



**PANAMA MARITIME AUTHORITY**

*Directorate General of Merchant Marine*

*Office of the Department      Merchant Marine Circular No.100*

*Of Maritime Safety*

**To:      Owners/Operators of Panamanian flag Vessels, Class Societies and Authorized Organizations**

**Subject:      Implementation of the ISM Code**

Since the Flag State Administration, in this case Panama, is ultimately responsible for the implementation of the Code for its vessels, this Administration issues this Merchant Marine Circular as part of a continuing series of reminders to cognizant parties in its Registry as to the urgency of accomplishing the objectives of the Code.

**PENALTY**

Panama strongly believes that the implementation of the ISM Code is crucial for the safety, development, and future of the world's fleet. As a consequence, after July 1, 1998 (1<sup>st</sup> phase for the implementation of the Code) all Panamanian flag vessels not in possession of a valid SMC and DOC for its company will be subject to a severe fine, as set forth in Panama's Law No. 2 from 1980. In addition, the vessel could be deleted from the Registry.

**CLASS SOCIETIES AND OTHER RECOGNIZED ORGANIZATIONS**

As of January 1998, a number of organizations were authorized by this Administration to assess and certify Panamanian registered vessels for the ISM Code. However, the following list is no longer valid and is currently under revision. Please contact this Administration to verify if a specific organization is authorized to issue ISM documentation.

American Bureau of Shipping -	Korean Register of Shipping
Bureau Veritas -	Lloyd's Register of Shipping
China Classification Society -	Nippon Kaiji Kyokai
China Corporation Register of Shipping -	Panama Bureau of Shipping
Det Norske Veritas -	Panama Maritime Doc. Services Inc.
Germanischer Lloyds -	Panama Register Corporation
Hellenic Register of Shipping -	Polski Rejestr Statkow
Isthmus Bureau of Shipping -	Registro Italiano Navale
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**REMINDERS**

As further reminders:

1. If a vessel does not have the SMC by the due date, then, in all likelihood, would be detained by a Port State Authority;
2. The company and/or operator with 'hands-on' involvement in the operation of a ship must have a DOC;
3. For companies with multi-fleets (vessels under different flags), duplication of DOCs can be avoided by agreement of the Flag State Administrations involved.
4. Shipowners/Operators must submit to this office a report on the status of the ISM Code for the applicable Panamanian vessels in their fleet until full implementation have been achieved. It cannot be overemphasized that this report is a mandatory requirement culminating in the status report by Panama to the International Maritime Organization. That is:
  - a. Names of the vessels in possession of the SMC (Safety Management Certificate) and which organization issued such certificate (s).
  - b. Names of the vessels in progress of receiving the SMC, the prospective date of issuance of the SMC, and which organization will issue such certificate (s).

c. Date the DOC was issued or will be issued, and which organization issued or will issue such document.

**January 1998**

**Reports are to be submitted to:**

**Inquiries concerning the subject of this Circular or any requests should be directed to:**

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