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Port Security Advisory (4-26)

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).

The Coast Guard has determined that the Federal Republic of Nigeria is maintaining effective antiterrorism measures in its ports. Therefore, Nigeria has been removed from the list of Countries Affected in paragraph B of this Port Security Advisory. Actions listed in paragraphs C and D are no longer required for vessels visiting ports in Nigeria.

B. Countries Affected:

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

Cambodia	Madagascar
Cameroon	Micronesia, Federated States of
Comoros	Nauru
Cuba (excluding U.S. Naval Station Guantanamo Bay)	Sao Tome and Principe
Democratic People's Republic of Korea (North Korea)	Seychelles
Equatorial Guinea	Sudan
Gambia, The	Suriname
Guinea-Bissau	Syria
Haiti	Timor-Leste
Iran	Venezuela
Iraq	Yemen
Libya	



C. Actions Required by Vessels Visiting Countries Affected:

Vessels arriving to the United States that visited the countries listed in paragraph B 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 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 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 3-26.

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