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

DIRECTIVE No. 05/2026 SEC

SETTING SECURITY LEVEL 3 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, THE NORTHWESTERN INDIAN OCEAN INCLUDING THE SOMALI COAST AND SOCOTRA ISLAND.

Given the increasing events of terrorist attacks and daily incidents of piracy—which significantly impact the security measures adopted by merchant vessels, particularly those highly vulnerable due to low cruising speed and low freeboard—operating in the maritime areas of the southern Red Sea, the Bab el-Mandeb Strait, the Gulf of Aden, and the northwestern Indian Ocean, including the Somali coast and the island of Socotra;

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;

Considering it is necessary to upgrade, the security measures relevant to the mentioned areas, previously deal with the DIRECTIVES No. 06/2024-3.3 Sec. and Marine Notice No. 06 and 07/2026 (SECURITY)

Taking into account https://www.maritimeglobalsecurity.org/media/xm1jsgjg/2024-09-24-interim-industry-transit-advice-srs-goa.pdf which has to be read in conjunction with latest version of BMPs;

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 3** 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, including the Somali coast and Socotra island

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.

[1] 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**.

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 3 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, shall acknowledge to the Authority (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 (MCF);

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 ;

e) Implementing the hardening measures as described in the Best Management Practices No.5 (BMP5) and advice on the website: 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 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. 06/2024 SEC 3.3 on the 31 October 2024 is repealed.

San Marino, 05 Novembre 2026

On Behalf of General Director
Rera Admiral Giovanni GRECO