

# Merchant Marine Circular

Panama Maritime Authority  
General Directorate of Merchant Marine  
Control and Compliance Department

## MERCHANT MARINE CIRCULAR MMC-398

**To:** Ship-owners/Operators, Company Designated Person Ashore (DPA), and Legal Representatives of Panama Flagged Vessels.

**Subject:** PARIS MOU Pre-ports arrival checklist for Panama flagged vessels.

**Reference:** Law N°. 7 of October 27, 1977, SOLAS, Chapter I, Part B, Rule 11, A y C -

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1. The purpose of this Merchant Marine Circular is to implement additional assessment requirements to decrease the detention numbers of vessels calling in PARIS MOU ports that may subject to Port State Control (PSC) inspections.
  2. The scope of this Merchant Marine Circular includes Ship-owners/Operators, Company Designated Person Ashore (DPA), and Legal Representatives of Panama Flagged Vessels.
  3. As you are aware the latest annual report of the PARIS MOU, indicates that Panama has been listed in the Grey List of performance of flag administrations.
  4. As Administration one of our main objectives is comeback to the White List of the PARIS MOU, for the next annual report. For this reason, a checklist has drawn up ([see ANNEX](#)), to assist Ship-Owners, operators, technical managers, Designated Persons Ashore (DPA) and vessel Master's to find weak items that can results as a ground for detention through Port State Control Inspections by PARIS MOU.
  5. The checklist must be sent ninety-six hours (96hrs) before the vessel arrives to PARIS MOU ports, to the following email address: [psc@amp.gob.pa](mailto: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.



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6. The use of this checklist is compulsory for all the Panamanian vessels prior to arrivals PARIS MOU, and shall be signed by the vessel Masters and/or company Designated Persons Ashore (DPA). The omission of this requirement may lead to administrative sanctions for to the vessel Master, and/or Chief Engineer and/or to the vessel company as well.
7. If an extraordinariness issues, such as equipment failures or any others situations that cannot be resolve on board of the vessel immediately; Ship-Owners, operators, technical managers, DPA or vessel's Master, shall immediately coordinate the effective corrective actions, together with the vessel Recognized Organization (R.O.) and Segumar Offices. At the same time, PSC Authority shall be informed as requested by regulation 11 "Maintenance of conditions after survey", SOLAS Chapter I.

**July, 2023 – New.**

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Inquiries concerning the subject of this Merchant Marine Circular or any other request should be directed to:

Navigation and Maritime Safety Department  
Directorate General of Merchant Marine  
Panama Maritime Authority

Phone: (507) 501-5033

E-mail: [psc@amp.gob.pa](mailto:psc@amp.gob.pa)

Website: <https://panamashipregistry.com/circulars/>