

**Minutes of the 7<sup>th</sup> Port Area Security Advisory Committee**  
**Meeting held at 10:00 hours on 2 November 2005**

**Present :**

Mr. Roger TUPPER	Chairman
Mr. Francis LIU	Vice Chairman
Mr. Edmund LAU	Bulk Industry
Ms. Fanny LAM	Bulk Industry
Ms. Catherine CHOW (on behalf of Ms. Jessie CHUNG)	Container Terminal Operators
Mr. Peter NG (on behalf of Mr. Neil RUSSELL)	Hong Kong Liner Shipping Association
Mr. K. W. KWAN	Passenger Terminal
Mr. Ian TANG	Oil Industry Non-OIRC Member
Mr. C. M. KU	Oil Industry OIRC Member
Mr. W. L. CHU (replacing Mr. Leo KUNG)	River Trade Terminal
Mr. W. F. HO (replacing Mr. Phileas FONG)	Ship Repairs Industry
Mr. K. T. IP	Ship Repairs Industry
Mr. H. K. LEUNG	Marine Department
Mr. L. Y. BUTT	Marine Department
Mr. W. H. WONG	Marine Department
Mr. Franky POON	Hong Kong Police
Mr. Joseph TUNG (on behalf of Mr. Maurice WONG)	Hong Kong Police
Mr. Frankie LAM	Secretary

**Absent with apology :**

Mr. Eddy MA	Container Terminal Operators
Ms. Y. T. LENG	Passenger Terminal
Mr. S. M. CHUNG	Marine Department

## **1. Open of Meeting**

The Chairman welcomed all participants to the seventh meeting of the Port Area Security Advisory Committee (PASAC), especially to Ms. Fanny LAM, Mr. Peter NG, Mr. K. W. KWAN, Mr. W. L. CHU, Mr. W. F. HO and Mr. Joseph TUNG who attended the meeting for the first time.

## **2. Confirmation of the Minutes of Last Meeting**

Comments received from members had been incorporated into the amended minutes of the last meeting. No further amendments were proposed and the amended minutes of the last meeting were confirmed.

## **3. Follow-up Action on Paragraph 3.1.6 of the Minutes of the Last Meeting**

The Chairman said that on 10 June 2005, a meeting was held among representatives from the shipping lines and the Marine Department (MD) to discuss issues related to the boarding of seafarer welfare representatives to ocean-going vessels. It was agreed in the meeting that MD would compile a list of the representatives of all well-known seafarer welfare bodies/organizations. Mr. W. H. WONG (MD) supplemented that the identity information of the welfare representatives had been sent to all PFSOs to assist them in verifying the representatives' identities. However, the permission for boarding a vessel would still be at the discretion of the vessel's master or agent.

## **ITEMS FOR DISCUSSION**

### **4. PASAC Paper No. 04/05 - The Sixth Ministerial Conference of the World Trade Organization.**

4.1 Mr. W. H. WONG (MD) briefed members that the paper provided information on the Sixth Ministerial Conference (MC 6) of the World Trade Organization to be held on 13-18 December 2005 in Hong Kong. During the period, protest and demonstration activities were expected to take place both on land and at sea. To ensure public order, public safety and smooth conduction of the MC 6, a closed area including a water area of roughly 3 sq. km around the Hong Kong Convention and Exhibition Centre (HKCEC) would be established. Further details could be referred to the PASAC Paper No. 04/05. Mr. WONG urged members to assess the security risks associated with the MC6 against their nature

of business and to step up their security measures as needed. He further said that as a reminder, MD would write to all PFSOs to update on MC6 matters before the MC6.

- 4.2 Ms. Catherine CHOW (Container Terminal Operators) said that the PFSOs of the Kwai Tsing Container Terminals (KTCT) attended a meeting in October with the Security Bureau and the Police who were of the opinion that the exposure to protest at the KTCT would be at a low risk level. However, during the MC 6 period, their staff would raise awareness and have contingency plans in place. Drills for attacks including cyber attack would also be included.
- 4.3 Mr. Joseph TUNG (Police) said there were two main sources of threats, namely terrorist attack and public order. The risk level of terrorist attack would not be high. From previous experience of ministerial conferences held in other cities, protest groups might exhibit violence thus hinder public order. He also advised members to get well prepared for the MC 6 with extra vigilance and to work and maintain close contact with their local police stations. The Police would provide relevant input to MD for setting of port security level before the MC 6. He advised members to be vigilant on this matter.
- 4.4. Mr. C. M. KU (Oil Industry) asked whether there would be any step up action plan made by the Marine Department in the vicinity of Tsing Yi Island during the MC 6. The Chairman responded that heavy deployment of resources would be in strategic areas like the Victoria Harbour. Also, possible boat processions might require to be handled with additional resources.
- 4.5 Mr. Peter NG (Hong Kong Liner Shipping Association) asked and the Chairman confirmed that the ferry pier adjacent to the HKCEC would be closed during the MC 6. The Chairman also observed that as a result of boat processions there might be some inconvenience to ship movements that transit the Hung Hom fairway such as cruise ships proceeding to and from the Ocean Terminal.
- 4.6 Mr. Franky POON (Police) said that in order to facilitate communication, he would give the contact telephone number of the duty controller of the Marine District to Mr. W. H. WONG (MD) for circulation to members. Mr. L.Y. BUTT (MD) said he would like to have the same information to facilitate close liaison with the Police.

## **5. Declaration of Interest by Members of the PASAC**

A copy of the Guidelines for Declaration of Interest by members of the PASAC was tabled. Mr. W. H. WONG (MD) briefly explained the guidelines and requested members to pass the guidelines to their representatives in case they were unable to attend any future meetings.

## **6. Update on ISPS Code Implementation on Vessels Visiting Hong Kong**

A copy of the update on ISPS Code implementation on vessels visiting Hong Kong was tabled. Mr. H. K. LEUNG (MD) briefed members on the paper in three aspects as follows : -

- 6.1 Seven ships had been detained with security deficiencies out of a total of 345 ships inspected under Port State Control during the period of January to September 2005. A comparison of statistics between the same three months period i.e. July, August and September in 2004 and 2005 showed a decrease of 10%.
- 6.2 The main reasons for ISPS detention included no control of access to the vessel and restricted areas, records for the last 10 ship/port or ship/ship interfaces were incomplete/not available, declaration of security was not available for those ports that might not be in compliance with ISPS, some ship's crew were not familiar with ISPS code and drills related to security had not been carried out.
- 6.3 Lists of flags with their ships detained and found with detainable maritime security deficiencies were mainly flags of convenience. Mr. H. K. LEUNG (MD) was of the view that more stringent security measures should be exercised by these vessels to comply with the ISPS Code.

## **7. Exercises Conducted since the Last Meeting**

Mr. W. H. WONG (MD) briefed members on the three comparatively large scale security exercises conducted since the last PASAC meeting held on 27 January 2005. These exercises were conducted by the Police in conjunction with relevant Government departments and port facilities. They were Exercise

Knocker at the KTCT., Exercise Backbit at Ocean Terminal and Exercise Dashrunner in Hong Kong waters.

- 7.1 Exercise Knocker was conducted on 23 February 2005 at the KTCT to allow the container terminal operators to practise their port security plans at a Level 2 security alert.
- 7.2 Exercise Backbit was conducted on 19 April 2005 at the Ocean Terminal. It was a joint exercise to enhance the Government's inter-agency co-ordination and readiness for potential terrorist threats. The exercise was a simulation of terrorist attack where a chemical, biological, radiological or nuclear (CBRN) device was found on board a vessel berthed at the pier and a large number of casualties were involved.
- 7.3 Exercise Dashrunner was conducted on 28 July 2005. It was a multi-agency exercise designed to simulate a coordinated response to an act of violence against a vessel approaching the Hong Kong Boundary of Administration. The exercise was about a vessel seized by an unknown terrorist group and proceeding towards Hong Kong waters. Relevant Government departments and agencies, together with the specific ship and port facility operators had participated in coordinated responses, followed by a tactical resolution of the incident once the vessel entered the Hong Kong Boundary of Administration.
- 7.4 Mr. WONG concluded that these exercises had provided useful opportunities for the Government and port facility operators to review and practise their security procedures. Overall responses from port facility operators were positive. The Chairman added that by means of conducting these security exercises, all relevant parties would be able to learn and gain relevant experience.

## **8. Updates on Security Audits**

Mr. W. H. WONG (MD) briefed member that MD had completed 19 annual port facility security audits covering 26 port facilities as scheduled. The remaining 5 audits would be conducted in November and December this year. Port facilities were in general being able to maintain compliance with their security plans and the ISPS Code. However, two common areas for improvement were observed: -

- 8.1 To provide better security control, soft copies of Port Facility Security

Assessment and Port Facility Security Plan were advised to be stored onto removable media such as recordable CDs or DVDs instead of storing in desk-top computers with simple login protection. Alternatively, the documents could be encrypted using encryption software which were available off-the-shelf. Advice had been given to the concerned PFSOs.

8.2 Some PFSOs had difficulties in distinguishing between drills and exercises. The auditors had explained to the PFSOs that drills were carried out to practise security procedures which were not usually carried out. Exercises were conducted with the aim to testing the co-ordination/response/communication of a security incident.

8.3 Ms. Catherine CHOW (Container Terminal Operators) asked and the Chairman responded that the next round of security audits would be carried out as scheduled for the coming year.

## **9. Any Other Business**

9.1 Mr. C. M. KU (Oil Industry) asked whether there would be any PFSO training course to be held in Hong Kong. The Chairman said the International Maritime Organization had indicated that they had no fixed schedule to make the PFSO training course mandatory under ISPS. At present the Maritime Services Training Institute gave priority to compulsory courses and had no plans to conduct a PFSO course at present. Given that local PFSP training course might not be available in the near future, he encouraged members to make their own arrangements for the time being. Mr. KU responded that under such circumstances, he would try to make self-arrangement. Mr. W.H. WONG (MD) informed members that some classification societies had conducted PFSO training courses in various ports and could do so in Hong Kong.

### **9.2 Prevention of Avian Flu**

The Chairman reminded members to keep their staff aware of the prevention of Avian Flu. Personal and environmental hygiene were of utmost importance. For details, the information disseminated by the Centre of Health Protection should be referred to.

**10. There being no other business, the meeting closed at 11:00 hours.**

**11. Date of Next Meeting**

The date of next meeting would be advised in due course.