



Port Security Advisory (3-10)

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 USC § 70108).

The Coast Guard has determined that the Democratic Republic of Sao Tome and Principe is the most recent country not maintaining effective anti-terrorism measures in its ports. Actions required as listed in paragraphs C and D of this Port Security Advisory take effect for vessels that arrive in the United States on or after April 27, 2010 after visiting ports in the Democratic Republic of Sao Tome and Principe as one of their last five ports of call.

In addition, certain port facilities in Indonesia, Liberia, and Mauritania have been added as exceptions to countries listed in Paragraph B.

B. Countries Affected:

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

Democratic Republic of Sao Tome and Principe

Cambodia (with the exception of the Phnom Penh Autonomous Port – IMO number not listed; and Sihanoukville Autonomous Port – IMO number not listed)

Cameroon (with the exception of the Ebome Marine Terminal – CM394-0001; Quai GETMA (LAMNALCO Base) Facility – CMDLA-0005; the Société Nationale de Raffinage (SONARA) Terminal – IMO number not listed; and the Kome-Kribi 1 – CM234-0001).

Congo, Republic of the (with the exception of the Djeno Oil Terminal – IMO Number CGPNR-0007)

Cuba

Equatorial Guinea (with the exception of the ports of Ceiba – GQ362-0001/0002; K-5 Oil Center – IMO number not listed; Luba – GQLUB-0001; Punta Europa Terminal – GQ368-0001; and Zafiro Marine Terminal – GQ370-0001)

Guinea-Bissau



Indonesia (with the exception of the ports of Ardjuna Marine Terminal (British Petroleum Arco Ardjuna) – IDTPP-0001; Banjarmasin Port (Pelabuhan Khusus Batubara PT. Bahari Cakrawala Sebuku/PT. Jorong Barutama) – IDBDJ-0001/0002; Belawan Container Terminal Unit Terminal Peti Kemas (BICT) – IDBLW-0001; Belawan Multi-Purpose Terminal – IDBLW-0002; Chevron Santan Marine Terminal – IDSAT-0001; Dermaga 1, 2 and Terminal Petikemas, Port of Bitung – IDBIT-0003; Dermaga 2/ Dermaga Amoniak/Urea PT. Pupuk Kaltim – IDBXT-0002; Dermaga Samudera & Terminal Penumpang Internasional – IDSRG-0001; DUKS PT Semen Padang – IDPDG-0001; Jakarta International Container Terminal – IDTPP-0003; Jamrud Pelindo III Tanjung Perak (JPTP) – IDSUB-0011; Muara Jawa, Muara Berau Anchorage and Jetty of PT. Mahakam Sumber Jaya – IDSRI-0010; Newmont Nusa Tenggara – ID259-0001; North Pulau Laut Coal Terminal Owned By PT. Arutmin Indonesia – ID532-0001; PT. Berdikari Sair Utama Flour Mills – IDMAK-0001; PT. Chevron Pacific Indonesia – IDDUM-0002 (Formerly Caltex Oil Terminal Dumai ID258-0001); PT. Pelabuhan Indonesia I Cabang Dumai – IDDUM-0003; PT. Pelindo IV Cabang Makassar – IDMAK-0003; PT. (Persero) Pelabuhan Indonesia IV Cabang Balikpapan – IDBPN-0003; PT. Pertamina (Persero) Unit Pengolahan V Balikpapan – IDBPN-0005; PT. Persero Pelabuhan Indonesia II Cabang Padang – IDPDG-0002; PT. Pertamina Unit Pemasaran III Jakarta – IDTPP-0009; PT. Terminal Petikemas Surabaya – IDSUB-0015; Pertamina Bontang – IDBXT-0011; Pelabuhan Khusus PT. Indominco Mandiri (Bontang Coal Terminal) – IDBXT-0008; Pelabuhan Khusus PT. Multi Nabati Asahan Wajok Pontianak – IDPNK-0001; Pertamina UP II Dumai – IDDUM-0005; Pertamina UP. V Balikpapan, dermaga PT. Petrosea Tbk. Tanjung Batu Balikpapan – IDBPN-0004; Port of Tanjung Priok – IDTPP-0005; Senipah Terminal Total E & P Indonesia – ID276-0001; Terminal Petikemas Koja (KOJA) – IDTPP-0010; Terminal Petikemas Regional Harbour PT, Multi Terminal Indonesia – IDTPP-0012; Terminal Petikemas Semarang – IDSRG-0005)

Iran

Liberia (with the exception of the Firestone Facility – IMO number not listed; and Port of Monrovia – IMO Number LRMLW-0001)

Madagascar (with the exception of Toamasina (also known as Tamatave) – MGTMM-0001)

Mauritania (with the exception of the Chinguetti Terminal - IMO number not listed; Port of Nouakchott, Port Autonome de Nouakchott dit Port de l’Amitié [PANPA], – IMO Number MRNKC-0001; and Point Central Terminal Mineralier [SNIM] – IMO Number MRPCE-0001)

Syria

Timor-Leste, Democratic Republic of

Venezuela

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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) on or after the effective date in paragraph A, 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 log, 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.

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.