



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

DIRECTIVE No. 05/2024 SEC 4.1

SETTING SECURITY LEVEL 2 FOR SHIPS FLYING THE SAN MARINO FLAG WHILE IN LEBANESE PORTS OR WHILE NAVIGATING, BEING AT ANCHOR OR BEING MOORED IN THE INTERNAL WATERS AND THE TERRITORIAL SEA OF THE REPUBLIC OF LEBANON.

Noting the still ongoing military activities and the connected risks to the ships navigating or operating in ports or sea areas off the coasts of the Republic of Lebanon;

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;

In accordance with the 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 the SOLAS Convention, chapter XI-2 applies while in Lebanese ports or while navigating, being at anchor or being moored in the Internal Waters and the Territorial Sea of the Republic of Lebanon.
- Art. 2 All ships to which article 1 applies shall implement all the measures set by the relevant Ship Security Plan for the Security Level 2 in accordance with sections A/7.1, A/7.2, A/7.5, A/7.7 and A/7.7.1 of the ISPS Code.
- Art. 3 In accordance with regulation 4 of the SOLAS Convention, chapter XI-2, all ships to which article 1 applies, prior to entering a port or whilst in a port within the territory of another Contracting Government, shall comply with the requirements set by that Contracting Government if such security level is higher than the security level 2. Furthermore, ships shall respond without undue delay to any change to a higher security level.
- Art. 4 Without prejudice to the requirements contained in the relevant Ship Security Plan, it is strongly recommended that the ship to which this directive applies, request the completion of a Declaration of Security for any ship-to-port or ship-to-ship interface in the geographical areas as defined in article 1.
- Art. 5 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, A/11.2.9, A/11.2.10, A/11.2.11 and A/12.2 of the ISPS Code.
- Art. 6 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 the 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.



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- Art. 7 All ship operators and masters to whom article 1 applies shall take the following additional precautions while transiting the territorial waters of the Republic of Lebanon:
- Make frequent checks with local sources of information (e.g.: ship's agents, local authorities, and P&I correspondents) in order to obtain the most up-to-date and reliable security information;
 - Carefully assess all the envisaged port of call on a case-by-case basis;
 - Review their relevant contingency plans and be ready to apply them accordingly;
 - Ship shall contact the authorities at ports in Lebanon they are planning to call for the current security level and act on the security level set for that port, in accordance with the approved Ship Security Plan;
 - Consider that in the relevant area AIS signals and ship's position data might suffer from interference and errors.
- Art. 8 To complement the above additional precautions, all ship's company and masters to whom article 1 applies should consider implementing the recommendations listed below:
- Maintain a complete and vigilant watch on the bridge;
 - Maintain strict surveillance of communications and establish communication with all approaching vessels;
 - Guarantee strict boarding controls;
 - Go down hallways or accommodation stairs only when necessary;
 - For safety, the AIS and the LRIT must be always turned on except in those cases where the master considers that the security of the ship could be compromised. In those cases, the company (CSO) should notify this administration and report the status of the ship and its crew every 6 hours (security@smsr.sm).
- Art.9 In accordance with section 7.5 of the ISPS Code and of paragraph 4.2 of the San Marino Policy Letter SMPL-2021-SEC-014 of the 11 October 2021, the Company Security Officer of a ship to which article 1 applies shall acknowledge receipt (security@smsr.sm) of these instructions on change of the security level.
- Art. 10 Failure to observe the mandatory requirements of this directive will be considered a breach of the Republic of San Marino law 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.

San Marino, 23 September 2024

Director General
Eng. Marco Conti