



**REPUBLIC of SAN MARINO
MARITIME AUTHORITY**

Rev. 0

MAIN CONTACT: SAN MARINO SHIP REGISTER

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San Marino Policy Letter

SMPL – 2021-SEC-014

11 october 2021

San Marino Ship Register SMSR

Maritime Security

TO: Recognised Security Organisations, Shipowners, Companies, Managers, Masters, Seafarers, SMSR partners, SMSR brokers, Surveyors, and the general public.



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Rev. n	Date	Changes	Initials
0	11 october 2021	n.a.	EdR



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Maritime Security

1. Foreword

The Republic of San Marino is Member state of the International Maritime Organization (IMO) since March 2002.

According to law No. 120 on the 2nd of August 2019, the San Marino Civil Aviation and Maritime Navigation Authority (SM CAA MNA) is acting as the maritime Administration and is supported by the San Marino Ship Register (SMSR).

On the 9th of April 2021, the Republic of San Marino signed the instrument of accession, amongst the others, to the International Convention for the Safety of Life at Sea (SOLAS), 1974 as amended.

On the 26th of May 2021 SM MNA adopted the Large Yacht Safety Code (LYSC) SMPL which considers the application of the SOLAS Chapter XI-2 “Special measures to enhance maritime security” and the “International Code for the Security of Ships and Port Facilities” (ISPS Code) also to all commercial yachts ≥ 24 metres in load line length¹ and ≥ 500 GT and above engaged in international voyages.

2. Application

In general, the following instructions applies to Ships and crewmembers, Companies and their relevant persons ashore, Recognised Security Organisations (RSOs) as well as to any relevant security service providers.

More specifically, these instructions apply with the same latitude provided by:

1. SOLAS chapters/regulations: XI-2/2; XI-1/3; XI-1/5; IX/1 and V/19-1.
2. ISPS Code section A/3.
3. LYSC article 15.

3. Acronyms & definitions

- Administration (SM MNA): the San Marino Civil Aviation and Maritime Navigation Authority;
- Company: as defined by SOLAS regulation IX/1.2;
- CSO: Company Security Officer, as defined by ISPS Code section A/2.1.7;
- DAO: Officer Duly Authorised by one of the Contracting Government, as defined in SOLAS regulation XI-2/9.1;
- DCSO: Deputy Company Security Officer;
- DoS: Declaration of Security, as defined by SOLAS regulation XI-2/1.15;
- LYSC: Large Yacht Safety Code, SMPL-2021-TEC-008;
- RSO: Recognised Security Organisation, as defined by SOLAS regulation XI-2/1.16;
- Security incident: as defined by SOLAS regulation XI-2/1.13;

¹ In the case of yachts built before 21 July 1968, 150 gross tons and over, according to applicable tonnage measurement regulations.



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- SMSR: the San Marino Ship Register;
- SL1, SL2, SL3: security levels, as defined by ISPS Code sections A/2.1.9 , A/2.1.10 and A/2.1.11;
- SSAS: Ship Security Alert System, as defined by SOLAS regulation XI-2/6;
- SSAss: Ship Security Assessment, as identified by ISPS Code section A/8;
- SSP: Ship Security Plan, as defined by ISPS Code section A/2.1.4; and
- Ship-to-ship activity: as defined by SOLAS regulation XI-2/1.10.

4. Instructions provided for:

4.1 Ship Security Alert System (SSAS) messages

SOLAS Regulation XI-2/6.2 states that the ship security alert system, when activated, shall initiate and transmit a ship-to-shore security alert to a competent authority designated by the Administration, which in these circumstances may include the Company. In this respect, the ship-to-shore security alert message of a ship flying the flag of the Republic of San Marino shall be addressed to the relevant Company Security Officer (CSO).

Prior of the entering into service of a ship flying the San Marino flag, the Company shall communicate to the Administration the name and contact details of the CSO who has been designed by the Company to be available at all times to receive and act upon the ship-to-shore security alert. To ensure the receipt of the ship-to-shore alert message and the prompt response, the Company may consider also indicating the name and contact details of a Deputy Company Security Officer (DCSO). Changes on the name and contact details of the CSO, and of DCSO if any, shall not be implemented before the formal communication to the Administration and the relevant SSP has been amended and the change has been approved accordingly.

The Ship Security Plan (SSP), approved by the Recognised Security Organisation (RSO) on behalf of the Administration, shall identify the procedure (e.g., coded messages) to allow the CSO/DCSO to verify whether the alert is related to a true security incident, or it is a false alarm. If the CSO verifies that the ship-to-shore SSAS message is connected to a true security alert situation, he/she shall inform the Administration seeking for instructions (Point of Contact of SMSR for ship security: Mob: +393668451298 E-mail: security@smsr.sm and emanuele.derosa@caa-mna.sm).

When the Administration receives notification of a ship security alert, it shall immediately notify, through the SMSR, the State(s) in the vicinity of which the ship is presently operating. The CSO shall also inform the relevant RSO of the current situation if not otherwise established by the Administration. Both the Company and RSO concerned shall provide the required co-operation to the Administration.



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4.2 Security levels

The Administration shall set security levels and ensure, through the SMSR, the provision of security level information to ships entitled to fly the San Marino Flag and to which this Policy Letter applies.

Ships, in absence of specific information on the adoption of different and higher security levels (SL2, SL3), shall enforce and maintain at all times the minimum appropriate protective security measures provided by the SSP for the Security Level 1 (SL1).

Information on the adoption/revocation of the higher security levels SL2 or SL3 will be provided by the SMSR to the relevant CSO/DCSO as identified in paragraph 4.1, which will inform, without undue delay, the ship. Whenever security level 2 or 3 is set by the Administration and communicated by the SMSR, the CSO/DCSO shall acknowledge receipt of the instructions on change of the security level and ensure the SMSR on the change of level enacted by the ship.

When the Administration requests to set SL2 or SL3, the relevant CSO/DCSO responsible for ships staying in a port of another Contracting Government, while informing the ship, he/she shall also inform that Contracting Government.

4.3 Control and compliance measures

If during a control on board the ship, performed by officers duly authorised (DAO) of the port State, non-compliance with the SOLAS chapter XI-2 or part A of the ISPS Code has been found or a step of those identified SOLAS regulation XI-2/9.2.5 has been taken, the CSO/DCSO shall inform the Administration (SMSR PoC for ship security) and the RSO of the current situation. Both the Company and RSO concerned shall provide the required co-operation to the Administration in order to rectify the non-compliance.

4.4 Equivalent security arrangement

In particular cases, the Administration may consider allowing equivalent security arrangement (ESA). Whether a Company or a RSO are considering requesting any ESA, as per SOLAS regulation XI-2/12.1, the SMSR shall be informed at an early stage.

4.5 Declaration of security

Bearing in mind the cases listed in the ISPS Code section A/5.2 in which a ship can request completion of a declaration of security, ships flying the San Marino flag shall seek for completion of a DoS in the following circumstances:

1. the ship is at a port which is not required to have and implement an approved port facility security plan; and
2. the ship is conducting ship-to-ship activities with another ship not required to have and implement an approved ship security plan.

DoS shall be kept by the ship as minimum for the period covering the last 10 calls at port facilities.



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4.6 Ship Security Plan

The RSO shall identify and propose to the SMSR which changes to an approved ship security plan or to any security equipment specified in an approved plan shall not be implemented unless the relevant amendments to the plan are approved.

Ships shall keep on board as minimum for the period covering the last 10 calls at port facilities the records of the activities listed in the ISPS Code section A/10.1.

4.7 Verifications and certificate

All ships to which these instructions apply shall be subject to verifications conducted by a RSO, on behalf of the Administration, in accordance with the ISPS Code section 19.1.

To this end, renewal verifications shall be conducted at intervals not exceeding five years, except where section 19.3 of the ISPS Code is applicable.

The Administration reserves the right to request the relevant RSO to conduct additional verifications as the case might need.

The International Ship Security Certificate shall be issued by a RSO on behalf of the Administration and its validity shall not exceed five years.

4.8 Test

The Administration reserves the right to test the completeness and efficiency of the verifications conducted by an entrusted RSO, as well as the effectiveness of ship security plans which have been approved on its behalf. Such tests shall be conducted by the SMSR on the basis of a specific guidelines approved by the Administration.

4.9 Security of assessments and plans

RSOs, Companies and ships shall have policies and procedures to ensure that appropriate measures are in place to avoid unauthorised disclosure of, or access to, security-sensitive material relating to ship security assessments and ship security plans.

The Administration reserves the right to have access to any security assessment and security plan related with the security of ships flying the flag of the Republic of San Marino.

4.10 Entry into force

These instructions shall enter into force and shall apply from 11 October 2021.