



**THE REPUBLIC OF LIBERIA**  
**LIBERIA MARITIME AUTHORITY**

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**06 October 2014**

**Marine Security Advisory: 06/2014**  
(This Advisory supersedes Marine Security Advisory 03/2014)

**Subject: U.S. Coast Guard Revises Security Advisory Regarding Ports Not Maintaining Effective Anti-Terrorism Measures**

Reference: (a) USCG Port Security Advisory (3-14) - ATTACHED

**Dear Shipowner/Operator/Master;**

Update: The U.S. Coast Guard has issued the attached Port Security Advisory (3-14). In Port Security advisory 3-14 the US Coast Guard has determined that the Phnom Penh Autonomous Port and the Sihanoukville Autonomous Port in Cambodia are no longer maintaining effective anti-terrorism measures.

All vessels that visited the countries/facilities listed in paragraph B of the USCG Advisory (with exceptions noted) during their last five port calls will be boarded or examined at sea by the Coast Guard to ensure required actions were taken. Failure to properly implement the actions listed in paragraph C.1 through C.5 of the attached advisory may result in delay or denial of entry into the United States.

Vessel security actions:

Effective immediately ALL Liberian registered vessels while in ports of the countries noted in the attached USCG Port Security Advisory (3-14) shall:

1. Implement measures as per the ship's security plan equivalent to Security Level 2 and
2. Take the required actions listed in section C of the attached advisory including attempting to execute a Declaration of Security (DOS).

Note: We have received reports that some ports have objected to a DOS indicating that a vessel is at Security Level 2 while the port has declared itself at Security Level 1. Therefore, the following guidelines, which have been confirmed with the USCG, should be followed:

1. A vessel is not required to raise its security level to level 2 when visiting the ports listed in ref (a), unless the port is at security level 2 or you receive notification from the Administration to increase to security level 2.
2. The USCG is aware of the possible negative effects and potential problems that may arise when attempting to execute a DOS, indicating the ship has implemented measures equivalent to Security Level 2, while the port is at Security Level 1. Therefore when executing a DOS; the USCG will accept an entry indicating Security Level 1; as long as the extra measures equivalent to Security Level 2 have been noted and recorded in the ship's log.

Reminder: No vessel shall operate at a Security Level lower than that of a 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.

For more information please contact the Security Department at telephone + 1 703 790 3434, email [security@lisr.com](mailto:security@lisr.com); LISCR Duty Officer + 1 703 963 6216, email [dutyofficer@lisr.com](mailto:dutyofficer@lisr.com)

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# Port Security Advisory (3-14)

## 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 - 70110).

The Coast Guard has determined that the Phnom Penh Autonomous Port and the Sihanoukville Autonomous Port in Cambodia are no longer maintaining effective anti-terrorism measures. The previous exceptions of these ports from the actions required in Paragraph C. below is rescinded. Actions required as listed in paragraphs C and D of this Port Security Advisory take effect for all vessels that arrive in the United States on or after September 26, 2014 after visiting ports in Cambodia as one of the their last five ports of call.

## B. Countries Affected:

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

### **Cambodia**

### **Cameroon**

<b>Exceptions</b>	<b>IMO Port Number</b>
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**

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## Cuba

### 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

### Guinea-Bissau

### Iran

### Liberia

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

### Madagascar

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

### Nigeria

Exceptions	IMO Port Number
APP Apapa Bulk Terminal	NGAPP-0009
APP AP Moller Terminal	NGAPP-0001
APP Greenview Terminal	NGAPP-0004
BON Bonny River Terminal	NGBON-0001
BON NLGN Bonny Terminal	NGBON-0002
BON SPDC Bonny Offshore Terminal	NG663-001
CBQ FSO YOHO (Exxon Mobile)	NG638-0001
CBQ Logistics Base	NGCBQ-0001
CBQ McIver Wharf	NGCBQ-0004
CBQ Port Terminal A	NGCBQ-0002
CBQ QIT BOP	NGOBO-0001
ESC Escra BOP	NGESC-0001
ESC LPG-FSO	NGESC-0003
FOR Forcados Offshore Terminal	NGFOR-0001

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**Nigeria (cont'd)**

<b>Exceptions</b>	<b>IMO Port Number</b>
ONN FLT	NGONN-0005
ONN FOT	NGONN-0006
TIN Dantata MRS Terminal	NGTIN-0003
TIN FSL	NGTIN-0013
TIN P&CH Terminal C	NGTIN-0011
TIN Snake Island Integrated Free Zone	NGTIN-0001
TIN PTML Terminal E	NGTIN-0010
TIN TICT Terminal B	NGTIN-0009

**Sao Tome and Principe**

**Syria**

**Timor-Leste**

**Venezuela**

**Yemen**

<b>Exceptions</b>	<b>IMO Port Number</b>
Ash Shihr Terminal	YEASR-0001
Balhaf LNG Terminal	IMO number not listed
Port of Hodeidah	YEHOD-0001

**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.

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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.

**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.

**PSA 1-14 IDENTIFYING RECOMMENDATIONS REGARDING VESSELS CALLING AT LIBYAN  
PORTS REMAINS IN EFFECT**