

- 국제선박보안증서(ISSC)의 효력 정지
- 동 규정의 미준수에 따른 특별보안심사

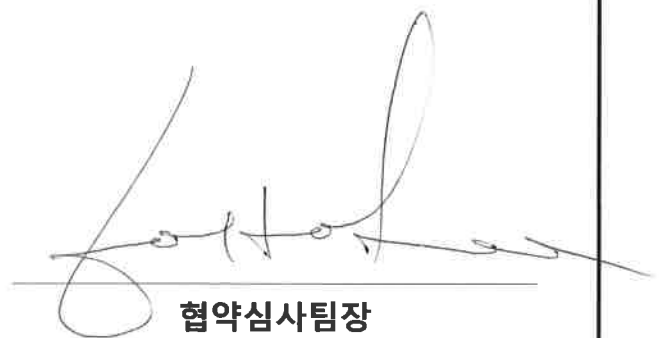
7) 보안인증심사대행기관(RSO)의 차기 ISPS 보안심사 시 확인될 수 있도록 SOLAS 74, 제11-2규칙 요건에 따른 무선국업자의 테스트 보고서 사본이 본선에 보관되어야 함.

8) 차기 ISPS 보안심사 시, 보안인증심사대행기관은 ISPS Code A/10.1.10에 명시된 SSAS 장비의 작동상태 및 관련 기록에 대하여 확인할 예정임.

*ISPS Code A/10.1.10 : 선박보안경보시스템의 테스트를 포함하여 선내 설치된 보안장비의 유지, 점검 및 테스트

- 상세 사항은 첨부 Circular 내용 참조하시기 바랍니다.

첨부 : 1. PMA Merchant Marine Circular MMC-133
2. PMA Resolution No.106-107-DGMM



협약심사팀장



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Recipients : Ship owners , Ship managers and each ship / CSO

No . : 2017-02 Date : 21st November 2017

Subject : **New regulation for the use of the Ship Security Alert System(SSAS) for Panamanian Flagged Vessels**

1. We'd like to express our gratitude for your cooperation as always and I wish your company's great success.
2. Recently, Panama Maritime Authority (PMA) has issued merchant marine circular MMC-133, which revised instructions and procedure on the use of Ship Security Alert System(SSAS).
3. Therefore, the companies which operate Panamanian flagged vessels are kindly requested to prepare the successful implementation of attached Circular .

- BELOW -

► Key Points of the circular are as follows:

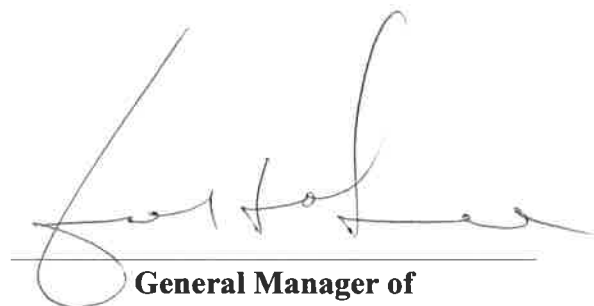
- 1) **From 1st January 2018**, annual SSAS test is to be done through the use of a new electronic platform for the supply and operation of the Ship Identification and Monitoring System, developed by PMA.
- 2) The Company Security Officer (CSO) must request access to the platform by email to the address info@panama-ssas.com , along with their access credentials to receive the instructions for the use of the platform **from 30th November 2017**.
- 3) Only one annual SSAS TEST is mandatory. In case of vessels that perform more than one test and require a flag confirmation they should not schedule it through the platform, in those cases they have to use the SSAS TEST message information and send an email directly to threat@amp.gob.pa.
- 4) In the event that the SSAS TEST cannot be carried out, and this must be notified by email to info@panama-ssas.com 24 hours in advance, the reasons and the new date of programming through the platform.
- 5) In case where the SSAS TEST cannot be performed due to technical problems of the equipment, it should be communicated to the email: info@panama-ssas.com.

- 6) Non-compliance with these regulations, PMA may impose the following sanctions:
- Invalidation of the International Ship Security Certificate (ISSC)
 - Additional audits of the ISPS Code that demonstrate non-compliance with the provisions of this Resolution.
- 7) A copy of the radio technician's report demonstrating compliance with relevant requirements of SOLAS 74, Chapter XI-2 shall be kept onboard for use by the Recognized Security Organization (RSO) at the next scheduled ISPS audit.
- 8) At subsequent ISPS verification, the RSO will examine the records of activities on the SSAS equipment, as specified in the ISPS Code A/10.1.10, witness a complete security alert test and verifying the operational requirements and in case of a SSAS.

*ISPS Code A/10.1.10 : Maintenance, calibration and testing of any security equipment provided on board including testing of the ship security alert system

For details, please refer to attached Circular.

Attachment : 1. PMA Merchant Marine Circular MMC-133
2. PMA Resolution No.106-107-DGMM



**General Manager of
Statutory System Certification Team**



PANAMA MARITIME AUTHORITY
MERCHANT MARINE CIRCULAR MMC-133

PanCanal Building
Albrook, Panama City
Republic of Panama
Tel: (507) 501-5355

To: Master, Ship-owners, Operators, Company Security Officers, Ship Security Officers, Recognized Security Organizations (RSO's) of Panamanian Flagged Vessel.

Subject: NEW REGULATION FOR THE USE OF THE SHIP SECURITY ALERT SYSTEM (SSAS)

Reference: SOLAS 74', as amended, Regulation XI-2/6
Resolution MSC. 136 (76) December 11, 2002
Resolution MSC. 147 (77) May 29, 2003
MSC/Circ. 1072 June 26, 2003
MSC/Circ. 1155 May 23, 2005
MSC.1/Circ.1190 May 30, 2006
Resolution J.D. No. 028-2003
Resolution No.106-107-DGMM October 9, 2017

1. The purpose of this Merchant Marine Circular is to update the instructions and procedures of the Ship Security Alert System (SSAS) according to SOLAS 74', as amended Chapter XI-2 Reg. 6 and the IMO Resolution MSC 136(76) as amended by MSC 147(77), MSC/Circ.1072, MSC/Circ.1155 and MSC.1/Circ.1190. Any deficiency related to the ship security alert system (SSAS), is a failure of compliance with the ISPS Code and the ISM Code.
2. According of Section 9 Part A of the ISPS Code, each ship requires to implement a Ship Security Plan (SSP) approved by its Flag State or by a Recognized Security Organization. The SSP must include but not limited to: ***“Procedures, instructions and guidance on the use of the ship security alert system, including testing, activation, deactivation, resetting, and procedures to limit false alerts”***.
3. All the Panamanian flagged vessels shall be provided with a SSAS, as instructed in the SOLAS 74', as amended (Chapter XI-2 Regulation 6, paragraph #1). The SSAS shall be capable of transmit a security alert to a designated, competent authority when activated in an emergency situation. As the ship security alert system is a requirement of SOLAS 74', as amended Chapter XI-2, it is not considered to be radio equipment; thus not covered by the Safety Radio Survey and the Safety Radio certificate is not affected. Any deficiency in relation to the ship security alert system; however, is a failure of compliance with the ISPS Code and the ISM Code, as mentioned before.
4. Ship-owners or operators are required to notify the RSO prior to installing SSAS equipment. In all cases, the RO responsible for the issue of the Safety Radio Certification shall be responsible for the initial installation, inspection and testing of the SSAS by an approved radio technician.
5. The Company and the Company Security officer (CSO) are requested to continuously verify that the SSAS equipment on board of the Panamanian Flagged vessels have been correctly set to send the security alert or test messages to the Panama Maritime Authority (PMA).

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Special instructions in HRA

6. The PMA recommends that all Panamanian Flagged vessels with or without armed or unarmed security personnel, and that prior to the entry into the High Risk Area (HRA), the crew should be fully briefed on the preparations and a piracy drill shall be conducted as well. The security drill should be reviewed and all personnel briefed on their duties, including familiarization with the alarm using to identify a piracy attack, these drills must follow all the requirements listed above, indicating that it is a “**Piracy Drill**” or “**SSAS Test**” and must be reported to the aforementioned PMA contacts as well; at the same time the Panamanian Flagged vessels are requested to verify that the SSAS equipment have been correctly set-up and is working properly.
7. These measures should be taken to ensure that the security procedures are working properly along with the recommendations stated in the Best Management Practices [BMP4](#) and the Internationally Recommended Transit Corridor (IRTC) established in the Merchant Marine Circulars No. 208 and No.238.

SSAS TESTING by the Company

8. All the Companies must include the following e-mail addresses as recipient’s address of the SSAS alerts / tests, on board the Panamanian Flagged vessels.
 - threat@amp.gob.pa
and / or
 - authorizations@segumar.com
9. A pre-authorization from Panama Maritime Authority to carry out a **SSAS Test** or **drill**, is not required.
10. **The Panama Maritime Authority will only confirm the SSAS Test messages as requested by the Company or Master. In such cases, the word “TEST” will be clearly noted within the message.**
11. The SSAS messages (alerts / tests) must include at least the following information:
 - Name of ship
 - IMO number
 - Call Sign
 - Maritime Mobile Service Identity Number
 - Date and time in UTC
 - GNSS position of the ship (latitude and longitude)
 - Course and speed
12. **In case that the message received indicates the words SSAS ALERT or SECURITY, the PMA will require a confirmation about the status of the ship and the crew.**
13. When the ship security alert system (SSAS) during a test transmits a false alarm, the Company or the Company Security Officer (CSO) must inform immediately to the Maritime Ships Security Department (PMA) in order to avoid any misunderstanding.

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NEW REGULATIONS FOR SSAS TEST MESSAGE

According to Resolution No.106-107-DGMM dated October 9th, 2017 from January 1st, 2018 the annual SSAS TEST will be received through the use of an electronic platform for the Supply and Operation of the Ship Identification and Monitoring System. (This resolution will be posted in English once it is translated).

The Company Security officer (CSO) designated by the operators and/or owners, must request from November 30th, 2017 access to the platform by email to the address info@panama-ssas.com, along with their access credentials to receive the instructions for the use of the platform.

The information submitted on the CSO Validation Form received according to MMC 353 and in the CSO online application will pass through directly to the electronic platform in order to obtain the credentials.

The operators and/or owners of the Panamanian registry vessels through the CSO have the responsibility to schedule, through the platform, the annual tests of SSAS TEST in a period no longer than twelve (12) calendar months. The confirmation message of the annual SSAS TEST should be retained on board as evidence according to paragraph 24 of this MMC.

For ships to enter the Panamanian registry as of January 1st, 2018, they must schedule the first SSAS TEST through the use of the new platform, which must be verified by their RSO during the initial verification and from that date onwards, every 12 months as mentioned in previous paragraphs. In those cases, please be sure that the Company Security Officer designed by the Company Operator already has the Declaration of Company Security Officer duly endorsement by Panama Maritime Authority (MMC 206) in order to schedule the first SSAS TEST.

Only one annual SSAS TEST is mandatory. In case of vessels that perform more than one test and require a flag confirmation they should not schedule it through the platform, in those cases they also have to use the below SSAS TEST message information and send an email directly to threat@amp.gob.pa.

All the Panamanian flagged vessels described in paragraph 3 of the Resolution No.106-107-DGMM must keep the email address threat@amp.gob.pa (main) in their SSAS terminal. The use of authorizations@segumar.com is optional.

The vessels that have been granted a Certificate of Exemption from the use of the SSAS in accordance with paragraph 27-29 of this MMC and the Panamanian flagged vessels that are out of service during a calendar year and have a Certificate of Special Registry of Laid-Up are excluded of the present Resolution.

ANNUAL SSAS TEST MESSAGE

The SSAS TEST messages must include the following information:

1. TESTs must be sent via email, using ASCII, UTF-8 or ANSI encodings to the following address:
threat@amp.gob.pa.

Name of vessel

The name of the vessel must be written in closed capital letters and should appear exactly as it is written in the Navigation Documents.

IMO number

It must contain 7 digits and may be preceded by the word "IMO".

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Mobile Maritime Vessel Identifier

The MMSI must contain 9 digits, which cannot be separated by spaces, dashes or other characters.

Call Sign

It must contain between 4 and 7 digits and must appear exactly as it is written in the ship's registration patent. Do not use spaces, hyphens or other characters other than letters and numbers.

Date and time

The date can be represented in any of the following 3 formats:

- DD-MM-YYYY
- MM-DD-YYYY
- YYYY-MM-DD
- For which "DD" represents the day, "MM" represents the month and "YYYY" represents the year. The separators can be slashes, points or dashes.
- The time can be represented in any of the following 2 formats:
- HH: MM
- HH: MM: SS
- For which "HH" is the hour expressed in 24-hour format, "MM" represents the minutes and "SS" represents the seconds. All times must be submitted according to the Coordinated Universal Time (UTC).

Coordinates of the position of the vessel at the time of the SSAS test.

The coordinates can be expressed in degrees, minutes and seconds, degrees and decimals of minutes or in decimals of degrees and additional should indicate the hemisphere.

- Separators between grades, minutes and seconds can be:
 - The symbols for degrees, minutes and seconds (° '")
 - Two points (:)
 - Spaces
- The indicators of the hemispheres for the coordinates, must be expressed in the initial letter of the hemisphere and in English in capital letters:
 - "N" or "S" for latitude
 - "E" or "W" for length
 - The hemisphere can be placed before or after the position coordinates.

The heading and speed of the vessel at the time of the TEST shall be detailed as follows:

- The heading of the vessel shall be expressed in degrees between 0 to 359 and shall be preceded by the words "Heading", "HDG", "Course" or "COG" and may be written in uppercase, lowercase or a combination of both .
- The speed of the ship shall be expressed in knots and shall be preceded by the words "Speed", "SOG" or "Spd" and then indicate one of the following terms "knots", "knts", "kn" or " kt "and may be written in uppercase, lowercase or a combination of both.

TEST indicators should contain:

- Messages must include the word "TEST TEST".
- In case the message received does not contain the words "TEST TEST", the Panama Maritime Authority will request confirmation to the CSO about the status of the ship, the crew and thus, in this way rule out any case of false alarm.

All RSO's must verify in the initial verification that the SSAS system is working properly, performing a real TEST and sending it to threat@amp.gob.pa in order to confirm receipt.

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CONFIRMATION MESSAGE OF THE ANNUAL SSAS TEST

SUSCCEFUL TEST when:

1. The Maritime Ships Security Department confirms the reception of the same in the date scheduled in the Electronic Platform.
2. The TEST message includes all the information described in the Merchant Marine Circular that will be issued for such purposes.
3. The general ship data such as: name, IMO number, call signs and MMSI numbers are correct, as are the geographic coordinates and date received.

FAILED TEST: In the event that the test does not comply with the information above and shall be re-scheduled through the platform in accordance with what is established in the fifth paragraph of this Resolution.

PENDING TEST: In the event that the SSAS TEST cannot be carried out, and this must be notified by email to the account info@panama-ssas.com 24 hours in advance, the reasons and the new date of programming through the platform.

In cases where the SSAS TEST cannot be performed due to technical problems of the equipment, it should be communicated to the email: info@panama-ssas.com.

In cases of noncompliance with these regulations the Panama Maritime Authority may impose the following sanctions:

1. The International Ship Security Certificate (ISSC) may be invalidated.
2. Additional audits of the ISPS Code may be authorized to vessels that demonstrate non-compliance with the provisions of this Resolution.

For more information about these new regulations and check the compatibility of the equipment please send an email to info@panama-ssas.com.

Training and Security Drills

14. The Ship Security Officer, the Company Security Officer and appropriate shore-based personnel shall have knowledge and have received training, taking into account the guidance given in part B of the ISPS Code. 3.5.1.1.
15. Shipboard personnel without designated security duties should receive security-related familiarization training to be able to:
 1. Report a security incident;
 2. know the procedures to follow when they recognize a security threat; and
 3. Take part in security-related emergency and contingency procedures.
16. Security drills must test the proficiency of vessel personnel in assigned security duties at all maritime security levels and the effective implementation of the Ship Security Plan (SSP). They must enable the Ship Security Officer (SSO) to identify any related security deficiencies that need to be addressed.

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17. The SSO must ensure that at least one security drill is conducted **once every three months** to promote the effective implementation of the Ship Security Plan, except:
 1. when a vessel is out of service due to repairs or seasonal suspension of operation provided that in such cases a drill must be conducted within **one week of the vessel's reactivation**, or
 2. if more than 25% of the crew is changed at any one time, with personnel that has not previously participated in any drill on that ship within the last three months, a drill should be conducted **within one week of the change**.
18. Security drills may be held in conjunction with non-security drills where appropriate. The PMA accepts that a Safety Drill, which has a security component within it, can be credited as a Security Drill.
19. Security drills must test individual elements of the SSP, including response to security threats and incidents. Drills should take into account the types of operations of the vessel, vessel personnel changes, and other relevant circumstances.
20. Shipboard drills should cover such scenarios as:
 1. identification and search of unauthorized visitors on board the ship;
 2. recognition of materials that may pose a security threat;
 3. methods to deter attackers from approaching the ship;
 4. recognition of restricted areas; and
 5. mustering for evacuation.

Security Exercises

21. The Company Security Officer shall ensure the effective coordination and implementation of ship security plans by participating in exercises at appropriate intervals.
22. Exercises should be carried out at least once each calendar year with **no more than 18 months between the exercises**.
23. Exercises should test communications, coordination, resource availability, and response. Exercises may be and not limited:
 1. full scale or live;
 2. table top simulation or seminar; or
 3. combined with other exercises held such as search and rescue or emergency response exercises.

Records

24. This Administration recommends all Panamanian flagged vessels to keep onboard records of the above indicated testing, drills and exercises according to the period of time indicated in the SSP or the time in the internal procedures of the Company. If is not duly stated in the mentioned documents, then the records must be kept for a period of time equivalent to the duration of the International Ship Security Certificate (5 years). These records must be protected from unauthorized access and may be kept in any format (paper or electronic) and must be available for any Authority that requests it.
25. In this regard, a copy of the radio technician's report, demonstrating compliance with SOLAS 74', as amended Chapter XI-2 Regulation 6 paragraphs #2 to #4 inclusive and MSC.1/Circ.1190, shall be kept on board for use by the RSO at the next scheduled ISPS audit.

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26. At subsequent ISPS verification, the RSO shall examine the records of activities on the SSAS equipment, as specified in the ISPS Code A/10.1.10, witness a complete security alert test and verifying the operational requirements and in the case of a SSAS.

AUTHORIZATIONS FOR EXEMPTION

27. The PMA has designated the Company (according to the ISM Code definition) as the competent authority to receive alerts, and shall notify to the Maritime Ships Security Department of this Administration in case of any malfunction or set-up of the tracking system.

SSAS MALFUNCTIONING

28. In case of SSAS malfunctioning, the following documents shall be submitted to the Maritime Ships Security Department to the e-mail address: isps@amp.gob.pa or through any of the SEGUMAR Offices.

- a). An e-mail or a letter issued by the RSO indicating the exact date and place where the vessel will make the repair and programming of the SSAS equipment in accordance with this MMC.

SSAS EQUIPMENT

29. For those Panamanian flagged vessel operating in coastal voyages or in national jurisdictional waters, an exemption of the SSAS equipment can be requested to the Maritime Ships Security Department and the following documents shall be submitted to the e-mail address: isps@amp.gob.pa or through any of the SEGUMAR Offices:

- a). A confirmation from the RSO stating the alternative methods to achieving an alert on board, and
- b). A formal statement by the Coastal State about vessel's operational area.

It is worth noting that the time of validity of the exemption will be equal to the time of the working license for such national jurisdictional waters.

For those Panamanian flagged vessels operating in international jurisdictional waters or international coastal voyage must follow the national regulations in order to comply with the ISPS Code.

For further assistance and/or inquiries please note the following contact points:

A. Maritime Ships Security Department (weekdays 08:30-16:30 hrs)

Phone: +507-501-5037/5085

E-mail address: threat@amp.gob.pa

B. SEGUMAR Panama (Evenings, Weekends and Holidays)

Phone: +507-501-5350/48 or +507-501-5032

E-mail address: authorizations@segumar.com

October 2017 – Changes all throughout the text

March 2016 – Change in paragraph 6

January 2016 – Changes throughout the text

October 2015- Changes in paragraph 12 and 13

August, 2014 – Changes throughout the text

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September, 2013 - Changes in paragraph 7
June, 2013 - Changes in paragraph 12
May, 2013 – New points 11 and 12
March, 2012 - Changes all throughout the text
February, 2004-First issuance

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***** Certified Translation *****

PANAMA MARITIME AUTHORITY

GENERAL DIRECTORATE OF MERCHANT MARINE

RESOLUTION No. 106-107-DGMM

Panama, October 9, 2017

THE UNDERSIGNED DIRECTOR GENERAL IN CHARGE OF THE

GENERAL DIRECTORATE OF MERCHANT MARINE

BY VIRTUE OF THE POWERS CONFERRED BY LAW

WHEREAS:

By means of Decree Law No. 7 of February 10, 1998 the Panama Maritime Authority was created and the different maritime competences of the Public Administration were unified.

The Republic of Panama adopted the International Convention for the Safety of Life at Sea (SOLAS) 1974 by means of Law 7 of October 27, 1977 and its 1978 Protocol by means of Law 12 of November 9, 1981. It also adopted the protocol concerning the International Convention for the Safety of Life at Sea 1974 made in London, England on November 11, 1988 by means of Law No. 31 of July 11, 2007.

The Diplomatic Conference on Maritime Security held in London, England in December 2002 adopted new rules in order to increase maritime security in the form of a new Chapter XI-2 of the International Convention for the Safety of Life at Sea (SOLAS) and the new provisions included in Part A of the International Ship and Port Facility Security Code (ISPS Code). These new regulations, together with the guidelines listed in Part B of the ISPS Code constitute the international system that allows ships and port facilities to cooperate in order to detect and prevent acts of maritime terrorism.

By means of Resolution MSC.136 (76), the International Maritime Organization adopted on December 11, 2002 the Operating Rules for the Ship Security Alert

System (SSAS) whereby the technical recommendations for the standardization of the system are adopted.

Likewise, by means of Resolution MSC.147 (77) dated May 29, 2003 the amended Operating Rules for the Ship Security Alert System (SSAS) were adopted, and governments were advised to ensure that the ship security alert systems installed on July 1, 2004 or later met the standards of the referred Resolution and that the equipment installed before July 1, 2004 met the standards established in Resolution MSC.1376 (76) dated December 11, 2002.

In this sense, the International Maritime Organization, through Circular Letter MSC/Cir. 1155 dated May 23, 2005, approved the Guidelines regarding Message Priority and Testing of the Ship Security Alert System (SSAS) and in Section 3 of Part II it establishes that the procedures and protocols for testing ship security alert systems shall be the exclusive competence of each Administration.

By means of Circular Letter MSC.1/Cir. 1190 dated May 30, 2006, issued by the International Maritime Organization, Guidelines for the provision of information for identifying ships when transmitting ship security alerts are approved.

In this sense, the General Directorate of Merchant Marine, by means of Circular Letter MMC-133 informs users of the National Merchant Marine regarding the provisions for the use of the Ship Security Alert System (SSAS) in reference to SOLAS 74, Regulation XI-2/6, Resolution MSC.136 (76) dated December 11, 2002, Resolution MSC.147 (77) dated May 29, 2003, Circular Letter MSC/Cir. 1072 dated June 26, 2003, Circular Letter MSC/Cir. 1155 dated May 23, 2005, Circular Letter MSC.1/Cir. 1190 dated May 30, 2006 and the Board of Directors Resolution J.D. No. 028-2003.

Article 187 of Law No. 57 of August 6, 2008 “General of Merchant Marine” which modified Article 30 of Decree Law No. 7 dated February 10, 1998 establishes that the General Directorate has among its duties:

“1...

14. To ensure strict compliance and effective application of the legal rules in force in the Republic of Panama, international conventions, codes and guidelines regarding maritime security, prevention of pollution and maritime security of ships..”

All ships governed by the SOLAS Convention shall be provided with a Ship Security Alert System (SSAS) whose object is to transmit an alarm in the event of any serious incident that affects maritime safety, including acts of piracy and armed robbery against ships.

By virtue of the above-referred and taking into consideration the high degree of responsibility involved in the services we provide to our national and international users as the registry with the highest number of ships recorded, this Administration has decided to modernize the services provided automating the Ship Security Alert System (SSAS) through an electronic platform for the Supply and Operation of the Ship Identification and Tracking System of the Ship Registry of the Republic of Panama and related services, and therefore

RESOLVES:

FIRST: TO APPROVE the use of the electronic platform for the Supply and Operation of the Ship Identification and Tracking System of the Ship Registry of the Republic of Panama and related services designated by the Panama Maritime Authority so that annual Ship Security Alert System Tests (SSAS TEST) are carried out allowing the General Directorate of Merchant Marine to identify and track ships registered under Panamanian flag to which it applies, as established in article three of this Resolution.

The electronic platform for the Supply and Operation of the Ship Identification and Tracking System of the Ship Registry of the Republic of Panama and related services shall be managed by a service provider retained by the Panama Maritime Authority.

Through the use of said platform, the Department for the Maritime Security of Ships of the General Directorate of Merchant Marine shall receive the annual SSAS TESTS

scheduled by the operators and/or owners of ships registered under Panamanian flag, acknowledging receipt thereof in an electronic manner and keeping control of the merchant fleet.

SECOND: TO ESTABLISH the guidelines for complying with the annual SSAS TEST of the Ship Security Alert System (SSAS) onboard all ships registered under Panamanian flag to which this Resolution applies, to wit:

Every ship to which this Resolution applies shall carry out the SSAS TEST within a maximum period of 12 months.

For purposes of this Resolution we hereby describe the following concepts:

- **SHIP SECURITY ALERT SYSTEM (SSAS)** pursuant to Rule XI-2/6 of the SOLAS Convention is a system capable of transmitting real and drill security alert messages from the ship to land which is received by the company in charge of the ship and a competent Authority designated by the Administration. The above described message shall precisely identify the general information of the ship and its geographical location.
- **SSAS TEST** is the method whereby it is verified that the ship's maritime security alert system meets the requirements of the above-mentioned regulations.

THIRD: The annual SSAS TEST applies to ships registered under Panamanian flag as per the provisions established in Chapter XI-2/6 of the International Convention for the Safety of Life at Sea (SOLAS), to wit:

- All passenger ships (including high-speed passenger ships), cargo ships with a gross tonnage equal to or above 500 and mobile offshore drilling units making international voyages.
- Tankers, chemical tankers, gas carriers, bulk carriers, and high-speed bulk carriers with a gross tonnage equal to or above 500.
- Other cargo ships with a gross tonnage equal to or above 500.
- All ships that voluntarily apply the ISPS Code onboard.

FOURTH: Excluded from complying with this Resolution shall be those ships which due to the type of navigation they undertake, either coastal or inside jurisdictional waters of a country, have been granted by the General Directorate of Merchant Marine a Certificate of Exemption of the use of SSAS pursuant to the provisions of the Circular Letter of Merchant Marine MMC-133.

Likewise, ships registered under Panamanian flag that are out of service during one calendar year and to which the General Directorate of Merchant Marine has issued a Special Laid-up Registration Certificate shall be exempted from complying with this Resolution.

FIFTH: It is the responsibility of the operators and/or owners of ships registered under Panamanian flag through those persons they decide to appoint, to schedule through the platform the annual SSAS TEST within a maximum period of 12 months. For this, ships shall keep the e-mail address threat@amp.gob.pa coded in their SSAS terminal. Additionally, the persons appointed by the operators and/or owners shall request access to the platform by email to the e-mail address: info@panama-ssas.com and they shall receive together with their access credentials the instructions for using the platform.

The above-indicated e-mail addresses are managed by the Department for Ship Maritime Security of this General Directorate.

SIXTH: For purposes of complying with this Resolution, it shall be understood that a ship has **SUCCESSFULLY** complied with the annual SSAS TEST in the following cases:

- When the General Directorate of Merchant Marine through the Department for Ship Maritime Security confirms receipt thereof on the date scheduled in the electronic platform.
- The TEST message includes all the information described in the Circular Letter of Merchant Marine to be issued for these purposes.
- The general information of the ship such as name, IMO number, call sign, and MMSI number are correct, as well as the geographical coordinates and date

received.

In the event that the TEST does not comply with the above-indicated it shall be deemed a **FAILED TEST**, and must be re-scheduled through the platform pursuant to the provisions of section five of this Resolution.

In the event that the SSAS TEST cannot be carried out, it shall remain as a **PENDING TEST** and the reasons and new date for scheduling through the platform shall be notified through an email sent to info@panama-ssas.com 24 hours in advance.

In cases where the SSAS TEST cannot be carried out due to technical problems of the equipment, this shall be communicated to the email info@panama-ssas.com of the Maritime Ships Security Department of the General Directorate of Merchant Marine for the corresponding formalities.

SEVENTH: TO WARN that in the event of non-compliance with this Resolution, this General Directorate of Merchant Marine may apply the following sanctions:

- The International Ship Security Certificate (ISSC) may be invalidated.
- Additional audits into the ISPS Code of ships that do not comply with the provisions of this Resolution may be authorized.

EIGHTH: The Maritime Ships Security Department shall be in charge of solving any inconveniences experienced by users who are not able to properly access the referred platform.

NINTH: TO INFORM that the General Directorate of Merchant Marine may establish, clarify additional concepts and details regarding the requirements and procedures to operators, owners, masters, ship security officers, company security officers or registered agents of the ship by means of Circular Letters of Merchant Marine.

TENTH: TO INFORM the content of this Resolution to all Departments of the General Directorate of Merchant Marine, to the Offices of Ship Documentation Techniques (SEGUMAR) and to the different consular offices of the Republic of Panama abroad.

ELEVENTH: This Resolution shall come into effect as of January 1, 2018.

LEGAL BASIS:

Decree Law 7 of February 10, 1998
Law No. 57 of August 6, 2008
Law No. 31 of July 11, 2007
Law No. 7 of October 27, 1977
Law No. 12 of November 9, 1981
Resolution MSC.1376 (76) dated December 11, 2002
Resolution MSC.147 (77) dated May 29, 2003
Board of Directors Resolution J.D. No. 028-2003
Circular Letter MSC/Cir. 1072 dated June 26, 2003
Circular Letter MSC/Cir. 1155 dated May 23, 2005
Circular Letter MSC.1/Cir. 1190 dated May 30, 2006
Circular Letter of Merchant Marine MMC-133

LET IT BE COMMUNICATED, PUBLISHED AND COMPLIED WITH

[illegible signature]

FERNANDO A. SOLORZANO A.

Director General

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