

The United States Coast Guard recognizes the excellence in the performance of the Panamanian Fleet

The Panama Ship Registry administered by the Panama Maritime Authority (AMP), for the first time, has become eligible for "Qualship 21 Program", which has been in existence for more than twenty years. This represents a milestone for the Panama Ship Registry and demonstrates the institution's effort and its human resources in changing working methods and fleet monitoring.

The Qualship 21 program was established by the U.S. Coast Guard on January 1, 2002, and was designed to ensure safe and environmentally friendly maritime commerce. To qualify for this program, vessels must comply with the established requirements, which encourage those exemplary vessels that have been inclined towards compliance and good environmental management.

To achieve this objective, a series of measures were implemented to guarantee the reduction of possible detentions upon arrival's Panamanian flagged vessels in ports of the United States (U.S.A.), among which we can mention:

- It was made mandatory that all Panamanian flag vessels that will transit or visit ports in Panama prior

to their arrival in the United States must undergo a Flag State Inspection as soon as they arrive at any port terminal or anchorage area in Panama.

- By Effective August 1, 2022, the AMP initiated a special flag inspection program that was implemented for vessels arriving at U.S. ports whose PSC history makes them for a Port State Control Inspection by the U.S. Coast Guard.

The General Directorate of Merchant Marine of the AMP, by means of the Department of Navigation and Maritime Safety, in conjunction with the Flag Inspectors, the Recognized Organizations, and the Segumar Technical Offices located in the United States, Panama, among other regions worked to achieve this great objective together.

The national government of the Republic of Panama and this Maritime Administration, encourage ship owners, operators, and captains to maintain the highest standards to ensure a safer as possible to innovative, and sustainable industry, always having as principle the protection of the human life at sea and the environment.



Panama concludes update of the General Merchant Marine Law



The Panama Maritime Authority (AMP) and Panama's main maritime associations concluded the meetings for the revision of the General Merchant Marine Law, law 57 of August 6, 2008.

A total of 188 articles were reviewed; 70 were modified; 10 were eliminated and more than 12 new articles were proposed, and all of them were approved in consensus. These amendments aim at improving the competitiveness of the Panama Ship Registry for remaining at the forefront of the maritime sector.

This project, considered to be one of the pillars of the present Administration, contemplates an aggressive and comprehensive international marketing plan, the creation of new departments, reassignment of functions to existing departments or sections and the adoption of new technologies accompanied by the reengineering and reorientation of the Registry.

For this Administration, the need to revise the business model and update Law 57 to the standards and requirements of the industry, became urgent. A national dialogue was called for since the Ship Registry is everyone's responsibility and a source of foreign exchange for Panamanians.

The international competitiveness, the dynamic and constant changing international maritime sector and the Ship Registry's collateral business, required a country's strategy based on clear and transparent legislation that contributes to a sustainable growth of the activity.

This process began in 2020 and by 2023, the meetings led to a complete review and updated standard that offers answers to customers and is adjusted to the international market where the Ship Registry can compete equally with other non-state registries that offer innovative options to shipowners.

The revision of the General Merchant Marine law brought several novelties, among them:

- Obtaining the Navigation Patent through a straightforward process, without needing a provisional navigation patent. This generates compliance, saves costs and efficiency in the process of obtaining the title deed, and registration of the ship's mortgage.
- The elimination of the expiry date of the statutory navigation patent and the statutory radio license for international service

vessels gives benefits to the client and to Panama a more competitive position in the market. The vessel has a unique registration number, resulting in better control and follow-up in the administrative and documentary part of the vessel.

- The modification of the notification process within the administrative framework of the Directorate General of Merchant Marine, allowing special notifications by e-mail instead of the edicts placed in the Department of Resolutions and Consultations. This change introduces agility and speed in administrative processes.
- The Register of Resident Agents of National Merchant Marine Vessels is created, allowing the identification of measures that will strengthen due diligence and the obligations they must comply with at the international level; it generates better control and administration of the resource.
- The obligation to previously register the title of ownership of the seller of a vessel within the change of ownership procedure, is created. This ensures greater transparency and security in transactions.
- Legal security for mortgage creditors of vessels registered in Panama is reinforced: From now on, the cancellation of a vessel will not affect the validity of mortgages previously registered in the General Directorate of Public Registry of Ship Ownership of the Panama Maritime Authority (AMP).
- A new Incentive Regime is proposed which should promote the growth of the Panamanian fleet.

The working group was made up of various members of the maritime sector, associations and public entities such as the Ministry of Foreign Affairs (MIRE), the Public Registry of Panama (RPP), the National Air and Naval Service (SENAN), the Aquatic Resources Authority (ARAP), Panamanian Association of Maritime Law (APADEMAR), the National Bar Association (CNA), the National Association of Seafarers (CONAGEMAR), the Panamanian Association of Marine Officers (APOM), the Association of Panamanian Shipowners (ARPA), the Recognized Organizations (IARO), the Panama Chamber of Shipping (CMP). For the order and transparency of this project, the Inter-American School for Social Dialogue and Tripartism of the University of Panama (EI-DiSTReC) provided support.

The Panama Maritime Authority held a series of bilateral meetings in Singapore



The Panama Maritime Authority held several bilateral meetings during its working tour in Singapore to create alliances for a sustainable maritime industry, for the environment and for the workers of the sector.

The delegation was formed by the Minister of Maritime Affairs and Administrator of the Panama Maritime Authority, Noriel Arauz, the Director General of Merchant Marine, Rafael Cigarruista, the Director General of Seafarers, Juan Maltez, the Ambassador of Panama in Singapore, Luis Melo and the head of the international technical office of Singapore, David Miranda.

The meeting with Baroness Charlotte Vere de Norbiton, Under Secretary of State of the Ministry of Transport of the United Kingdom, addressed issues related to:

- The actions being taken by the maritime industry on issues of decarbonization and alternative fuels.
- Panama's implementation of its national law to encourage the rational use of fuels.
- The compliance of the Panamanian fleet in terms of data collection for fuel consumption of vessels.
- Compliance and responsibility as a flag State.
- In addition, actions of the Panama Canal in terms of ship emission reductions.

Another meeting was held with the Minister of Transport of Singapore, Chee Hong Tat, where they discussed strategies of the maritime sector's challenges, the significant progress made by Singapore on issues of decarbonization and digitization, and the implementation of its national strategy within the industry. Both parties also expressed their interest in collaborative studies and analyses, as well as discussing a cooperation agreement between Panama and Singapore.

Similarly, a meeting was held with Denmark's Minister of Industry, Business and Finance, Morten Børskov, Minister of Industry, to talk about:

- The decarbonization of the maritime sector.
- Possible renewable energy sources.

- Green agenda of the International Maritime Organization (IMO), and the possible creation of green corridors.

The AMP requested Denmark's support for the recognition of Panama as a third country in the European Union in relation to Regulation 1/10 on Training and Certification for Seafarers of the STECW '78 Convention, as amended.

The Panamanian delegation also met with the Singapore Maritime and Port Authority (MPA) to discuss strengthening relations between the two Administrations, the current performance of Panamanian flag vessels in Singapore waters, the importance of exchange of information between the Administrations, follow-up to the cooperation agreements between the two parties, and the attention and follow-up to the agreement on the recognition of Panamanian certificates of competency on Singapore-flagged vessels.

As the last item on this agenda of meetings, Panama and Denmark organized the round table "Accelerating the green transition of shipping through global IMO regulation", with the objective of facilitating informally the discussion between governments and stakeholders on how to accelerate the transition from green energy to the maritime industry and to move forward for satisfactory results on the issues to be discussed at the next MEPC in July 2023.

Among the roundtable participants were IMO Secretary-General Kitack Lim; Danish Minister for Industry, Business and Finance Morten Børskov; Panama's Minister of Maritime Affairs Noriel Arauz; Director General of the Merchant Marine (AMP) Ing. Rafael Cigarruista; Baroness Vere of Norbiton, Member of Parliament under the Under Secretary of State with responsibility for Aviation, Maritime Affairs and Security Affairs of the United Kingdom; the Secretary of State of Norway, Vidar Ulriksen; the Minister of Infrastructure of Portugal, Joao Galamba; ICS (International Chamber of Shipping) Secretary General Guy Platten; BW Group Chairman Andreas Soehner; NYK Regional and General Manager Hiroshi Kubota; ONE (Ocean Networking Express) CEO Jeremy Nixon and A. P. Møller - Møller, Managing Director. P. Møller - Mærsk Singapore, Rene Pill Pederson.

These meetings with leading industry players, leaders and stakeholders seek to provide and exchange views on current opportunities for the maritime sector, positioning viable strategies for the benefit of the industry.

Technological optimization for Panama Ship Registry Maritime Procedures System and Electronic Register of Ships (REN)



The Panama Maritime Authority has updated the technological platforms used by the Panama Ship Registry, as part of its technological modernization plan.

The new technological platform to be used by the Panamanian Registry, called the Maritime Procedures System and Electronic Ship Registry (REN), includes a re-engineering and optimization of processes for establishing new management capabilities for users, facilitating access to information, ensuring data confidentiality, increasing efficiency and speed in the services provided while giving the required computer security.

The Panama Ship Registry new technological platform will have the following functionalities:

- Processes, streamlines, and improves the quality of the Registry procedures through this web platform.
- Provides automatic notification, informing of changes, progress or additional documentation required for the procedure.
- Allows the user to make enquiries, follow up and submit procedures or applications remotely, from anywhere in the world.

- Provides users with a secure and electronic means of payment for their procedures through credit or debit cards by the implementation of the Institutional Payment Gateway.

- Minimizes the requirement and handling of physical documents within the processes, through the application of authentication and digital security in document management, integrating the qualified electronic signature to the processed for a complete traceability of the procedure and the generation of electronic documents and certificates.

- Maximizes the use of technological support tools for the management, review, approval and registration of procedures and formalities.

- The user interface will be designed to be intuitive and easy to use, with the elements of the application clearly labelled and logically organized, facilitating its use by customers.

This project unifies the processes of flag registration with the Directorate General of Merchant Marine, registration of title deeds and encumbrances with the Directorate General of Public Registry of Ship Ownership.

Panama was speaker and exhibitor at Sea Asia and Singapore Maritime Week



The Panama Maritime Authority (AMP) participated in the international conference-exhibition Sea Asia and the Singapore Maritime Week held simultaneously the last week of April, providing the industry with an update on its services.

The Minister of Maritime Affairs, Noriel Arauz inaugurated the AMP booth at Sea Asia 2023 together with the Singaporean member of parliament Mr. Baey Yam Keng. At the inauguration of the AMP's stand and during the event, the Panama's Ambassador in Singapore, Luis Melo, the staff of the Consulate, directors of merchant marine, seafarers, staff of the technical office, and others, attended to the clients of the Registry and their queries.

The head of the Ship Registry, Rafael Cigarruista, presented to the forum a summary of the main actions taken by Panama oriented towards a more sustainable maritime industry, where environmental conservation is a fundamental pillar. Panama has assumed these issues, demonstrating over the years its commitment to the environment. He pointed out that Panama will continue to work actively with initiatives for the reduction of greenhouse gases in international shipping and the use of alternative fuels.

He noted that Panama had been one of the first countries to designate seafarers as 'essential manpower' at the beginning of the pandemic, ensuring the safety of life

at sea and shipboard operations to which Panama, as a Registry and a country, is committed.

This high-level Forum was also attended by key players in the international maritime sector, such as:

- Kitack Lim, Secretary General of the International Maritime Organization.
- Teo Engull, Director General of the Maritime and Port Authority of Singapore.
- Guy Platten, Secretary General of the International Chamber of Shipping.
- Eng Kiong, Director of Research and Projects, Global Koh.
- Song Kanghy, Senior Vice President of the Korean Register, and representing the Association of Asian Classification Societies (ACS).
- Keiji Tomoda, Vice President of the Japan Shipowners' Association (JSA) and Chairman of the ASA Maritime Policy Committee, among others.

The Panama Ship Registry is focused on working towards a more sustainable industry while providing its clients with a service of excellence.

AMP meets with the IMO Secretary General



The Panama Maritime Authority (AMP) held a working meeting with the Secretary General of the International Maritime Organization (IMO), Mr. Kitack Lim, with the Minister of Maritime Affairs and administrator of the AMP, Noriel Araúz and his technical team.

The meeting included issues relevant to the maritime sector such as seafarers and their post-pandemic situation, stranded

ships in Ukraine, the IMO Green Agenda, the implementation and effectiveness of the ISM and, of course, the IMO Audit of the Panama Maritime Authority.

Once again, Panama's Administration emphasized its vision of protecting the oceans and seafarers as part of its responsibilities of active member of the IMO.



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**Our world
is changing**
so are we!

**Ask about our incentives
for Eco-friendly vessels**

AMP participated in "The Join Session between The Safety Navigation and Environment Committee (SNEC) and The Shipping Policy Committee" of the Asian Shipowners Association



The Panama Ship Registry, through the International Technical Office of Segumar - Singapore, participated with Eng. David Miranda, head of the AMP Office in Singapore, in the Asian Shipowners Association's "Join Session between The Safety Navigation and Environment Committee (SNEC) and The Shipping Policy Committee".

"The joint session of the Safety, Navigation and Environment Committee (SNEC) and the Maritime Policy Committee" included in its agenda the presentation of AMP's Eng. David Miranda who spoke on decarbonization, digitalization, market disruption, autonomous vessels, human resources, financial institutions, and environmental protection; critical issues to solve the challenges facing the maritime industry today.

The head of AMP Office in Singapore mentioned that the Panamanian Ship Registry is implementing modifications according to the competitive market and within Law 57, economic incentives for the rational use of fuels, promoting discounts to vessels that have achieved an operational energy efficiency index, thus encouraging the rational use of fuels to reduce CO2 emissions. The implementation of new

standards related to the use of low sulfur fuel and the reduction of sulfur oxide (SOx) emissions from ships is having important health and environmental benefits.

In the past 3 years, Panama's fleet has reported an average of 95% compliance to the IMO, for data collection for ships' fuel consumption, fulfilling its responsibility as a flag State.

This Administration has emphasized support for the creation of the IMO Maritime Research Fund (IMRF) by ensuring access to funding for all IMO Member States.

Eng. Miranda concluded his participation by underlining the AMP's implementation of the use of electronic platforms aiming at reducing the use of paper and streamlining procedures for its clients, the adoption of a new Traffic Separation System in Panama for ships transiting Panama's Pacific coast, Panama's position on zero tolerance for fishing vessels involved in illegal, unreported and unregulated (IUU) fishing activities, and the importance of seafarers as essential workers, recognizing that they are a critical link in the maritime industry chain.

The Panama Ship Registry Carries on modernization and adaption of its business model



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Flag requirements

1. Power of Attorney.
2. Certificate of purchase and sale of the vessel (Bill of Sale - MOA).
3. Letter of No Objection / Fishing License (Applies only for fishing support or fishing vessel).
4. Due Diligence Analysis.
5. Certificate of Insurance or other Financial Guarantee.

For more details: www.amp.gob.pa

Within the Panama Maritime Authority's Directorate General of Merchant Marine, the Department of Vessel Registration is the entity responsible for the registration process of a ship, hence the integration and inclusion of improvements in the flagging process is an obligation.

Aiming at increasing competitiveness, reducing costs, and shortening times, the Directorate General of Merchant Marine, issues instructions and introduces the use of electronic documents, and authorizes the Merchant Marine Private Consulates or any other representation authorized for this purpose, including the Technical Offices of Ship Documentation (Segumar), to receive documents and certify compliance, which significantly reduces time in the delivery of the final documents.

Improvements in customer service, simplification of processes, and advances in the current platform, lead to an effective and competent administration of the Panama Ship Registry, which comply with national and international standards required by the competitiveness of the market, in which the Panamanian Registry competes.

The maritime industry, increasingly demanding on-time delivery, the basics around the supply chain, the reduction of paperwork and processes, are unforgivable factors for service and global trade.

The Panama Ship Registry, as a service provider, continues to streamline its processes, allowing its customers to find in the Panamanian flag the attractiveness, agility, and security they have always sought and thus become their main ally.

The Panama Maritime Authority, through the Directorate General of Merchant Marine, maintains and has created departments and specialized offices in different important locations throughout the world, which perform administrative, technical, inspection, tracking and monitoring functions, aiming at being at the forefront of advances and trends in the maritime industry worldwide.

Panama joins efforts in line with this reality, covering the needs of its customers and international standards' compliance, in the service of the industry.



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Panama works to become the regional most important Cruise Hub



The Panama Maritime Authority' Director General of Ports and Auxiliary Maritime Industries (DGPIMA), Ms Flor Pitty and the Panama Tourism Authority Administrator, Ivan Eskildsen made a tour of the facilities of the Panama Cruise Terminal, with the Norwegian Cruise Line Holdings Ltd, Vice President of Services, Angelo Impoco. The very positive visit showed the possibility for cruise lines to dock ships with more capacity and expand Panama's tourism market.

The Administrator of the Panama Maritime Authority (AMP) and Minister of Maritime Affairs, Noriel Arauz participated in the 2023 edition of Seatrade Cruce Global, an international event that highlights the cruise segment and during which he held important meetings in Fort Lauderdale, Florida, where he confirmed that Panama will continue as Home Port for cruise lines, capable to receive ships with greater capacity.

These actions and joint work strengthen Panama's commitment to grow internationally in this segment of the market:

- The Panama Cruise Terminal is currently 90% complete and expected to be 100% complete between November and December.
- The contractor, Consorcio Cruceros del Pacífico, formed by Belgian company Jan de Nul and China Harbour Engineering Company (CHEC), committed to complete by October 2023 the passenger facilities, and with it the possibility to receive more passengers.

- This project is one of the most modern in Central America, and the only one with a navigation depth of between 11.3 meters and 12.3 meters, allowing ships to navigate safely, as they require a draft of around 9.3 meters.

- The Panama Tourism Authority (ATP) Administrator, Ivan Eskildsen, said that the Norwegian Cruise Line will keep Panama as one of its home ports and will maintain operations for sale with departures until December 2024.

- The Norwegian Cruise Line Vice President of Services expressed his satisfaction for the work's good progress and confirmed its support by indicating the cruise line is interested in bringing larger cruise ships with capacity exceeding 4,000 passengers, once the contractor completes the adjustments related to passengers' building.

- The international campaign to announce Panama as Home Port, resulted in visits of more than 12, 857 international and national tourists, during the cruise season 2022-2023.

- The National Government, through Executive Decree 8 of March 9, 2023, has also created incentives for shipping companies to boost the national economy.

Panama is positioning as a benchmark in the international maritime industry with great potential in the tourism sector to become the region's favorite Cruise Hub.

Panama's Secretariat of Energy opens public consultation for the National Green Hydrogen Strategy



Panama's National Secretariat of Energy (SNE) has officially launched a public consultation aiming at supporting the National Strategy for Green Hydrogen and Derivatives in Panama (ENHIVE).

The announcement took place during a virtual event attended by representatives of the public and private sector, regional organizations and members of national and international media.

The Secretary of Energy, Jorge Rivera Staff highlighted the vision of the strategy to position Panama as the Global Route for Green Hydrogen and its derivatives, enhancing the country's location and infrastructure to supply renewable energy to the logistics, domestic, maritime, air and land transport sectors, while developing an innovative market for this energy sector.

Green hydrogen is a global trend, a potential market in the coming years and that is why Panama guides the economy in that direction with service to all Latin America, said Secretary Staff.

The Undersecretary of Energy, Rosilena Lindo offered also, extensive details on the objectives, goals, and main axes of the Green Hydrogen Strategy.

She expanded on the vision and goals established for 2030, 2040 and 2050.

By 2030, it is expected that 5% of the bunkering supply in Panama will come from Green Hydrogen (H2V) and/or derivatives; and to produce 500,000.00 tons of H2V and its derivatives locally.

By 2040, it is expected that 30% of the bunkering supply in Panama will come from H2V and/or derivatives; and to produce 2M tons of H2V and its derivatives locally; in addition, 20% of heavy-duty transport vehicles and machinery will use H2V and its derivatives. The projection for 2050 is that bunkering supply will reach 40% and that 30% of the energy supply for aviation will come from H2V, derivatives and/or SAF.

With graphics and details, Lindo explained the H2V supply chain and its relevant actors through a mapping on screen and answered questions from the audience.

Panama warns caution while transiting the Strait of Hormuz



MMN-01

Merchant Marine Notice - 2021 **UPDATE**

Persian gulf - Strait of Hormuz - Gulf of Oman



The Panama Maritime Authority through the Ship Registry warns all Shipowners, Owners, and Masters of any Panama-flagged vessel to take the necessary precautions while operating, navigating, or trading between the areas of the Strait of Hormuz and those near Fujairah, UAE.

On 3 May 2023, the Panama-flagged vessel NIOVI was forcibly seized by the Iranian Islamic Revolutionary Guard Corps (IRGCN) while transiting the Strait of Hormuz.

This vessel is currently being held by the Iranian authorities at an unknown location, therefore this Administration advises all its users to take the necessary precautions while operating, navigating, or trading between these areas.

The Panama Ship Registry urges its fleet to follow the following recommendations:

- Conduct a new ship and voyage specific threat risk assessment before entering any region where there has been an incident, or the threat has changed.
- Following the risk assessment, review the Ship Security Plan.
- Review section 2 of the BMP5, which outlines non-piracy threats and the
- Global Counter-Piracy Guidance.
- Maintain a full and vigilant bridge watch (at night, small and slow vessels without a wake are difficult to detect by radar).
- Maintain a strict communications watch and establish communication with all approaching vessels.

- Approaching vessels: Do not allow small craft to approach or alongside. Use a searchlight for identification at night.

- Ensure that strict boarding controls are in place.

- Lower gangways or accommodation ladders only when necessary.

- Install exterior lighting where possible and that does not interfere with maintaining a safe watch, particularly over the stern and rigging, use searchlights if available.

- Report any suspicious activity or objects immediately to both the port and UKMTO (+44 239 222 2060).

- Monitor VHF and other relevant communication channels.

- Check all firefighting equipment available for immediate use. Ensure that the emergency fire pump is available if any maintenance is being carried out.

- Keep the Automatic Information System (AIS) switched on.

In addition, according to the published Merchant Marine Circulars, all Panama-flagged vessels under regulation SOLAS V/19 must comply with LRIT and AIS requirements.

This Administration urges all ship owners, operators, Company Security Officers (CSO) and Ship Security Officers to verify that the LRIT System and AIS are functioning properly and to ensure that the LRIT System and AIS are in good working order.

The Panama Ship Registry is committed to the safety of its clients, and invites them to take the necessary precautions in their activities.

Merchant Marine Circulars - April 2023

| Title | Number | Update |
|--|---------|------------|
| Regulations of Maritime Labour Inspection and other provisions regarding life, work, accommodation, certification and endowment conditions of seafarers on board ships of Panamanian flag. | MMC-130 | April 2023 |
| Continuous Synopsis Record (CSR). | MMC-183 | April 2023 |
| Armed Security Personnel on board Panama flagged vessels transiting High Risk Areas. | MMC-245 | April 2023 |
| Maritime Labour Convention, 2006, as amended (MLC, 2006, as amended) - Occupational Groups (DEFINITIONS). | MMC-265 | April 2023 |
| Maritime Labour Convention, 2006, as amended (MLC, 2006, as amended) – Certificate of Inspection of Crew Accommodation (CICA). | MMC-279 | April 2023 |
| Continuous Synopsis Record (CSR) adopted by the Panama Maritime Authority. – CANCELLED. | MMC-325 | April 2023 |
| Bareboat Charter insert in the Continuous Synopsis Record (CSR). - CANCELLED. | MMC-377 | April 2023 |

Merchant Marine Notice - April 2023

| Title | Number | Update |
|--|-------------|------------|
| Fujairah requirements for tankers and gas carriers | MMN-02/2023 | April 2023 |
| Persian gulf - Strait of Hormuz - Gulf of Oman | MMN-01/2021 | April 2023 |



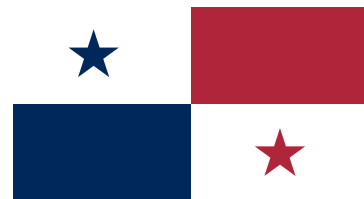
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The banner features a background of a person in a dark suit with a white shirt and tie. Overlaid on this are several semi-transparent icons: a location pin, a globe, a folder, a magnifying glass, and a telephone handset. A hand is shown pointing towards the folder icon.



UPDATE



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