

**Minutes of the 8<sup>th</sup> Port Area Security Advisory Committee**  
**Meeting held at 10:30 hours on 12 October 2006**

**Present :**

Mr. W. K. LEE	Chairman
Mr. Adam LAI	Vice Chairman
Ms. Fanny LAM	Bulk Industry
Mr. Jason TSANG	Hong Kong Container Terminal Operators Association
(on behalf of Ms. Jessie CHUNG)	
Capt. Michiya SHIRAISHI	Hong Kong Liner Shipping Association
Mr. Paul HO	Hong Kong International Terminals
(on behalf of Mr. Eddy MA)	
Mr. K. W. KWAN	Ocean Terminal
(on behalf of Ms. Y. T. LENG)	
Mr. Ian TANG	Oil Industry Non-OIRC Member
Mr. C. M. KU	Oil Industry OIRC Member
Mr. Darwin TANG	River Trade Terminal
Mr. Andy WONG	Ship Repairs Industry
(on behalf of Mr. W. F. HO)	
Mr. K. T. IP	Ship Repairs Industry
Mr. W. K. FUNG	Hong Kong Police
Mr. Maurice WONG	Hong Kong Police
Mr. H. K. LEUNG	Marine Department
Mr. T. C. SIN	Marine Department
Mr. S. M. CHUNG	Marine Department
Mr. Jacky WONG	Marine Department
Mr. Frankie LAM	Secretary

**In attendance:**

Mr. K. F. NG	Hong Kong United Dockyards
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## **1. Open of Meeting**

The Chairman welcomed all to the eighth meeting of the Port Area Security Advisory Committee (PASAC), especially to Mr. Jason TSANG, Mr. Paul HO, Capt. Michiya SHIRAISHI, Mr. Darwin TANG and Mr. Andy WONG who attended the meeting for the first time. He also advised that this was the first meeting of the new term of office of the PASAC which started from 3.7.2006 and would end on 2.7.2008 (inclusive).

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

The Chairman said that there was a typo error which had been corrected and incorporated into the amended minutes of last meeting. As no further amendments were proposed, the amended minutes of the last meeting were confirmed.

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

A copy of the Guidelines of Declaration of Interest by Members of the PASAC was sent to Members. The Chairman briefly explained the guidelines. In particular, he advised Members that whenever any conflict of interest was conceived, the Member should declare it to the Chairman before the relevant discussion. No such declaration was made by Members at the meeting.

## **4. Follow up of Conduction of PFSO Training Course in Hong Kong**

In the last meeting, a member enquired about whether there would be any PFSO training course to be held in Hong Kong. The Chairman advised that a PFSO training course was conducted by the Institute of Seatransport in February 2006, and 27 candidates attended the course. Another course was under planning by the Institute of Seatransport and scheduled tentatively for December 2006 or early 2007.

## **Items for Discussion**

### **5. PASAC Paper No. 1/06 – Guidelines on Training and Certification for Port Facility Security Officers (PFSOs)**

5.1 The Chairman invited Mr. Jacky WONG (Marine Department) (MD) to present the paper. Mr. WONG introduced the paper which sought Members' advice on the proposals for approving and monitoring the training and certification for PFSOs. The proposal included recognition of previous and overseas qualifications, certification for PFSOs and approval and monitoring of future PFSO courses.

5.2 Mr. Paul HO (Hong Kong International Terminals) enquired on the deadline to apply for the certificates for PFSOs. He also asked whether the application should be made by the company or by the individual PFSOs. Mr. Jacky WONG responded that the deadline would be set after the proposals were endorsed and the procedures for application were drawn up. He further said that it would be appropriate for individual PFSO to apply as he/she might be a qualified PFSO but not employed by any company when the certification procedures were rolled out. Mr. S.

M. CHUNG (MD) supplemented that MD would notify the port facility operators of the criteria, requirements and detailed procedures for such application. MD would also notify the qualified persons who had left the port facilities by checking the past records or by means of a notice. The Chairman said that the port facility might also apply for certification for its PFSOs. Mr. Jacky WONG (MD) added that the port facility might do so, after which direct contact with the individual PFSO for details would be required as the certificate was to be issued to him/her.

5.3 The paper was endorsed by Members. The Chairman advised that notification to the port facilities in respect of application for Certificates of PFSOs would be arranged in due course.

## **6. PASAC Paper No. 2/06 – The United States Coast Guard’s Visit on Hong Kong’s Port Facility Security in 2004**

6.1 The Chairman again invited Mr. Jacky WONG (MD) to present the paper. Mr. WONG informed Members of the observations made by the International Port Security (IPS) Team of the United States Coast Guard (USCG) during their visit to Hong Kong in October 2004 with regard to the implementation of the ISPS Code in Hong Kong. A summary of best practices observed by the IPS Team was briefed to Members. He also mentioned that the USCG maintained a website of best practices observed by them which could be a useful reference. Taking this opportunity he thanked the port facility operators for their efforts in hosting the USCG’s visit.

- 6.2 Mr. Jason TSANG (Hong Kong Container Terminal Operators Association) clarified that on para. 6 (i) of the paper, the container terminals did not use active electronic tracking systems to track containers and transporting vehicles. The location of containers inside the yard were traced by their computer system. Mr. Paul HO (Hong Kong International Terminals) supplemented that tracking of containers with electronic seals was under trial and not used extensively. Mr. Jacky WONG (MD) said that he visited the container terminals with the IPS Team in 2004 and to his understanding, the practice mentioned might be related to the control room's capability of identifying the position of the containers. Thereafter, they could use the CCTV system to trace and verify the position of the relevant tractor. He further said that because the observation was made by the IPS Team, he had avoided excessively alteration to their original text.
- 6.3 Capt. Michiya SHIRAIISHI (Hong Kong Liner Shipping Association) enquired which container terminals and when trial of 100% scanning of containers entering the terminals had begun. Mr. Jason TSANG (Hong Kong Container Terminal Operators Association) responded that the trial began in September 2004. Mr. S. M. CHUNG (MD) said that the USCG visited Modern Terminals and Hong Kong International Terminals.
- 6.4 Mr. C. M. KU (Oil Industry) asked whether MD would share the good practices observed by the IPS Team with the port facilities in Hong Kong. Mr. Jacky WONG (MD) said that MD auditors had and would share the good practices observed with PFSOs during the audits.

## **7. PASAC Paper No. 3/06 – Reciprocal Visit to the United States on Port Facility Security**

- 7.1 At the request of the Chairman Mr. Frankie LAM (MD) presented the details of the Hong Kong Delegation's visit to the USCG and some port facilities in Los Angeles and Long Beach on the implementation of the ISPS Code. A summary of the observations was briefed to Members.
- 7.2 With reference to para. 6 (i) of the paper : 'The Captain of the Port is empowered to shut down any port facility ....', Mr. Jason TSANG (Hong Kong Container Terminal Operators Association) enquired under what conditions a port facility would be shut down by the DA in Hong Kong. Mr. S. M. CHUNG (MD) responded that the relevant legislation in Hong Kong did not provide such power directly. The DA would give directions to the non-complying port facility to rectify the deficiencies. In case the directions were not followed, MD could withdraw the Statement of Compliance (SoC) and inform the International Maritime Organization. Mr. TSANG asked whether there would be sufficient time for the port facility to comply with the requirements as directed by the DA. Mr. CHUNG (MD) replied that reasonable time would be allowed for the facility to rectify the deficiencies unless a severe breach of the Code was committed and the security threat caused warranted an immediate withdrawal of the SoC. Mr. Jacky WONG (MD) added that as the ISPS Code only broadly set out the basic requirements when assessing a facility's compliance, factors such as the threat situation of the port and the nature of the port facility would also be considered. The

Chairman said the port facilities in Hong Kong endeavoured to comply with the Code and MD would look into detail of the good practices which were adaptable in Hong Kong and would keep Members informed.

## **Any Other Business**

### **8. Update on Inspection Statistics for Maritime Security**

A copy of the update on ISPS Code implementation on vessels visiting Hong Kong was tabled. Mr. H. K. LEUNG (MD) briefed Members that in the first 9 months of the year, a total of 463 ships were inspected and none was detained with security deficiencies. Compared with the same period last year that 7 ships were detained with security deficiencies, Mr. LEUNG said that as the Code had been enacted for more than 2 years, the ships' personnel were well aware of the security requirements. Also port state control inspections in ports would raise their awareness and ensure their compliance with the Code. The Chairman added that such improvement was due to the fact that the crews had acquired relevant knowledge and experience and got used to the requirements of the Code.

**9.** There being no other business, the meeting closed at 1145 hrs.

### **10. Date of Next Meeting**

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