



Autorità per l'Aviazione Civile, la Navigazione Marittima e l'Omologazione

**DIRECTIVE No. 06/2024 SEC 3.3**

**SETTING SECURITY LEVEL 2 AND OTHER PROTECTIVE MEASURES FOR SHIPS FLYING THE SAN MARINO FLAG WHILE NAVIGATING, BEING AT ANCHOR OR BEING MOORED IN THE SOUTHERN RED SEA (PART OF), THE STRAIT OF BAB AL MANDAB, THE GULF OF ADEN AND IN THE NORTHWESTERN INDIAN OCEAN (PART OF).**

Noting the ongoing terrorist attacks and the connected risks to the ships navigating or operating in sea areas of the southern Red Sea, the Strait of Bab al Mandab, the Gulf of Aden, and of the northwestern Indian Ocean;

Considering the provisions of the SOLAS Convention, chapter XI-2, regulation 3.1, and of the International Code for the Security of Ships and Port Facilities (ISPS Code), part A, section 4.1;

Taking into account the [September 2024 - Interim Industry<sup>1</sup> Transit Advice, Southern Red Sea and Gulf of Aden](#), which has to be read in conjunction with latest version of BMPs;

Considering also Directive No. 02/2024 SEC 3.2 on the 10 January 2024;

In accordance with Law No. 120 of 2 August 2019, article 3.1.a), I, as the Director General of the Republic of San Marino-Maritime Navigation Authority, issue the following Directive:

- Art. 1 In accordance with the regulation XI-2/3.1 of the SOLAS Convention and of section A/4.1 of the ISPS Code, the **Security Level 2** has been set for all ships flying the San Marino flag, to which chapter XI-2 of the SOLAS Convention applies, while navigating, being at anchor or being moored in the southern Red Sea (Part of), the Strait of Bab al Mandab, the Gulf of Aden and the northwestern Indian Ocean (Part of) in the **area of high maritime threat established by the coalition navies**. The northern boundary of this area is parallel 17° 30' N in the Red Sea, and the boundary to the southeast is in the Northwest Indian Ocean at parallel 10° 00' N and longitude 056° 00' E.
- Art. 2 Highlighting that the ship's Master has the overriding authority and responsibility to make decision with respect to the safety and security of the ship, this Administration urges the relevant Company Security Officers and Ship Security Officers to fulfil their tasks in accordance with sections A/11 and A/12, focusing on sections A/11.2.8 to A/11.2.11 and A/12.2 of the ISPS Code.

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<sup>1</sup> The Baltic and International Maritime Council **BIMCO**, the International Chamber of Shipping **ICS**; the Cruise Lines International Association **CLIA**; the International Association of Dry Cargo Shipowners **INTERCARGO**; the International Association of Independent Tanker Owners **INTERTANKO**; the International Marine Contractors Association **IMCA**; and the Oil Companies International Marine Forum **OCIMF**.



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- Art. 3 The Company shall ensure that the quantitative and qualitative composition of the ship's crew is adequate for the fulfilment of the requirements identified in the Ship Security Plan for Security Level 2 and for the safe management of the ship and in line with the legal requirements set for the periods of work and rest of the seafarers.
- Art. 4 The CSOs, in accordance with paragraph 4.2 of the Policy Letter SMPL-2021-SEC-014 of the 11 October 2021, should acknowledge to the Authority ([security@smsr.sm](mailto:security@smsr.sm)):
- a) the receipt of this directive; and
  - b) the implementation of the required measures.
- Art. 6 Masters, Ship Security Officers and Company Security Officers while planning the transit and/or navigating in the interested area, should consider:
- a) Implementing the Interim Industry Transit Advice;
  - b) Using the Maritime Security Transit Corridor (MSTC) established by the Combined Maritime Forces (CMF);
  - c) Using the Security Chart Q6099 published by the United Kingdom Hydrographic Office (UKHO) which contains a large graphic of the MSTC with the Maritime Security Centre-Horn of Africa (MSCHOA) reporting procedures and format;
  - d) Benefitting from the services provided by the United Kingdom Marine Trade Operations (UKMTO) which operates the Voluntary Reporting Scheme (VRS), E-Mail: [watchkeepers@ukmto.org](mailto:watchkeepers@ukmto.org) ;
  - e) Implementing the hardening measures as described in the Best Management Practices No.5 (BMP5) and advice on the website: [www.maritimeglobalsecurity.org](http://www.maritimeglobalsecurity.org) ;
  - f) Contacting:
    - i. **IF UNDER ATTACK:** US Naval Forces in Bahrain directly on **+973 1785 3879**;
    - ii. For other emergencies: UKMTO on **+44 (0) 2392 2220 60**;
    - iii. When transiting in the **area of high maritime threat**, consider including NAVCENT NCAGS in your positional reporting, more especially when increasing reporting to hourly. NCAGS may be reached at: [m-ba-navcent-ncags@us.navy.mil](mailto:m-ba-navcent-ncags@us.navy.mil) or +973 1785 0033.
- Art. 6 Failure to observe the above-described requirements will be considered a breach of the Republic of San Marino Law No.120 of 2 August 2019, and may result in the imposition of the administrative sanctions in accordance with article 72. This may further lead to the ship being de-registered.
- Art.7 The Directive No. 02/2024 SEC 3.2 on the 10 January 2024 is repealed.

San Marino, 31 October 2024

Director General

Eng. Marco Conti