



Port Security Advisory (2-26)

A. Background:

The Maritime Transportation Security Act of 2002 (MTSA) requires the U.S. Coast Guard evaluate the effectiveness of antiterrorism 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).

Effective antiterrorism measures require government oversight, and security functions like risk assessments, drills, enforcement, and intelligence sharing cannot be delegated to individual facilities. Without proper oversight, exempted facilities may lack the necessary approvals, enforcement mechanisms, and broader security coordination, increasing vulnerabilities to the marine transportation system. Accordingly, the U.S. Coast Guard is revoking port facility exemptions for Equatorial Guinea.

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 May 27, 2026, after visiting all ports in Equatorial Guinea 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 antiterrorism measures:

Cambodia

Cameroon

Comoros

Cuba (Excluding U.S. Naval Station Guantanamo Bay)

Democratic People's Republic of Korea (North Korea)

Equatorial Guinea

Gambia, The

Guinea-Bissau



Iran

Iraq

Libya

Madagascar

Micronesia, Federated States of

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

-More-



Suriname

**Syria
Timor-Leste**

Venezuela

Yemen

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 that 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 may 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 1-26.

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