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m a n a g e m e n t s . a .

## **Port Security Advisory by USCG 4-08**

[Venezuela included in countries that does not maintain effective anti-terrorism measures](#)

### **Security Circular 1.**

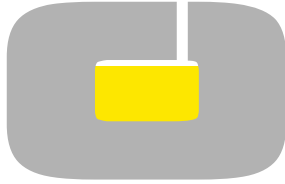
Protank Management S.A , follows-up latest developments in International Maritime legislation, changes or amendments in rules, regulations etc forwarding them onboard its vessels.

In this particular case, it has come to our attention that Venezuela added in countries that anti-terrorism measures does not meet with USCG standards.  
Therefore we instructed our vessels calling Venezuela to take all necessary steps and measures as if the security level was 2

REF VENEZUELA ADDED AS NON-COMPLIANT W/ MTSA REGULATIONS  
REGARDING NON-ISPS COMPLIANT PORT/COUNTRIES,PLEASE FIND ATTACHED NOTIFICATION  
THAT VENEZUELA DOES NOT MEET OR NOT MAINTAIN ANTI-TERRORISM MEASURES AS PER THE  
MARITIME  
TRANSPORTATION SECURITY ACT (MTSA) - EFFECTIVE JAN 23, 2009, ALL VESSEL'S  
CALLING VENEZUELA & OTHER NON-MTSA COMPLIANCE PORTS SHOULD IMPLEMENT AT LEAST  
SECURITY LEVEL TWO & TAKE THE FOLLOWING RECOMMENDED ACTION PER ITEM "C" OF  
USCG PORT SECURITY ADVISORY 4-08

IF VESSEL'S PORT OF CALL HISTORY WILL LIST ONE OF THE LISTED NON-MTSA  
COMPLIANCE PORTS AS ONE OF THE PREVIOUS LAST FIVE NON-U.S.PORT OF CALLS -  
VESSEL COULD BE SUBJECT TO USCG OFF-SHORE SECURITY BOARDING PRIOR ENTRANCE &  
APPOINTMENT OF ARMED SECURITY GUARDS

NOTE: U.S. AUTHORITIES COULD DENY ENTRANCE FOR VESSEL'S FAILING TO COMPLY WITH  
GUIDELINES & SUGGEST THAT MASTER'S BE INSTRUCTED TO DOCUMENT VERY CAREFULLY &  
HAVE READY TO PRESENT UPON SAILING/READY FOR LOCAL USCG/USCBP REVIEW SOONEST  
THE INITIAL ENOA WILL BE SUBMITTED



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Attached is the Coast Guard's latest Port Security Advisory 4-08, that documents the list of countries that do not maintain effective anti-terrorism measures in foreign ports. This Advisory becomes effective April 18, 2008. **effective Jan 23rd 2009**, Venezuela has been added to the list because they are not maintaining effective anti-terrorism measures.

note: anticipate another up-dated USCG PSA will be issued that will include Venezuela)

As such, all vessels visiting ports in Venezuela must take the actions listed below as a condition of entry into U.S. ports. Failure to properly comply may result in denial of entry to the United States.

A. Implement measures per the ship's security plan equivalent to Security Level 2;

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. Guards may be:

1. 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
2. provided by outside security forces approved by the ship's master and Company Security Officer.

C. Attempt to execute a Declaration of Security

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.



## **Port Security Advisory (4-08)**

### **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).

Cuba is the most recent country the Coast Guard has determined to be not maintaining effective anti-terrorism measures.

### **B. Countries Affected:**

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

**Cuba** (Effective 18 April 2008)

**Cameroon** (with the exception of the Ebome Marine Terminal, the Quai GETMA (LAMNALCO Base) facility, and the Société Nationale de Raffinage (SONARA) terminal)

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

**Guinea-Bissau**

**Indonesia** (with the exception of Banjarmasin Port; Belawan Multi-Purpose Terminal; Caltex Oil Terminal Dumai; Jakarta International Container Terminal; Pelindo II Conventional Terminal Jakarta; Pertamina Unit Pengolahan II Dumai; Pertamina Unit Pengolahan V Balikpapan; PT Badak Bontang Natural Gas Liquefaction; PT Indominco Mandiri Bontang [Bontang Coal Terminal]; PT Multimas Nabati Asaha; PT Pelabuhan Indonesia I Cabang Dumai; PT Pertamina Unit Pemasaran III Jakarta; PT Pupuk Kaltim Bontang; PT Terminal Petikemas Surabaya; Semarang International Container Terminal; and Senipah Terminal Total E&P Indonesia Balikpapan)

**Iran** (Effective 03 April 2008)

**Liberia**

**Mauritania** (with the exception of the Chinguetti Terminal)

**Syria**

**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.
3. Attempt to execute a Declaration of Security;
4. Log all security actions in the ship's log; 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) 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 actions listed in paragraph C.1 through C.5, will result in denial of entry into the United States.

However, vessels that visited Monrovia, Liberia during their last five port calls prior to entering the United States 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.

**D. Actions Required by Vessels in U.S. Ports:**

While in U.S. ports, all vessels subject to conditions of entry in paragraph C.1 through C.5, 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 Captain of the Port.

However, the requirement to ensure that each access point to the ship is guarded by armed security guards does not apply to vessels that visited Monrovia, Liberia during their last five port calls prior to entering the United States.

**E. Countries Subject to Additional Port State Control Targeting:**

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 ports of Diego-Suarez, Majunga, and Toamasina)

While not required as a condition of entry, if a vessel takes the steps outlined in paragraph C 1 through 5, 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.