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Port Security Advisory (1-25)

A. Background:

The Maritime Transportation Security Act of 2002 (MTSA) requires the U.S. Coast Guard evaluate the effectiveness of anti-terrorism measures in commercial foreign ports. If these ports are deemed inadequate, the MTSA authorizes the Coast Guard to impose conditions on vessels arriving from such locations to ensure the safety of U.S. waters (MTSA, 46 U.S.C. §§ 70108 - 70110).

46 U.S.C. § 70108, as amended by the 2024 National Defense Authorization Act, states that the Department of Homeland Security shall deem any port under the jurisdiction of a foreign government that is a state sponsor of terrorism as not having effective anti-terrorism measures, and apply the sanctions described in 46 U.S.C. § 70110(a) to such a port.

In accordance with 46 U.S.C. § 70108, as amended, and the Department of State's designation of the Republic of Cuba as a State Sponsor of Terrorism, the Coast Guard has determined that Cuba is not maintaining effective anti-terrorism measures in its ports. This determination does not apply to U.S. Naval Station Guantanamo Bay.

Actions required as listed in paragraphs C and D of this Port Security Advisory take effect for all commercial vessels that arrive in the United States on or after April 2, 2025, after visiting ports in Cuba (excluding U.S. Naval Station Guantanamo Bay) 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

| 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

Cuba

Djibouti

| Exceptions | IMO Port Number |
|--------------------------------|------------------------|
| Doraleh Container Terminal | DJJIB - 0002 |
| Doraleh Oil Terminal (Horizon) | DJJIB - 0004 |

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 |

Federated States of Micronesia

The Gambia

Guinea-Bissau

Iran

Iraq

| Exceptions | IMO Port Number |
|------------------------------------|------------------------|
| Al-Basrah Oil Terminal (ABOT) | IMO number not listed |
| Khor Al Amaya Oil Terminal (KAAOT) | IMO number not listed |

Libya

Madagascar

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

Nauru



Nigeria

| Exceptions | IMO Port Number |
|---|------------------------|
| APAPA Bulk Terminal, formerly APP Apapa Bulk Terminal | NGLOS-0010 |
| APM Terminal, formerly APP AP Moller Terminal | NGLOS-0008 |
| Bert Operation Platform | NGEKE-0002 |
| Bonny River Terminal, formerly BON Bonny River Terminal | NGBON-0003 |
| Escravos BOP | NGWAR-0027 |
| Federal Lighter Terminal (FLT) Onne, formerly ONN FLT | NGPHC-0055 |
| Federal Ocean Terminal (FOT) Onne, formerly ONN FOT | NGPHC-0056 |
| Five Star Logistics Terminal, formerly TIN FSL | NGLOS-0007 |
| FSO YOHO, formerly CBQ FSO YOHO (Exxon Mobile) | NGEKE-0001 |
| GDNL Terminal, formerly APP Greenview Terminal | NGLOS-0014 |
| Intels Nigeria Limited Terminal | NGCBQ-0041 |
| LPG FSO | NGWAR-0028 |
| MRS Oil Gas Jetty, formerly TIN DANTATA | NGLOS-0013 |
| Nigerdock Jetty | NGLOS-0009 |
| Port and Cargo Handling Terminal, formerly TIN PTML Terminal C | NGLOS-0021 |
| Port and Terminal Multiservices Ltd, formerly TIN PTML Terminal E | NGLOS-0040 |
| Shell Bonny Oil & Gas Terminal, formerly BON NLGN Bonny Terminal | NGBON-0005 |
| Shell Export Terminal Forcados | NGWAR-0029 |
| Shoreline Logistics Jetty, formerly CBQ Logistics Base Terminal | NGCBQ-0043 |
| Tincan Island Container Terminal, formerly TIN TICT Terminal B | NGLOS-0018 |

Sao Tome and Principe

Seychelles

Sudan

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:

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 one (1) through five (5) listed below while in the countries listed in paragraph B as a condition of entry into U.S. ports:

1. Vessels with approved security plans must implement measures equivalent to Security Level 2. Those without security plans should take appropriate precautions to safeguard themselves while in port, including designated port anchorages.
2. Ensure each access point to the vessel 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 vessel’s crew, however, additional crewmembers should be placed on the vessel 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 vessel’s master and Company Security Officer.
3. Attempt to execute a Declaration of Security;
4. Log all security actions in the vessel’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 vessel 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.

E. This Port Security Advisory supersedes PSA 1-24.

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