



PANAMA MARITIME AUTHORITY

PANAMA REGISTER NEWS

DIRECTORATE GENERAL OF MERCHANT MARINE



NOV-DEC 2013
N°11

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On behalf of the Directorate General of Merchant Marine, I wish to thank all users for allowing us to serve you during the year 2013, since it is you, our clients, the main engine driving us to improve our quality and service as the World Flag Leader.

Likewise, I extend my gratitude to our collaborators, who show their commitment with the view of a continuous improvement, giving their best at all times with a level of professionalism that is recognized both nationally and internationally.

These years we have achieved important objectives, which leads us to set even higher standards for the year 2014, with the trust that as long as we work jointly, we will continue to positively impact the maritime industry.

Eng. Alfonso Castellero
General Director of Merchant Marine

Panama was re-elected as member of Category "A"

During the twenty-eight (28) session of the International Maritime Organization Assembly held in London. The Republic of Panama was reelected by vote, on the Council's "A" category, explained the Panama Ambassador to the United Kingdom, the Republic of Ireland and Iceland, H.E. Ana Irene Delgado.



Every two years, it's carried out a votation process among the 170 countries that conform the International Maritime Organization (IMO), with the purpose of choosing the 40 countries that will conform the Council, 10 of them will become part of the select group of "A" category, considered the 10 maritime global powers; then they are followed by the "B" category with 10 members also and the "C" category with 20 members.

Ambassador Delgado, was chosen to cast Panama's vote, where she stated that the reelection is an acknowledgement from the international maritime community, to a country that fully complies with the international obligations that applies to the vessels that carries it's flag, in addition to show professionalism, transparency, quality of the fleet, integrity and support to the customers.

In addition to Panama, Italy, Japan, Norway, Republic of South Korea, the Russian Federation, United Kingdom, United States, China and Greece, conforms the IMO "A" category.

"This was the result of a great diplomatic effort, and the permanent international contact with our customers and the other countries member of the IMO, which will lead us to concretize this valuable aspiration of continuing on the distinguished "A" category", stated Panama's Ambassador to London, H.E. Ana Irene Delgado.

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Panama was re-elected ... continuation

Delgado, added that "this is a great distinction, because our registry is a open; in other words, it's managed by the National Government of Panama, through the Panama Maritime Authority." The difference on practical issues consists that our registry contains elements that offers mayor security to the shipowners such as:

The Public Registry on the Panama Maritime Authority labours 24 hours a day.

There is always availability if a ship is about to register under our flag. A quality team give service to all Panama Merchant Marine Consulates. This are some of the principal advantages that Panama offers to whom registers their vessels under our flag.



Additionally, the Panama's Ambassador to London,

H.E. Ana Irene Delgado, was declared the Vicepresident of the 28th IMO Assembly, by unanimous decision of all 170 countries that conforms the organism, her postulation was driven by the Singapore Minister of Transport, Lui Tuck Yew and also supported by the delegations of Spain, Chile, Denmark, Malaysia and the Republic of South Africa.

The IMO directive, is presided by the diplomatic representative of Turkey to London, Unal Cevikoz and the High Commissioner of Nigeria, Dalhatu Sarki Tafida.

"It's an honor to all of us, representing our country, taking over one of the most important positions of the worldwide maritime bussiness", emphasized the Ambassador, on her acceptance speech of this high position.

Panama participates in the IMO Assembly



During the last IMO Assembly, H.E. Ana Irene Delgado, Ambassador of Panama to United Kingdom, expressed that: "For the Republic of Panama and the Panama Maritime Authority, it represents a great pleasure to give these words on the continuous work developed by our State together with the International Maritime Organization (IMO), as part of our commitment with the development of the maritime sector".

Moreover, the Ambassador also mentioned that "The Panamanian Ship's Registry has evolved in a positive way since its foundation in 1925, and it is recognized for its professional, reliable and responsible administration, currently being the world's oldest and largest open registry committing itself not only to the satisfaction of the interests and needs of our international users, but also to the safety of navigation, the safety of human life at sea and the prevention of pollution".

"Panama, while being the largest contributor to the IMO budget, also maintains an active participation in all meetings of the Organization, as well as a strong support to the established politics and activities of the IMO, not being limited: the fight against acts of piracy, the safety improvement of passenger ships; and measures to decrease the pollution from ships."

"Panama has also focused its efforts in the ports development, through a cutting edge legislation complying with all national and international standards of the industry, as well as investment projects in the existing ports and in the construction of new ones, which maintains our country as the main center of transfer of containers in Latin America and the Caribbean".

"Regarding the contribution for the sustainable development of the maritime sector, following the Conference of Rio+20, and the IMO slogan for the year 2013, Panama carried out the presentation of the V report "Perspectives of the World Environment" developed by the Program of the United Nations for the Environment, where, among other things, they analyze the progress towards the internationally agreed goals for the contribution to the care of the environment."

Finally, she refers to wish to take this opportunity to highlight that the expansion of the Panama Canal, the most ambitious project of maritime infrastructure of the hemisphere, continues its progress towards its opening in the year 2015. This project not only supports the new generation of ships, but it also contributes mainly to the reduction of emissions and pollution of oceans, advocating for a faster and more efficient maritime transport.

A cocktail was offered by Panama, to the members of the IMO Assembly



Panama celebrated alongside members of the IMO Assembly a cocktail. This event was orchestrated by the H.E. Ana Irene Delgado, Ambassador of Panama to United Kingdom, Ireland, Iceland and Permanent Representative to the IMO, Eng. Arsenio Dominguez, Alternative Representative and Technical Adviser and Atty. Maria Luisa Villegas de Duran, Executive Director of the Panama Maritime Authority.

World Maritime Day

IMO hosted a special one-day symposium on a Sustainable Maritime Transportation System, on last September 2013, World Maritime Day. The Symposium was arranged in order to provide Member States, industry and other stakeholders an opportunity to discuss and reflect on the theme of this year's World Maritime Day theme: "Sustainable Development: IMO's contribution beyond Rio+20".

The concept and symposium was celebrated with the purpose to provide an overview of the maritime transportation system's contribution to the environmental, social and economic dimensions of sustainable development.

Sustainable Development

During the IMO symposium on a Sustainable Maritime Transportation System. IMO Secretary-General Koji Sekimizu told at the meeting "that shipping, and port industries were vital links in the global supply chain, the complex mechanism without which today's inter-dependent, global economy would be simply unable to function".

On the other hand "Robert Ward, president of the International Hydrographic Organisation (IHO), also used these platform at the symposium to call for "every vessel to carry an echosounding logger and make their findings available in a crowdsourcing of hydrographic data".

Ward, also mentioned the subject regardst "to the lack of hydrographic survey information in shallow waters, warning that a disturbing amount of data is unavailable on charts. Of the "0-200m" areas, 80% of West Africa, 95% of the Southwest Pacific, and 95% of the Polar Regions was either unsurveyed, or requires newsurveys".

Moreover, Ward establish that "We have an incredible dependence on Global Navigation Satellite System, and I would say the mariner and chartmaker have incredible overconfidence in the data that is presented on the chart." "It is a fact that all survey data collected before the early 80s cannot possibly- as soon as you move away more than 10 miles from the coast - have been positioned better than about 30 to 50mtr. Ships are sailing today where they think they know where they are to five or 10mtr, and this is leading to cutting corners, because they think they can go closer to the rocks than ever."

Wards finally, says, "It is almost impossible to think, in the 21st Century, that governments would produce sustainable economic development plans on the shore with no maps. But we seem to be doing it at sea, and we seem to have plans to continue. I suggest that is not a good thing."

Published in Americas, Asia, Europe, Middle East & Africa, Containers, Dry Cargo, Regulation, Ship Operations, Tankers, Offshore. Source By Charlie Bartlett from London

Participation of Panama in Maritime World Parallel Day



On 2 October, 2013, HE Ana Irene Delgado, Panamanian Ambassador to the United Kingdom and Ireland and Permanent Representative to IMO, participated in the Celebration of the Maritime World Parallel Day in Lima, Peru.

Likewise, Eng. Arsenio Dominguez, Alternative representative of Panama to IMO, also participated in the event, in his capacity of elected President of the Maritime Environment Protection Committee (MEPC) of the IMO.





The Panama Maritime Authority, General Director of Merchant Marine visited South Korea

The General Director of Merchant Marine of the Panama Maritime Authority, Engineer Alfonso Castellero, visited South Korea, during last October following up his annual marketing plan, and also with the purpose of maintaining solid relations with the South Korean customers. During his visit he participated in a meeting with the Korea Shipowners Association (KSA) to discuss about issues regarding the Maritime Labour Convention, 2006 (MLC, 2006).

Eng. Castellero and His Excellency Mr. Aram Cisneros, Panama Ambassador to South Korea, met on Busan, South Korea, where Eng. Castellero was interviewed, he stated that "South Korea is a very important country to Panama, that's why we visit it each year in order to, listen to the opinions of our Korean customers".

Approximately, 18% of the vessels flying the Panamanian flag are from South Korea. According to Korea Shipowners Association, the number of their vessels flying the Panamanian flag is over 1,000.

Among other issues, the South Korean customers showed concern about how high the costs of the Panama Canal tolls will be once the construction works are over; Eng. Castellero answered "the Panama Maritime Authority offers ship registry services, and the Panama Canal Authority is the entity responsible of the Canal and its tolls, this are two different entities and this topic should be discussed on another meeting" However, Eng. Castellero mentioned that "it is possible that the Canal's construction works will be over during 2015, consequently Panama will ask for opinions about this matter on a meeting that will be held in London during next year".

After being asked about the privilege of the vessels regarding the Panama's commerce law, Eng. Castellero answered that "the Commerce Law, despite of being modified during the 2008, serves the national and international needs of the maritime sector, it could be subjected to a review as it is required, because there are some cases when vessels are being object of a embargo, when the wages to pay are delayed by only one month".

During the meeting, also was presented a positive view about the opening of the new Busan's office.

Furthermore, regarding the issuing of documentation for the seafarers in accordance to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 amended (STCW, 1978 amended); representatives of maritime companies who were interested, expressed that a commission must be established for the issuing of the Seaman's Book and the Certificate of Competence, and any other document related to the Manila Amendments of 2010 of the STCW Convention and its Code.

WINDTIME's Asian debut at OSV World Forum China, 2013

"Thanks to its long coastline China has exceptional wind energy resources. This has stimulated huge investment into the renewable energy sector. According to China's ambitious plan, by 2020 China's offshore wind power installed capacity will reach 30GW".

"WINDTIME, a new specialised time charter party which was adopted by BIMCO's Documentary Committee in Paris this May 2013, is tailor-made for the wind farm industry".

"Mr. Wei Zhuang, the General Manager of BIMCO Shanghai Centre, was invited to represent BIMCO at the Offshore Support Vessel World Forum China as a key note speaker, last October 2013 in Shanghai. Moreover, during that conference, Mr. Zhuang address the rationale behind WINDTIME, the similarities and differences between WINDTIME and the well-known SUPPLYTIME form on which it is based, as well as other information relevant to potential users".

This event brought together more than 200 offshore peers, which includes shipowners, operators, shipyards, financial institutions, designers, legal service suppliers and classification societies. The attendees will be given crucial market insight as well as business network.

Source: BIMCO Shanghai.

Roughly 18% of the vessels registered under the Panamanian Flag, have South Korean origins and funding

"The South Korean vessels registered under the Panamanian flag, represent almost a 18% of our merchant fleet, therefore we consider the Korean shipowners one of our major clients", stated the General Director of Merchant Marine of the Panama Maritime Authority, Eng. Alfonso Castillero General Director of Merchant Marine.

Eng. Castillero, visited Busan, South Korea, during last October to participate on a meeting in which the progress and actions by the Republic of Panama regarding the implementation and compliance of the Maritime Labour Convention, 2006 (MLC, 2006) of the International Labour Organization (ILO), were discussed. The aforementioned convention entered into force on August of 2013.

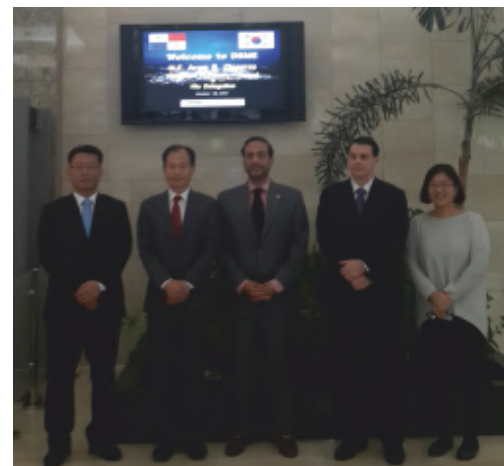
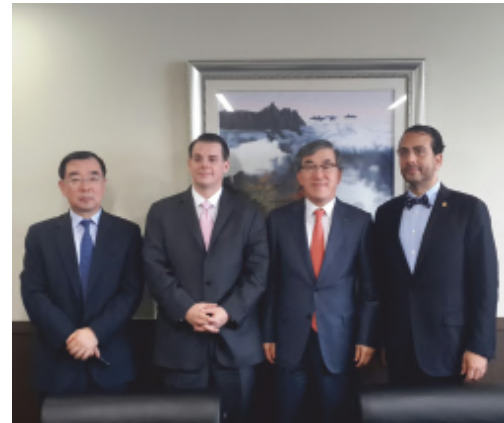
A delegation led by Eng. Castillero and those involved on the implementation of the aforesaid convention, regarding maritime labour matter and technical aspects, arrived at Busan with the purpose of enlighten the maritime companies and any other who was interested, about the proceedings needed to the issuing of the certificates in accordance to CTM, 2006.

"One of every three vessels registered under Panama's flag, have Korean owners or are built in Korea" Eng. Castillero also mentioned, that the three main reasons on the basis of which the Panamanian register maintains itself as the worldwide leader, with a significant amount of vessels flying its flag, are: great financial stability, low fees and quick services, through our decentralized technical offices, that are situated on strategic points all around the globe.

"South Korea, is a country where the techniques of ship building and the possession of ships, its developing rapidly and for that reason its a great market for us", stated Eng. Castillero, "that under the annual marketing plan of the Panama's Merchant Marine, visits South Korea regularly and this is the third visit this year."

Within his meeting agenda, shared a lunch with some representatives of the Korea Shipowners Association (KSA) and from others Korean maritime companies which are interested in our registry. Eng Castillero mentioned, "this was an opportunity to hear opinions of one of our most important customers, in which we exchanged market perspectives".

Eng. Castillero, met with the most important maritime companies, financial institutions, law firms, among others. "this companies deal internally with issues about ship registry, its always worthwhile to cooperate tightly with them", emphasizes Eng. Castillero.



The Panama Maritime Authority modified some circulars related to Maritime Security such as:

Related to Anti Piracy: MMC 286 IMB Piracy Reporting Centre (IMB PRC) (RSO).

Related to ISPS Code: MMC 131 Authorized Recognized Security Organizations (RSO).

All of them are available at www.segumar.com.

Meeting between the Japanese Shipowners Association and the General Director of Merchant Marine

During december 10th of 2013, Eng. Alfonso Casillero, General Director of Merchant Marine, was visited by Mr. Osamu Suzuki, Vicepresident of the Japan Shipowners Association (JSA) and Mr Kengo Nakamura, Planning Director of the Japan Shipowners Association (JSA), in order to discuss about relevant aspects of the Maritime Labour Convention, 2006, (MLC 2006), and the implementation of the International Convention for the Control and Management of Ship's Ballast Water and Sediments, 2004, (BWM). Mr. Julio De La Lastra, President of MOL Panama, also assisted to the meeting.



In addition, relevant aspects of the MLC, 2006 implementation where discussed, as well as the position of our registry regarding the future entry into force of the BWM, bolstering in this way, the bonds of friendship and common interests that unite the Japanese shipowners with the Panamanian ship registry.

Soon after the explanation that Eng. Castillero gave regarding issues of interest to both parties, regarding the implementation of the aforementioned conventions, Mr Suzuki, Vicepresident of the JSA, strengthened his trust and his gratitude to our registry, for taking in consideration the needs of the JSA.

The Panama Maritime Authority through the General Directorate of Merchant Marine, always take into consideration the comments and suggestions of the users with the purpose to provide them a quality service.

Meeting and training with Recognize Ortanization Antifouling Workshop

With great success was held in Panama City, a workshop about Antifouling systems, sponsored by RAC-REMPEITC Caribe, the International Maritime Organization and the UNEP. The workshop was led by Mr. Felton Gilmore, IMO Consultant and Mr. Klaus Essiq, IMO Consultant, National Recognized Organizations and representing the Panama Maritime Authority, Atty. Tanya Carlucci, Head of the Control and Compliance Department, Eng. Napoleon Smith, Head of SEGUMAR Office New York and Surveyors of Flag State and Port State Control.

Among the covered topics, the following where emphasized: prelude to the Biofouling and the need for anti fouling systems, International Convention on the Control of Harmful Anti-fouling Systems on Ships, 2001 (AFS Convention), Antifouling Paints – Technology & The Environment, Measures for the Safe Removal, Collection and Disposal of Harmful Anti-fouling Systems, Implications of Ratification and Implementation of the AFS Convention, The Guidelines for Surveying, Inspection and Sampling under the AFS Convention, Proposal for a Regulation on the prohibition of organotin compounds on ships.

Also, the Panama delegation informed to the participants the progress of the Country in the implementation of the BWM Convention.



Recognized Organizations (OR's) Meeting

“During October of 2013, The Panama Maritime Authority met in New York City with the Recognized Organizations (Ros), to discuss about important issues such as:

Panama Maritime Authority – Improvements, Ballast Water Management Convention, Maritime Labor Convention 2006 (Update), Port State Control – ROs performance Mobile Offshore Units (non-descript units type), Casualty Investigation – ROs Cooperation, OR's Code - ROs & flag state responsibilities, including transfer of certification (between non-IACS member) OR's Self-assessment, results of MEPC 65 and MSC 92 and others.

Among the OR's that participated, we can mention: Phoenix Register of Shipping S.A., Panama Shipping Registrar; Inter maritime Certification Services; Russian Maritime Register of Shipping; NASHA; MACOSNAR; Panama Maritime Documentation Services; NKK; Indian Register of Shipping; OMCS; RINA; China Coporation Register of Shipping; DET Norske Veritas; Lloyd's Register; GRS; Hellenic Register of Shipping; ABS; Polski Rejester StatkowS.A.; GL; Bureau Veritas; KR; IBS; IRSA; China Classification Society; INSB Class.

Also participates from The Panama Maritime Authority: Eng. Reynaldo Garibaldi, Head of the Navigation and Security Department and Eng. Napoleon Smith, Head of the New York's SEGUMAR Office.



Pelemarine Workshops, 2013

Throughout the year 2013, Navigation & Marine Safety Department and SEGUMAR, held several workshops in Cities such as New York City, Greece - Athens, Singapore, Shanghai-China and Seoul Korea a workshops for the users of the new Panama Electronic Equipment for Marine Surveyors (Pelemarine System).

This workshops were held to provide knowledge for new applications that joined the system, such as the cancellation of inspections and remotely update the software Pele Marine System.



The Pelemarine is a technologic tool that is being utilized by the Panama Maritime Authority since 2012, to have a quick, safe and online acces to the digital survey reports and the tracking of the administratives procedures included on the survey, and also acceptance and rejection communications, and the requirements that the shipowners and managers have to comply with, in order to acquire the permit that certifies that their vessels are able to sail.

The workshops were attended by Juan Pablo Fabrega, Deputy Director of Merchant Marine, Eng. Reynaldo Garibaldi, Chief of the Department of Navigation and Maririme Safety of the Directorate General of Merchant Marine. In NewYork participated Eng. Napoleon Smith, Head of SEGUMAR Office NewYork.

Workshop NewYork



Workshop Singapore



Workshop Korea



Workshop Busan



Progress of Panama in the implementation of the SAR Convention

On September this year, a 2-day Interinstitutional Workshop of SAR authorities from the Republic of Panama was held, having as objectives: a followup mechanism of coordination among the different State Institutions in charge to process and/or respond to the alert signals that are emitted by vessels and aircrafts in danger, in order to be able to cooperate in the operations of search and rescue in accordance to the International Convention on Maritime Search and Rescue, 1979 (SAR Convention) and its respective Manuals. Likewise, the Panama Maritime Authority informed on the current progress related to the implementation of the SAR Convention. In Addition the opportunity was taken to develop and review and Agreement among all institutions attending the Workshop.



The Republic of Panama ratified through Law 29 of 18 April 2013, the SAR Convention.

Furthermore, the following entities participated in this workshop: the Civil Aeronautics Authority, the Panama Canal Authority, the Aquatic Resources Authority of Panama, the Distinguished Fire Brigade of the Republic of Panama, the Panamanian Red Cross, Panama Naval Air Service, the Civil Protection National Service, the National Border Service, the Unified System for the Handling of Emergencies of the Republic of Panama (911) and the National Police.



Finally, the mechanism of coordination among all national Institutions involved was revised, having each of them conducting, during the second day of the event, a presentation on there functions and resources that are currently performed by each institution for the implementation of activities related to the SAR Convention.



The Panama Maritime Authority added new publications and modified some circulars related to MLC, 2006 such as: MMC-255 Medical Certifications Models and Standards; MMC 279 Certificate of Inspection of Crew Accommodation (CICA); MMC-275 Regulation 3.2 – Food and Catering; MCC 169 Radio Accounting Authorities and Point Service Activations.

All of them are available at www.segumar.com

Congratulations- Ms. Aicha Cherif

The Panama Maritime Authority through the Directorate General of Merchant Marine congratulates Ms. Aicha Cherif, who has been appointed as the new Project Officer for the GEF-UNDP-IMO GloBallast Partnerships Project, now sharing technical responsibilities of implementation for the project activities with a special emphasis on the legal, policy and institutional reform objectives of such Project. Ms. Cherif has assumed her new role in the PCU on October 2013.

Being one of the strong pillars of the GloBallast PCU since 2010, Ms. Cherif has tremendously contributed to the success of the project in her role as project management assistant. In her new role, She would be able to bring in her substantial knowledge of the Convention and her strong understanding of the legal/policy development matters especially in the context of developing countries.

This is especially important for a project which is now gearing towards finalization of national policies and regulations in many of our lead partnering countries.

Source: GloBallast Program

Regarding Global Warming



The Panama Maritime Authority, participated on the seminar of Low Carbon Industries and Global Warming of the Latin American Countries 2013, held on the People's Republic of China, event hosted by the Academy of Macroeconomics Research and the National Commission of Development and Reform. Members of the Legislative Assembly, Panama Maritime Authority, University of Panama and the National Migration Service, were part of the Panamanian delegation.

Our country's presentation was made by Mr. Hilel Cohen and Mr. Alberto Rodriguez, of the Legislative Assembly, and Eng. Eva Maria Calvo, technician of the Control and Compliance Department of the General Direction of Merchant Marine.



The global warming is an issue that everyday takes more relevance, that's why the countries must learn to adapt in order to try to revert this problem. The follow up of more effective regulations are required to mitigate the global warming, and are also vital to contribute to the sustainable development of the region ecosystems.

The Panama Maritime Authority added new publications and modified some circulars such as:

MMC 112 EPIRB Programming and registration; MMC 169 Radio Accounting Authorities and Point Service Activations; MMC 202 Ratification of the Bunker Convention 2001 ; MMC 215 Amendment to the Panama Oil Record Book / Emissions; MMC 258 Approved service providers for lifeboats, launching appliances and on-load release gear; MMC 284 Recognized Organizations approved for the issuance of the Class Certificate.

All of them are available at www.segumar.com.



Participation in the meeting of experts for the adoption of the guidelines for the training of Ship's cooks, (MLC, 2006).

This year in September was conducted a meeting of experts with the purpose to adopt the Guidelines on the training of ship's cooks whose goal is to provide practical information and complementary orientation to the different Flag States, according to the established on the Maritime Labour Convention, 2006.

Six governmental, five shipowners and six seafarers experts, accompanied by three advisors, attended the Meeting. There were 44 experts as observers from the interested governments and seven observers from governmental international organizations, the International Maritime Organizations, and the non-governmental organizations.

The importance of the guidelines lies in the ship's cooks being seafarers, whose main responsibility on board a ship involves the preparation of meals for the crew. Their function goes beyond, since these also include the maintenance of the kitchen as well as the cleaning and hygiene of the areas intended for the preparation of meals, the manipulation and storing of groceries.

The Flag State should verify, through an effective and coordinated system of regular inspection and surveillance and other measures of control. According to the adopted guidelines, the competent authorities will approve or recognize the training course for ship's cooks, for which they shall evaluate the training centers with the objective to ensure that the level of training corresponding to the required basic competences.

The Panama Maritime Authority was represented by Atty. Giovanna Villamonte for the Directorate of Merchant Marine and the Eng. Yuliana Gomez for the Directorate of Seafarers. Attending the meeting were also H.E. Alberto Navarro Brin, Ambassador and Permanent Representative of the Panama Mission to the UN and other international organizations, as well as Mr. Alejandro Mendoza Gantes, Counsellor of the Panama Mission with offices in Geneva, Switzerland.



Panama ratifies the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea

The Republic of Panama approved the Athens Convention by Law 96 of the November 7, 2013, relating to the Carriage of Passengers and their Luggage by Sea, adopted on 13 December, 1974 which entered into force on 28 April, 1987 and the Protocol of the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, adopted on 1 November, 2002.





Programme of Meetings 2014

20 – 24 January	Sub-Committee on ship design and IMO Construction (SDC).
3 – 7 February	Sub-Committee on Pollution prevention IMO and response (PPR).
17 – 21 February	Sub-Committee on Human element, training IMO and watchkeeping (HTW).
10 – 14 March	Sub-Committee on Ship Systems and Equipment IMO (SSE).
31 March – 4 April	Marine environment protection committee IMO (MEPC) – 66th session.
28 April – 2 May	Legal Committee (LEG) – 101st session IMO.

List of Resolutions Adopted by the IMO assembly at the 28th Twenty eighth session

- A.1060(28) Strategic plan for the Organization (For the six -year period 2014 to 2019).
- A.1061(28) High level action plan of the Organization and priorities for the 2014-2015 Biennium.
- A.1062(28) Guidelines on the application of the of the strategic plan and the high-level action plan of the organization.
- A.1063(28) Results-based budget for the 2014-2015 Biennium.
- A.1064(28) Arrears of contributions.
- A.1065(28) Presentation of accounts and audit reports.
- A.1066(28) Reform of the contributions incentive scheme.
- A.1067(28) Framework and procedures for the IMO member state audit scheme.
- A.1068(28) Transition from the voluntary IMO member state audit scheme to the IMO member state audit scheme.
- A.1069(28) Prevention and suppression of piracy, armed robbery against ships and illicit maritime activity in the Gulf of Guinea.
- A.1070(28) IMO Instruments Implementation Code (IIC code).
- A.1071(28) Revised guidelines on the implementation of the international safety management (ISM) code by administrations.
- A.1072(28) Revised guidelines for a structure of an integrated system of contingency planning for shipboard emergencies.
- A.1073(28) Recommendation on the use of national tonnage in applying international conventions.
- A.1074(28) Notification and circulation through the global integrated shipping information system (GISIS).
- A.1075(28) Guidelines to assist investigators in the implementation of the casualty investigation code (resolution MSC.255(84)).
- A.1076(28) Amendments to the survey guidelines under the harmonized system of survey and certification (HSSC), 2011.
- A.1077(28) 2013 non-exhaustive list of obligations under instruments relevant to the IMO instruments Implementation Code.
- A.1078(28) IMO Ship identification number scheme.
- A.1079(28) Recommendations for the training and certification of personnel on mobile offshore units (MOUs).
- A.1080(28) Recommendation on the use of adequately qualified deep-sea pilots in the north sea, english channel and skagerrak.
- A.1081(28) Recommendation on the use of adequately qualified deep-sea pilots in the Baltic Sea.
- A.1082(28) Amendments to the International Convention on Load Lines, 1966.
- A.1083(28) Amendments to the International Convention on Load Lines, 1966.
- A.1084(28) Amendments to the nternational Convention on tonnage measurement of ships, 196.
- A.1085(28) Amendments to the Convention on the International Regulations for Preventing Collisions at Sea, 1972.
- A.1086(28) Entry into force and implementation of the 2012 Cape Town Agreement.
- A.1087(28) 2013 Guidelines for the designation of special areas under Marpol 73/78.

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Merry Christmas & Happy New Year

During these celebrations, we wish that the magic of Christmas enlightens us as we share a message of peace, love and prosperity.



Eng. Alfonso Castellero
Director General of Merchant Marine



Training on Maritime Safety and Security

The International Maritime Organization (IMO), held last October, a Regional Workshop on "Maritime Security, Safety and the Long-Range Identification and Tracking system (LRIT system)" in Valparaiso Chile.

The training counted, with the presence and participation of delegates from: Argentina, Bolivia, Chile, Colombia, Cuba, Ecuador, Mexico, Panama, Paraguay, Peru, Uruguay and Venezuela. This seminar was conducted by Eng. Reynaldo Garibaldi, Head of the Department of Navigation and Maritime Security of Maritime Authority of Panama and also IMO Consultant. Besides also, participated from Panama, Eng. Jose Macias, Deputy Chief of the mentioned Department.

Moreover, one of the main objectives of this meeting was to review the status of implementation of the provisions of Chapter XI-2 of International Convention for the Safety of Life at Sea 1974, as Amended (SOLAS) and also the International Ship and Port Facility Security (ISPS) Code is an amendment to the Safety of Life at Sea (SOLAS) Convention (1974/1988) on minimum security arrangements for ships, ports and government agencies.

The LRIT of ships was established as an international system on 19 May 2006 by IMO as resolution MSC.202(81). This resolution amends chapter V of the SOLAS, Regulation 19-1 and binds all governments which have contracted to the organization. The LRIT applies to the following ship types engaged on international voyages: All passenger ships including high-speed craft; Cargo ships, including high-speed craft of 300 gross tonnage and above, and to Mobile offshore drilling units. On the other hand, ISPS Code into force since 2004, it prescribes obligations to governments, shipping companies, vessels, masters, shipboard personnel, and port/facility personnel to "detect security threats and take preventative measures against security situations."



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