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SECURITY ADVISORY: 06/2007

This Security Advisory supersedes 'Marine Operation Note: 5/2005'

SUBJECT: U.S. Coast Guard Revised Security Requirements for Vessels Operating in Ports that are not Maintaining Effective Anti-Terrorism Measures.

Reference: (a) USCG Port Security Advisory (1-07)

Dear Owner/Operator:

Update: The U.S. Coast Guard issued the attached *Port Security Advisory (1-07)* on 21 November 2007 describing the required actions to be taken by ships that call at ports in States that the US has determined do not maintain effective anti-terrorism measures. The USCG has down graded its security requirements for vessels that visit the **Port of Monrovia, Liberia** as a result of the United Nations assuming overall security for this international port. Vessels that visited the Port of Monrovia, Liberia during their last 5 ports of call **will not** normally be boarded at sea and not have to provide armed, private security guards on board while in ports of the United States.

The following actions are to be taken in accordance with the USCG Advisory:

Vessel security actions: Effective immediately ALL Liberian registered vessels while in ports of the following countries shall operate at a minimum equivalent to Security Level 2.

1. Cameroon (with exception of Eborne Marine Terminal, the Quai GETMA (LAMNALCO Base) facility, and the Societe Nationale de Raffinage (SONARA) terminal.
2. Equatorial Guinea (with exception of the ports of Ceiba, K-5, Luba, Punta Europa, and Zafiro Guinea-Bissau)
3. Liberia
4. Mauritania (with the exception of the Chinguetti Terminal)

In addition to implementing measures equivalent to Security Level 2 while in ports in the above countries;

- o Each access point to the vessel must be guarded
- o A DOS shall be complete
- o ALL security actions shall be recorded in the ship's log
- o Report all actions taken to the applicable U.S. Coast Guard Captain of the Port prior to arrival.

USCG Actions: Prior to arrival to any U.S. Port, vessels who visited one of the ports listed above, with the exception of the port of Monrovia, Liberia, during their last 5 ports of call will be boarded at sea by the Coast Guard to ensure the above required actions were taken and shall provide armed, private security guards on board. Failure to properly implement the above conditions of entry will result in denial of entry to the US.

Note: No vessel shall operate at a Security Level lower than that of the port facility. Additionally, the Master has the overriding authority to increase the Security Measures of the vessel at any time to protect the safety and security of the vessel.

Questions regarding this Note should be directed to Security Department at +1 703 251 2490 or security@liscr.com.

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Port Security Advisory (1-07)

The Maritime Transportation Security Act of 2002 has mandated that the United States Coast Guard evaluate the effectiveness of anti-terrorism measures in foreign ports (“MTSA”, 46 USC § 70108) 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.

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

Cameroon

Effective November 21, 2007, all vessels that visit ports in Cameroon with the exception of the Ebome Marine Terminal, the Quai GETMA (LAMNALCO Base) facility, and the Société Nationale de Raffinage (SONARA) terminal, must take the actions listed below as a condition of entry into U.S. ports:

- a) Implement measures per the ship’s security plan equivalent to Security Level 2 while in ports in the above country;
- b) 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 while the vessel is in ports in the above country. 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;
- c) Attempt to execute a Declaration of Security while in the above country;
- d) Log all security actions in the ship’s log; and
- e) Report actions taken to the cognizant U.S. Coast Guard Sector Commander prior to arrival in the U.S.

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The conditions of entry imposed earlier on vessels arriving from the following countries remain in effect:

Equatorial Guinea, with the exception of the ports of Ceiba, K-5, Luba, Punta Europa, and Zafiro

Guinea-Bissau

Liberia

Mauritania, with the exception of the Chinguetti Terminal

The conditions of entry are identical to the ones listed above.

Vessels that visited the five countries listed above (Cameroon [with the exception of the three facilities listed above], Equatorial Guinea [with the exception of the five ports listed above], Guinea-Bissau, Liberia, and Mauritania [with the exception of the port listed above]) during their last five port calls will be boarded at sea by the Coast Guard to ensure the vessel took the required actions. Failure to properly implement the above conditions of entry will result in denial of entry into the United States.

While in U.S. ports, vessels subject to these conditions of entry are 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. The number and location of the guards must be acceptable to the cognizant U.S. Coast Guard Sector Commander. All vessels that visited Monrovia, Liberia during their last five port calls prior to entering the United States must take the actions listed in paragraphs (a) through (e) above. However, these vessels will not normally be boarded at sea by the Coast Guard unless other targeting factors apply, nor will these vessels be required to provide armed security guards while in ports of the United States

Vessels arriving from the following countries remain subject to increased port state control targeting, including at sea boardings:

Democratic Republic of the Congo, Madagascar (with the exception of the port of Toamasina)

While not required as a condition of entry, if a vessel takes the steps outlined above, the vessel's security posture will be considered and reflected in the scope, intensity and duration of the Port State Control measures. Taking these steps does not guarantee vessels will not be subject to additional measures.