

JAPAN P&I NEWS

No.723-15/4/14

To the Members

Dear Sirs,

Libya- 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 Libya and has decided that all Libyan ports 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 24 April 2015 from all ports in Libya 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 \(2-15\)](#)" dated 13 April, 2015 issued by the USCG.

In addition, taking into the recent deterioration of the situation in Libya, the vessels required to exercise extreme caution, when calling at all Libyan oil terminals, particularly in eastern Libya, in being involved in potential violent and criminal activity 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 illegally export crude oil from Libya, and imposes several restrictions on loading, transporting or discharging crude oil from Libya. Further information on the UN Security Council Resolution can be found at :

<http://www.un.org/press/en//2014/sc11325.doc.htm>

Members, whose vessels are subject to the conditions of entry, are recommended to consult with the local agents about the required measures mentioned in the section C and D of the Port Security Advisory, and to pay careful attention to the situation in Libya.

Yours faithfully,

The Japan Ship Owners' Mutual Protection & Indemnity Association

Attachment: Port Security Advisory (2-15)



Port Security Advisory (2-15)

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 Libya is not maintaining effective anti-terrorism measures in all of its ports. 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 24, 2015, after visiting ports in Libya as one of their last five ports of call.

Furthermore, vessels are 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>

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

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

Libya

Note: Vessels are 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:

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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



Nigeria (cont'd)

Exceptions	IMO Port Number
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
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

Sao Tome and Principe

Syria

Timor-Leste

Venezuela

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;

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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.

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.

**PORT SECURITY ADVISORY 1-14 ADDRESSING SECURITY CONCERNS IN LIBYA IS
CANCELLED.**

**PORT SECURITY ADVISORY 1-15 ADDRESSING CONDITIONS OF ENTRY IS
CANCELLED AND REPLACED BY THIS ADVISORY.**