



Port Security Advisory (3-17)

A. Background:

The Maritime Transportation Security Act of 2002 (MTSA) has mandated that the United States Coast Guard evaluate the effectiveness of anti-terrorism measures in foreign ports and provides for the imposition of conditions of entry on vessels arriving to the United States from countries that do not maintain effective anti-terrorism measures (MTSA, 46 U.S.C. §§ 70108 - 70110).

The Coast Guard has determined that Côte D'Ivoire continues to not maintain effective anti-terrorism measures in all of its ports. However, the port facilities Terminal A Conteneurs and Carena Shipyard are implementing effective anti-terrorism measures and will be exempt from the actions required as listed in paragraphs C and D of this Port Security Advisory.

B. Countries Affected:

The Coast Guard has determined that ports in the following countries are not maintaining effective anti-terrorism measures:

Cambodia

Cameroon

Exceptions	IMO Port Number
Ebome Marine Terminal	CM394-0001
Quai GETMA (LAMNALCO Base) Facility	CMDLA-0005
Société Nationale de Raffinage (SONARA) Terminal (also known as Cap Limboh Terminal)	CMLIT-0001
Kome-Kribi 1	CM234-0001
Douala International Terminal (also known as Douala Containers)	CMDLA-0002
Moudi Terminal	CMMOU-0001

Comoros

Cote d' Ivoire

Exceptions	IMO Port Number
Terminal A Conteneurs	CIABJ-0015
Carena Shipyard	CIABJ-0004



Equatorial Guinea

Exceptions	IMO Port Number
Ceiba	GQ362-0001/0002
K-5 Oil Center	IMO number not listed
Luba	GQLUB-0001
Punta Europa Terminal	GQ368-0001
Zafiro Marine Terminal	GQ370-0001

The Gambia

Guinea-Bissau

Iran

Liberia

Exceptions	IMO Port Number
Firestone Facility	IMO number not listed
Port of Monrovia	LRMLW-0001

Libya

Note: Vessels are also advised to proceed with extreme caution when approaching all Libyan oil terminals, particularly in eastern Libya, due to potential violent and criminal activity based upon recent attempts by armed, non-state actors to engage in illicit export of oil. UN Security Council Resolution 2146 authorizes the UN Sanctions Committee to impose certain measures on vessels attempting to illicitly export crude oil from Libya. This resolution imposes several restrictions regarding loading, transporting, or discharging crude oil from Libya which may include the possible denial of port entry. Further information regarding the UN Security Council Resolution can be found at:

<http://www.un.org/News/Press/docs//2014/sc11325.doc.htm>

Madagascar

Exceptions	IMO Port Number
Toamasina (also known as Tamatave)	MGTMM-0001

Micronesia

Nauru

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Nigeria – Update does not change which port facilities are exempted, but reflects new naming and IMO Port Numbers provided by the government of Nigeria to the IMO

Exceptions	IMO Port Number
APAPA Bulk Terminal, formerly APP Apapa Bulk Terminal	NGLOS-0010
APM Terminal, formerly APP AP Moller Terminal	NGLOS-0008
Bert Operation Platform	NGEKE-0002
Bonny River Terminal, formerly BON Bonny River Terminal	NGBON-0003
Escravos BOP	NGWAR-0027
Federal Lighter Terminal (FLT) Onne, formerly ONN FLT	NGPHC-0055
Federal Ocean Terminal (FOT) Onne, formerly ONN FOT	NGPHC-0056
Five Star Logistics Terminal, formerly TIN FSL	NGLOS-0007
FSO YOHO, formerly CBQ FSO YOHO (Exxon Mobile)	NGEKE-0001
GDNL Terminal, formerly APP Greenview Terminal	NGLOS-0014
Intels Nigeria Limited Terminal	NGCBQ-0041
LPG FSO	NGWAR-0028
MRS Oil Gas Jetty, formerly TIN DANTATA	NGLOS-0013
Nigerdock Jetty	NGLOS-0009
Port and Cargo Handling Terminal, formerly TIN PTML Terminal C	NGLOS-0021
Port and Terminal Multiservices Ltd, formerly TIN PTML Terminal E	NGLOS-0040
Shell Bonny Oil & Gas Terminal, formerly BON NLGN Bonny Terminal	NGBON-0005
Shell Export Terminal Forcados	NGWAR-0029
Shoreline Logistics Jetty, formerly CBQ Logistics Base Terminal	NGCBQ-0043
Tincan Island Container Terminal, formerly TIN TICT Terminal B	NGLOS-0018
APAPA Bulk Terminal, formerly APP Apapa Bulk Terminal	NGLOS-0010
APM Terminal, formerly APP AP Moller Terminal	NGLOS-0008

Sao Tome and Principe

Syria

Timor-Leste

Venezuela

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Yemen

Exceptions	IMO Port Number
Balhaf LNG Terminal NOTE: The U.S. Coast Guard has separate, more stringent security protocols in place for vessels arriving to the United States from Balhaf. Vessels planning to arrive to the United States from Balhaf should contact the cognizant U.S. Coast Guard Captain of the Port well in advance.	IMO number not listed

C. Actions Required by Vessels Visiting Countries Affected:

All vessels arriving to the United States that visited the countries listed in paragraph B (with exceptions noted) during their last five port calls must take actions 1 through 5 listed below while in the countries listed in paragraph B as a condition of entry into U.S. ports:

1. Implement measures per the ship’s security plan equivalent to Security Level 2;
2. Ensure that each access point to the ship is guarded and that the guards have total visibility of the exterior (both landside and waterside) of the vessel. Guards may be:
 - provided by the ship’s crew, however, additional crewmembers should be placed on the ship if necessary to ensure that limits on maximum hours of work are not exceeded and/or minimum hours of rest are met, or
 - provided by outside security forces approved by the ship’s master and Company Security Officer.
3. Attempt to execute a Declaration of Security;
4. Log all security actions in the ship’s security records; and
5. Report actions taken to the cognizant U.S. Coast Guard Captain of the Port prior to arrival in the U.S.

Vessels that visited the countries listed in paragraph B (with exceptions noted) on or after the effective date in paragraph A, during their last five port calls will be boarded or examined by the Coast Guard to ensure the vessel took the required actions. Failure to properly implement the actions listed in paragraph C.1 through C.5 may result in delay or denial of entry into the United States.

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D. Actions Required by Vessels in U.S. Ports:

Based on the findings of the Coast Guard boarding or examination, the vessels that visited the countries listed in paragraph B (with exceptions noted) on or after the effective date in paragraph A **may** be required to ensure that each access point to the ship is guarded by armed security guards and that they have total visibility of the exterior (both landside and waterside) of the vessel while in U.S. ports. The number and location of the guards must be acceptable to the cognizant U.S. Coast Guard Captain of the Port. For those vessels that have demonstrated good security compliance and can document that they took the measures called for in C.1. through C.4. above, the armed security guard requirement will normally be waived.

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