



Merchant Marine **Notice**

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

F-34
(DCCM)
V.04

PORT STATE CONTROL (PSC) DEFICIENCIES RELATED TO VOYAGE PLANNING AND EXECUTION WITHIN PLANNED NAVIGATION CORRIDORS

No: MMN-01/2026

1. Purpose:

The purpose of this Merchant Marine Notice is to inform all Shipowners, Operators, Legal Representatives, Masters, and Shipping Agencies of the procedures and mandatory requirements applicable to vessels arriving at or operating within Australian jurisdictional waters, particularly those vessels subject to Port State Control (PSC) inspections in Australian ports conducted by the Australian Maritime Safety Authority (AMSA), related to deficiencies in Voyage Planning and Execution within Planned Navigation Corridors.

2. Applicability:

- 1) All vessels flying the Panamanian flag, regardless of size, type, or trading area, that have undergone PSC inspections or detentions in Australian ports.
- 2) Shipowners, Operators, Masters, Legal Representatives, and Port Agents responsible for vessel compliance, navigation safety, and port operations.

3. Deficiencies Related to Voyage Planning and Execution.

The Panama Maritime Authority (PMA) takes note of an increasing number of PSC deficiencies issued by AMSA during 2025 concerning deficiencies in voyage planning, ECDIS operation, and navigation monitoring within planned navigation corridors.

The following deficiencies have been recurrently identified during AMSA PSC inspections on Panamanian-flagged vessels:

Code	Natura deficiency	Deficiency comments
10112	Electronic charts (ECDIS)	Several largest scale ENC's which are required for the intended voyage not available on board.
10112	Electronic charts (ECDIS)	ECDIS Operation-Appropriate critical safety settings not carried out due to lack of SMS instructions/procedures and type specific familiarity issue.
10116	Nautical publications	No back up arrangement available for electronic nautical publications in use.

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10127	Voyage or passage plan	Passage Plan does not take into account of environment as required by Res. A893 (21).
10127	Voyage or passage plan	Passage plan for last voyage not effective for safe navigation and avoidance of dangerous situations. Cross track limits substantially inadequate to maintain CPA.
10127	Voyage or passage plan	Passage plan does not take environmental protection measures into account, does not incorporate appropriate nautical publications for intended areas operations in Australian waters.
10127	Voyage or passage plan	Vessel planned and executed a passage passing between a dangerous shoal and east cardinal mark (passing west of a east cardinal mark) in the vicinity of Gneering shoal on her approach to Brisbane pilot station.
10127	Voyage or passage plan	Appraisal of passage plan not conducted as required by various regulations. Objective evidence indicated pilot volume NP 15 was not consulted while preparing the plan for Brisbane pilot station approach.
10127	Voyage or passage plan	Navigating officers unable to extract required information regarding safety contour violation after carrying out route safety check.
10127	Voyage or passage plan	Shallow contour on ECDIS set at a lower depth than vessel draft on executed voyage from Japan to Australia. Safety Management System Manual does not provide adequate guidance on correct setting.
10127	Voyage or passage plan	Cross track limit (XTL) set at 0.5nm or 1.0nm throughout last voyage with no consideration of sea room required for collision avoidance manoeuvres
10127	Voyage or passage plan	Cross track limit (XTL) set at maximum 0.4nm throughout last voyage. Not sufficient for collision avoidance manoeuvres.
10127	Voyage or passage plan	Cross track distance (XTL) setting in ECDIS insufficient for safe navigation

		XTL set for maximum of 0.5 nautical mile throughout the voyage. Ship navigated outside XTL on several occasions.
10133	Bridge operation	Master and navigating officer failed to adhere to warning issued by Brisbane VTS during above occurrence.
10135	Monitoring of voyage or passage plan	Secondary means of position fixing not conducted in accordance with passage plan during last voyage.
10135	Monitoring of voyage or passage plan	Position fixing method for open sea in passage plan does not conform with the vessel Safety Management System.
10135	Monitoring of voyage or passage plan	Safety settings (shallow contour, safety contour & safety depth) entered in ECDIS not in accordance with voyage plan.
10135	Monitoring of voyage or passage plan	Vessel deviated from planned and assessed route during previous voyage from Voung Tau to Newcastle and passage plan has not been amended. No deviation plan available.
10135	Monitoring of voyage or passage plan	Monitoring the progress of passage not carried out by two independent position fixing methods as specified in passage plan.
10112	Electronic charts (ECDIS)	ENCs for intended voyage not updated and few permits expired.
10127	Voyage or passage plan	XTD settings for previous and intended voyage insufficient for safe navigation and collision avoidance manoeuvres.

4. Fleet Advisory – Compliance with Voyage Planning Standards

In light of the above findings, this Administration strongly advises all Owners, Operators, and Masters to ensure strict compliance with IMO requirements and international best practices, with particular attention to:

Key IMO References:

- SOLAS Chapter V, Regulation 27 – Nautical charts and publications
- SOLAS Chapter V, Regulation 34 – Safe navigation and avoidance of dangerous situations.
- Resolution A.893(21) – Guidelines for voyage planning



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- Resolution MSC.232(82) and MSC.530(106) – ECDIS performance standards
- MSC.1/Circ.1503/Rev.2 – ECDIS Guidance for Good Practice

5. Strategic Focus

This Administration strongly recommends that all Shipowners, Operators, and Masters carefully review AMSA Marine Notice 2024/09 – Voyage Planning and Execution within Planned Navigation Corridors.

This document provides critical guidance on the expectations of Port State Control (PSC) officers, particularly during inspections conducted by the Australian Maritime Safety Authority (AMSA), and outlines the key measures required to ensure safe navigation, effective voyage planning, and proper execution within designated navigation corridors.

The Panama Maritime Authority expects all Panamanian-flagged vessels to ensure full and continuous compliance with these standards. Failure to do so may lead to detentions, major deficiencies, and operational restrictions, which may directly affect vessel's operational status.

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

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