

# JAPAN P&I NEWS

No.720-15/3/26

To the Members

Dear Sirs,

## **Yemen - Condition of entry into the US ports under the MTSA**

The Maritime Transportation Security Act of 2002 (MTSA) has mandated the United States Coast Guard to evaluate the effectiveness of anti-terrorism measures in foreign ports and to impose conditions of entry on vessels arriving to the United States from countries that do not maintain effective anti-terrorism measures.

The Coast Guard evaluated the anti-terrorism measures in Yemen. Previously, three ports in Yemen, i.e., the Ash Shihr Terminal, the Port of Hodeidah and the Balhaf LNG Terminal were exempted from the conditions of entry. The Coast Guard, however, now has decided that the Ash Shihr Terminal and the Port of Hodeidah were no longer maintaining effective anti-terrorism measures and, therefore, that conditions of entry were imposed to vessels arriving to the United States on or after 8 April 2015 from all ports in Yemen except for the Balhaf LNG Terminal as one of their last five ports of call. The details of the required actions and the list of the countries which are subject to conditions of entry can be found in the attached "Port Security Advisory (1-15)" dated 25 March, 2015 issued by the USCG.

Members, whose vessels arriving to the United States after calling the countries listed in the Port Security Advisory, are recommended to consult with the local agents about the required measures mentioned in the section C and D of the Port Security Advisory so that they are not involved in any unnecessary troubles.

Yours faithfully,

**The Japan Ship Owners' Mutual Protection & Indemnity Association**

Attachment: Port Security Advisory (1-15)



# Port Security Advisory (1-15)

## 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 Ash Shihr Terminal and Port of Hodeidah in Yemen are no longer maintaining effective anti-terrorism measures. The previous exceptions of these ports from the actions required in Paragraph C. below are rescinded.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 April 8, 2015 after visiting non-exception ports in Yemen as one of 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**



**Cuba**

**Equatorial Guinea**

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

<b>Exceptions</b>	<b>IMO Port Number</b>
Firestone Facility	IMO number not listed;
Port of Monrovia	LRMLW-0001

**Madagascar**

<b>Exceptions</b>	<b>IMO Port Number</b>
Toamasina (also known as Tamatave)	MGTMM-0001

**Nigeria**

<b>Exceptions</b>	<b>IMO Port Number</b>
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>
Balhaf LNG Terminal	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.

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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**

**PSA 3-14 IS CANCELLED AND REPLACED BY THIS ADVISORY**