certificate. (See **MMC-336**).

INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE

Ships carrying MARPOL Annex I cargoes, as defined in Appendix I to Annex I of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973, and marine fuel oils shall be provided with a material safety data sheet prior to loading of such cargoes based on the recommendations of Resolution MSC.286(86).

For **MMC-217**, all Ship-to-Ship Operations Plans are to be approved by a recognized organization authorized to issue the IOPPC and must be developed taking into account the information contained in the best practice guidelines for STS operations identified by the Organizations (IMO`s “Manual on Oil Pollution, Section I, Prevention” as amended, and the ICS and OCIMF “Ship-to-ship Transfer Guide, Petroleum”, fourth edition, 2013).

When conducting IOPPC surveys, the surveyor may take into consideration the guidelines set forth by the Administration in connection with the upkeeping of the Oil Record and Emissions Book, as set out in **MMC-215** as amended. Oil tankers of less than 150 GT shall also carry a Panamanian Official Oil Record and Emissions Book.

The **MMC-224** to start into force since January 1, 2020, about the Control of the Fuel's Quality Guidelines to establishment of control of the fuel's quality to be delivered on board ships by the bunker suppliers, specifically on the steps to be followed for the taking of samples demanded by MARPOL's Regulation 18(8.1) Annex VI.

To obtain and/or renew the Certificate of Liability for Oil Pollution Damage (CLC'92) the **MMC-41**. From March 1, 2017, applications should be placed by accessing the following link: http://certificates.amp.gob.pa/certificates , please make sure that the Blue Card is readily available to upload in the system and evidence of the payment made to Segumar Miami Office "PANAMA MARITIME AUTHORITY" or Official Payment Receipt issued by the Central Office in Panama or by a Merchant Marine Qualified Consulate has been made.

MMC-203 is to provide the guidelines Material Safety Data Sheet (MSDS) for ships carrying oil or oil fuel, applies to all ships carrying oil or oil fuel, as defined in MARPOL Annex I, Regulation1, prior to the loading of such oil as cargo in bulk or bunkering of oil fuel.

CHANGES

CIRCULAR MMC-224

1. **Further details are provided regarding the scope of application of the MMC. It applies to vessels carrying solid coal or using nuclear fuels. It does not apply to ships using low-flashpoint fuels in terms of BDN, sampling, and analysis. Ships carrying LNG or LPG and using the cargo as fuel are exempt from having a BDN. Definitions for *Low-flashpoint fuel* and *Gas fuel* are added. Additionally, the BDN must contain at least the information listed in Appendix V of MARPOL Annex VI, and this information must be kept on board.**

CIRCULAR MMC-217

1. New measures are introduced to prevent dark fleet activities in STS operations, applying to Panama-flagged vessels of 150 GT or more worldwide, excluding bunkering, operations within Panama waters, transfers on fixed or floating platforms, salvage, military, and fishing vessels. Each vessel must have an STS Operations Plan based on IMO standards and ICS/OCIMF guidelines, approved by a Recognized Organization, including mandatory advance notification (48 hours) of time and location via the official platform, and maintain records onboard for three years. Recognized Organizations must update these plans before any IOPP inspection after August 6, 2025. Vessels must keep AIS and LRIT systems operational. Notifications must include vessel and operation details, including DPA contacts, and receipt confirmation must be kept onboard; any schedule changes or cancellations must be promptly **reported to the authority.**

INTERNATIONAL POLLUTION PREVENTION CERTIFICATE FOR THE CARRIAGE OF NOXIOUS LIQUID SUBSTANCES IN BULK

The FSA supports the exemption provisions of Regulation 4.1.3 of Annex II of MARPOL, regarding chemical tankers fully in compliance with the IBC Code and MARPOL Annex II to carry individually listed vegetable oils. Procedure is listed in **MMC-147** and **MMC-200**, at 2021 have a revision of the IBC/BCH Code and MARPOL 73/78 Annex II.

INTERNATIONAL AIR POLLUTION PREVENTION CERTIFICATE

All tankers of 400 GT and above carrying crude oil shall implement a Volatile Organic Compound (VOC) Management Plan developed in accordance with MEPC 185(69). This plan is to be reviewed and approved by a RO on behalf of the Administration.

For ships bunkering within the territorial waters of the Republic of Panama, bunkers samples should be obtained at the supplier's manifold and should be drawn continuously throughout the delivery period of the bunker operation.

INTERNATIONAL MARITIME SOLID BULK CARGOES CERTIFICATE (IMSBC)

The FSA adopted the IMSBC Code as adopted by IMO Resolution MSC.462(101) on 13 June 2019 which will be enter into force on 01 January 2021. MMC-214, provides the mandatory Implementation of the Amendments to the IMSBC Code. This Administration encourage all stakeholders to be aware of the latest amendments to the Lists of solid bulk cargoes for which a fixed gas fireextinguishing system may be exempted or for which a fixed gas fire-extinguishing system is ineffective in MSC.1/Circ.1395/Rev.6.

MMC-164 provides, recommendations of The Maritime Safety Committee, of IMO for decision-making emanating from various formal safety assessment (FSA) studies on bulk carrier safety.

The Lists of solid bulk cargoes for which a fixed gas fire extinguishing system may be exempted or for which a fixed gas fire extinguishing system is ineffective (MSC.1/Circ.1395/Rev.4 dated on 13 June 2019, and its subsequent amendments), with the purpose to update the requirements and cargoes eligible to exemption under the provisions of SOLAS Regulation II-2/10.7.1.4.

HARMFUL ANTI-FOULING SYSTEMS ON SHIPS

The FSA adopted the AFS Convention in September 2007. The IMO adopted through Resolution MEPC.331(76) of 17 June 2021 the amendments to AFS Convention, Annexes 1 and 4 regarding controls on Cyberdyne and the form of the International Anti-fouling System Certificate.

MMC-157 Instruction to interested parties, that ships have a valid International Anti-fouling System Certificate on board not later than 24 months after the entry into force of the amendments to Annex 1 to the AFS Convention (1 January 2025)

FISHING VESSELS

Panamanian fishing vessels with a length of 24 meters and above shall be subject to a minimum of two inspections of the outside of the ship's bottom during any five-year period. The five-year period is defined by the Fishing Vessel Safety Certificate. This is irrespective of the vessel's navigation area.

Panamanian fishing vessels with a length lesser than 24 meters are subject to a minimum of two inspections of the outside of the ship's bottom during any six-year period.

Starting on 30 June 2023, all fishing vessels to which the Fishing Vessel Safety Certificate applies must have installed AIS. Details found in **MMC-397MMC-270** inform our users that Reefers, Tankers or Supply Vessels that are interested in being part of any transshipment program or providing assistance to any fishing vessel, must apply and obtain consent (International Fishing License), issued by the Authority of Aquatic Resources of Panama (ARAP).

CHANGES

CIRCULAR MMC-270

1. Applies to Panamanian vessels engaged in fishing, processing, transporting fish, or supplying at sea.
2. Outside Panamanian waters, vessels must have an International Commercial Fishing License issued by ARAP.
3. To register a vessel, a No Objection Letter from ARAP is required; this also applies to ownership or service changes. Vessels under international charter need authorization.
4. Vessels must have an IMO number, positioning systems, mandatory VMS, AIS, and LRIT.
5. Sanctions include removal from the registry for illegal fishing, expired licenses, failure to report position, or transshipment with sanctioned vessels.
6. A correction is made to the referenced resolution, which is Resolution No. 106-077-DGMM of August 9, 2023. The contact points are also updated.

INTERNATIONAL BALLAST WATER MANAGEMENT CERTIFICATE

CIRCULAR MMC-348 inform all our users and clients that under an expedite process scheme Recognized Organizations authorized for the issuance of the Provisional Certificate under the International Ballast Water Management Convention, 2004. Procedures relating to Panama's policies on Ballast Water Management Convention are generally contained in **MMC-345**.
MMC-362 provides a list of companies with type-approved BWMS and provides contact details for information on obtaining type approval of BWMS.

ADOPTION OF AMENDMENT TO MARPOL 73/78, ANNEX V

The provisions of MARPOL Annex V shall apply to all ships registered under Panama flag. Text Under the revised MARPOL Annex V, garbage includes all kinds of food, domestic and operational waste, all plastics, cargo residues, incinerator ashes, cooking oil, fishing gear, and animal carcasses generated during the normal operation of the ship.

Garbage does not include fresh fish and parts thereof generated because of fishing activities undertaken during the voyage, or because of aquaculture activities. **MMC-366** have general guidelines for the implementation and as amended by the Resolution MEPC.201(62) and later through Resolution MEPC.277(70), and Resolution MEPC.360(79).

MARPOL Annex V - 2022 Amendments entry in force 1 May 2024

Garbage record books will be mandatory for ships of 100 gross tonnage and above and less than 400 gross tonnages (smaller ships).

Smaller ships will be required to keep records of their garbage handling operations, namely discharges to a reception facility ashore or to other ships, garbage incineration, permitted discharges of garbage into the sea, and accidental or other exceptional discharged or loss of garbage into the sea.

This Administration recommend that Garbage Record Book entries during drydock stay considering every occasion when a discharge operation is conducted by a ship personnel to a port reception facility located on the shipyard premises, an entry must be made in the Garbage Record Book, and a receipt must obtain.

STATEMENT OF COMPLIANCE FOR INVENTORY OF HAZARDOUS MATERIALS (IHM)

Implementation in advance of the requirements of the HKC 2009 for those vessels calling to ports in the European Union. Not required of other vessels.

Policies for implementation are contained in **MMC-386.** Issuance of Interim International Certificate on Inventory of Hazardous Materials valid for five (5) months for the purpose of the

issuance of Conditional Certificates please refer to the Merchant Marine Circulars **MMC-156** and **MMC-324.**

The IMSBC Code has been amended by Resolution MSC.500(105) of 28 April 2022, shall enter into force on 1 December 2023, and it can be implemented on a voluntary basis from 1 January 2023. **MMC-214**, provides Mandatory Implementation of the Amendments to the IMSBC Code**.**

The Administration encourage all stakeholders to be aware of the latest amendments to the Lists of solid bulk cargoes for which a fixed gas fire-extinguishing system may be exempted or for which a fixed gas fire-extinguishing system is ineffective in MSC.1/Circ.1395/Rev.6 dated 26 June 2023, with the purpose to update the requirements and cargoes eligible to exemption under the provisions of SOLAS regulation II-2/10.7.1.4.

IMPLEMENTATION OF THE EEDIM, EEXI AND IMO DCS

To mitigate climate change due to international shipping, the International Maritime Organization (IMO) adopted both technical and operational requirements to reduce carbon intensity of international shipping. Has been adopted by the IMO through the Resolution MEPC.328(76) (**MMC-365**) and adopted by the Republic of Panama through Resolution No. 107-OMI-256-DGMM dated May 24, 2022.

MMC-257, as amended, provides a comprehensive description of the FSA's policies and procedures regarding the implementation of the Energy Efficiency Design Index and the Energy Efficiency Design Index

In case of ships of 5,000 gross tonnage and above not falling into categories in the following regulations in Annex VI, are not subject to CII calculations and SEEMP part III. However, the data collected as per the Regulation 27 of Annex VI shall continue to apply, and Confirmation

of Compliance issued according to the form in MEPC.1/Circ.876 shall be used, referring to the guidelines adopted through Resolution MEPC.346(78).

At the end of the calendar year 2023 and after the end of subsequent calendar years, each ship of 5,000 gross tonnage and above falling into categories in regulations:

2.2.5 (bulk carrier),

2.2.7 (combination carrier),

2.2.9 (containership),

2.2.11 (cruise passenger ship),

2.2.14 to 2.2.16 (gas carrier, general cargo ship, LNG carrier),

2.2.22 (refrigerated cargo carrier), and

2.2.26 to 2.2.29 (ro-ro cargo ship, ro-ro cargo ship (vehicle carrier), roro passenger ship, tanker) in Annex VI, shall calculate their Attained Annual Operation Carbon Intensity Indicator (Attained CII) from January 1 to December 31, using the data collected as per the Regulation 27 of Annex VI. Comparing it with the Required Annual Operational Carbon Intensity Indicator (Required CII) to determine operational carbon intensity rating A, B, C, D, or E.

Ships registered under Panama flag for international service solely engaged in voyages restricted to specific areas within jurisdictional waters of the Republic of Panama will not apply the CII calculation and rating requirements.

In case of ships of 5,000 gross tonnage and above not falling into categories in the following regulations in Annex VI are not subject to CII calculations and SEEMP part III. However, the data collected as per the Regulation 27 of Annex VI shall continue to apply, and Confirmation of Compliance issued according to the form in MEPC.1/Circ.876 shall be used, referring to the guidelines adopted through Resolution MEPC.346(78). This group of ships is invited to calculate voluntarily their CO2 emissions. IMO adopted the "Interim guidance on the use of biofuels under regulations 26, 27 and 28 of MARPOL Annex VI (DCS and CII)" dated 24 July 2023 through the MEPC.1/Circ.905, which should be considered as an interim simplified method until a more comprehensive method is developed to calculate a fuel's Emission Conversion Factor reflecting its well-to-wake GHG emissions and removals based on the LCA Guidelines (Res. MEPC 376(80).

OTHER CIRCULARS

- With **MMC-216**, the FSA has issued official definitions for Code of Safety for Caribbean Cargo Ships (CCSS Code) and provide a regional safety standard for vessels under 500 Gross Registered Tons, which travel in the Caribbean Trading Area.
- This Administration, based on the provisions of the MSC.1/Circ.1566 accepts voluntary the early implementation of amended SOLAS regulations II-2/Regulation 1 and II-2/Regulation 10. **MMC-372** Guidelines on the Voluntary Early Implementation of Amendments to the 1974 SOLAS Convention and Related Mandatory Instruments, of 15 June 2017

- The companies that have complied with all the requirements set forth in Resolution No. 106-96-DGMM of December 10th of 2018 according to PMA General Directorate of Merchant Marine are listed in **MMC-374.**

- **MMC 395** IGF Code. The use of resolution MSC.1/Circ.1621 is incorporated, which gives guidelines for the use of methy/ethyl alcohol as an alternative fuel, since the IGF code does not contemplate it.

CHANGES

CIRCULAR MMC-374
New list of companies representing Panama's Flag State Inspectors

• **Removed:**

1. Marine Surveyors and Consultant Services Corp (MSC)
2. Star Shipcare Pte. Ltd.
3. Panama Shipping Registrar Inc.
4. Global Maritime Consultants Group (Panama) S.A.
5. Argemon Shipping Survey Inspections Services Co., Ltd.
6. International Multi Services S.A.
7. Legal Marine Tek
8. Asian Maritime Consultant, S.A.
9. Naval Classification Bureau Inc.
10. Aquila Shipping & Trading Limited
11. Seven Seas Maritime Venture S.A.
12. Sea Queen 2 Shipping, Inc.

• **Added:**

1. Rayah Maritime Survey Services S.A.

- **MMC-151** has been revised to improve its format. This circular covers general information regarding the IMO number, as well as the company and owner registration numbers. It specifies which vessels are required to have an IMO number and which are exempt from registration. The control and assignment of these numbers are managed by S&P Global Market Intelligence.

- **MMC-360** Vessels providing assistance to North Korea, its ships, or ports are warned that turning off the AIS and/or LRIT will be considered an indicator of illicit activity and will be subject to investigation. Furthermore, non-compliance will result in more severe measures imposed by the United Nations.

  Any request made to any interested party of a Panamanian-flagged vessel to participate in illegal activities must be promptly reported to compliance@amp.gob.pa