

**Minutes of the 11<sup>th</sup> Port Area Security Advisory Committee**  
**Meeting held at 14:30 hours on 4 August 2009**

**Present :**

Mr. T. C. SIN	Chairman
Mr. Y. K. LEE	Vice Chairman
Mr. Joe LAU (on behalf of Ms. Fanny LAM)	Bulk Industry
Mr. Henry LEE (on behalf of Mr. Jason TSANG)	Hong Kong Container Terminal Operators Association
Mr. Paul HO (on behalf of Mr. Albert PANG)	Hong Kong Container Terminal Operators Association
Mr. Alex KWONG (on behalf of Capt. Michiya SHIRAISHI)	Hong Kong Liner Shipping Association
Mr. K. W. KWAN (on behalf of Mr. Michael LAU)	Cruise Terminals
Mr. C. M. KU	Oil Industry OIRC Member
Mr. K. K. LEE	Oil Industry Non-OIRC Member
Mr. Darwin TANG	River Trade Terminal
Messrs. Andy WONG and Wilson PANG	Ship Repairs Industry
Mr. K. T. IP	Ship Repairs Industry
Mr. Joseph LI (on behalf of Mr. Billy YUEN)	Hong Kong Police
Messrs. Y. P. IP and Doran HO (on behalf of Mr. B.J. SMITH)	Hong Kong Police
Mr. Raymond CHUNG	Marine Department
Mr. Adam LAI	Marine Department
Mr. S. C. LEUNG	Marine Department
Mr. K. H. MAN (on behalf of Mr. H.K. LEUNG)	Marine Department
Mr. Frankie LAM	Secretary

## **1. Opening of Meeting**

The Chairman welcomed all to the eleventh meeting of the Port Area Security Advisory Committee (PASAC), especially to Messrs. Henry LEE, Alex KWONG, Joseph LI, Y. P. IP, Doran HO and K. H. MAN who attended the meeting for the first time.

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

There were no further comments raised in the meeting. The minutes of the last meeting were confirmed.

## **3. Matters Arising from Last Meeting**

3.1 Follow-up on PASAC Paper No. 2/07 – Port Facility Security Initiatives – Joint ISPS exercise: the Secretary informed Members that the joint exercise was conducted on 16 October 2008 at the Hongkong International Terminals (HIT) Terminal 9 (North) in which the terminal, C&ED, ImmD, Police and MD participated. Its objective was to examine the process of handling a container suspected to have unknown persons inside and to formulate procedures for enhancing security in handling such container. It also aimed at practicing the command, control, coordination and communication between the port facility and Government authorities. As noted at the debriefing meeting, the exercise had run satisfactorily. The Secretary added that due to the confidentiality of the Port Facility Security Plan of HIT, apart from relevant Government departments, no other parties were invited to join the exercise.

3.2 Follow-up on PASAC Paper No. 2/08 – APEC Manual of Maritime Security Drills and Exercises for Port Facility: during the ISPS audits conducted in the past year, it was found that some port facilities had made use of the APEC Manual in conducting drills and exercises. The Chairman said that it was a good manual for reference.

## Items for Discussion

### 4. Port State Control Statistics

Mr. K. H. MAN (MD) briefed members on the Port State Control (PSC) inspection statistics on maritime security for the period from 1 June 2008 to 31 May 2009 during which a total of 696 ships were inspected and one ship was found to have security deficiency. In response to the Chairman's enquiry, Mr. MAN elaborated that during the PSC inspection, it was found that the ship's pilot ladder was lowered to sea level at all times but unattended, and various restricted areas on the ship were with their doors left opened. These items constituted detainable items on maritime security, hence the ship was detained. The ship was released after the PSC re-inspection, which found the deficiency rectified,.

(Post-meeting notes : The ship under detention was inspected at the Pun Shan Shek Anchorage.)

### 5. PASAC Paper No. 1/09 – Report on Visit of United States Coast Guard (USCG) Delegation to Hong Kong in November 2008

5.1 Mr. S.C. LEUNG (MD) reported on the visit of the USCG delegation to Hong Kong in November 2008, pointing out that this was part of the USCG's programme to conduct periodic visits to each Asian port in every three to four years. During the visit, the USCG delegation observed a good security practice at a container terminal which had set up a raised platform at the entrance to enable the guard to have a better view into the driver cabin of the trucks. This was useful for spotting any suspected personnel/items inside the vehicles.

5.2 The Chairman noted that the USCG was keen to see that ports in other parts of the world having ships calling the US ports have stringent security measures and controls in place. He said that the first visit made by the USCG was in 2004 during which they visited more port facilities. Mr. Raymond CHUNG (MD) asked for the feedback from Mr. Paul HO (HKCTOA) who was also the Port Facility Security Officer (PFSO) of the HIT. Mr. HO said that as

different terminals may have their own security measure, it would be helpful if a website could be set up for all port facilities to share their best practices. Mr. Alex KWONG (Hong Kong Liner Shipping Association) (HKLSA) enquired whether the raised platform just mentioned was also installed in other terminals. The Chairman said that there were usually more than one way to handle a particular security issue and different port facilities may have different approaches. The Secretary added that he had visited all terminals in Hong Kong and found that there were various ways for checking the driver cabin which also worked well. Mr. Raymond CHUNG (MD) recalled that during the first visit made by the USCG in 2004 for container terminals, both the Modern Terminals and HIT were visited, and for the oil terminals, bulk industry, cruise terminal and ship repairs industry, one port facility from each category was visited. Mr. Adam LAI (MD) said that the USCG carried out promotions in port security in the American continent and Asia Pacific areas actively to share the best practices, which would be put up on its website for sharing by other countries/ports.

**6. PASAC Paper No. 2/09 – Non-Mandatory Guidelines on Security Aspects of the Operation of Vessels which do not fall within the Scope of SOLAS Chapter XI-2 and the ISPS Code**

Mr. S.C. LEUNG (MD) briefed Members on the background and contents of the Guidelines, which were similar to the ISPS code. He requested Members to note the issue of the Guidelines. The Chairman said that the Guidelines were developed in line with the ISPS code with a view to achieving a similar security standard for non-SOLAS and non-ISPS ships. Members were welcomed to give their views, if any.

**7. PASAC Paper No. 3/09 – International Ship and Port Security Seminar**

7.1 Mr. S.C. LEUNG (MD) reported on the background of the Seminar which was conducted in May 2009 and the topics that the participants had shown particular interest. He asked Members for their comments and feed-back on the seminar.

7.2 Mr. Joseph LI (Police) said that the seminar was a good opportunity for port facility operators and relevant Government

departments to share their experience, and the topics to be covered would depend on the need/concern of the operators and PFSOs. The Chairman opined that as the issue of port security was now becoming a daily routine, the general awareness/interest might not be as heightened as before and the organisation of the ISPS Seminars at regular intervals would help to upkeep the industry's alertness in this area.

7.3 Mr. Joe LAU (Bulk Industry) (also Deputy PFSO of the China Light Power Co.) expressed appreciation to relevant Government departments for the organization of the seminar. He said the valuable information obtained from the seminar was useful reference for their senior management. He asked if there was any handout for the materials presented in the seminar. The Secretary requested Mr. Joseph LI to consider if some handout could be made available to interested Members.

## **8. PASAC Paper No. 4/09 – Maritime Safety Committee Circular 1112 – Shore Leaves and Access to Ships under the ISPS Code**

8.1 Mr. S.C. LEUNG (MD) said that the paper was to remind Members of the captioned circular which provided guidance on the provision of shore leave and access to ships under the ISPS Code. The main point to note was that a proper balance should be maintained between the needs of security, the protection of the human rights of seafarers and port workers, and the requirement to maintain the safety and working efficiency of the ship by allowing access to ship support services and other vital activities. A port facility security plan (PFSP) should contain procedures for facilitating shore leave, crew changes and access for visitors including representatives of seafarers' welfare and labour organizations. He also briefed Members on the current situation in Hong Kong and urged all designated port facilities should take note of the contents of the circular and keep their Port Facility Security Plans (PFSPs) under review as necessary. For port facilities which did not have the relevant provisions in their PFSPs, they should re-visit their procedures and revise where necessary. This would be followed up in coming ISPS audits.

8.2 The Chairman opined that there should be a suitable balance

between freedom of personnel movement and security of the port facility. He urged the port facilities to review as appropriate and for those port facilities which already had such provisions, they might also review if there was any room for improvement. Mr. Y. K. LEE (MD) enquired about the current arrangements made by the container terminals and shipyards. Mr. Paul HO (HKCTOA) responded that the PFSP of the HIT had included the provisions as specified in the circular. Mr. K. T. IP (Ship Repairs Industry) replied that the PFSP of the Yiu Lian Dockyards also had such provisions. Arrangements were in place to facilitate ship's crew to go ashore and return to ship. Mr. K. T. Ip asked if there was any particular problem with the port facilities in Hong Kong. The Chairman said that following the implementation of the ISPS Code, there had been a few incidents which revealed that the security measures of some overseas port facilities were tightened and shore leave for crew and access to ships were affected. Mr. Adam LAI (MD) pointed out that in the paper, it was also mentioned that the International Labour Organization's Maritime Labour Convention 2006 provided that as a guideline for seafarers in a foreign port, every effort should be made by those responsible in port and onboard a ship to facilitate shore leave for seafarers as soon as possible after a ship's arrival in port. He said that there had been allegations of shore personnel being refused access to ships in Hong Kong periodically but most of such complaints did not have valid ground. Mr. K. T. IP asked whether the complaint was from the Seamen's Mission. Mr. LAI responded in the negative. The Chairman said that this paper was issued to remind Members of the MSC Circular, and not because of any particular incident happened in Hong Kong.

## **9. Counter Terrorism Readiness Unit (CTRU)**

Mr. Doran HO (Police) briefed Members that the CTRU was formed by a team of 35 persons under the Operations Wing of the Police. The unit would carry out counter terrorist duties, protect sensitive premises including port facilities. The team was still under training at present. It was expected to be put into operation by end October 2009 and would work with other relevant parties as appropriate. Mr. Paul HO (HKCTOA) enquired whether the CTRU was an established team or an ad hoc task force. Mr. Doran HO responded that it was an established team.

The Chairman encouraged the CTRU and PFSOs to maintain close contacts in port security matters.

#### **10. ISPS Exercise 2009**

Mr. Joseph LI (Police) advised that it was intended to plan for an ISPS drill in late 2009 which would hopefully be more in-depth than the exercise conducted during the annual ISPS audit. He said that it was encouraging to see that some port facilities conducted separate joint exercises with local marine police divisions, and the Marine West Division had planned to conduct a joint exercise with CLP in October 2009. The Chairman pointed out that the exercises were a good way to test and practise the PFSP. Mr. Alex KWONG (HKLSA) asked when the CLP exercise would be held and if Members would be informed. Mr. Joe LAU (Bulk Industry) responded that the scale and contents of the CLP exercise had yet to be decided.

#### **Any Other Business**

11. Messrs Joe LAU (Bulk Industry) and K. T. IP (Ship Repairs Industry) enquired if there was any latest information/intelligence about the recent press release made by the East Turkestan Independent Movement that terrorist attack would be launched against Chinese civilians, and any advice given by the Designated Authority. Mr. Doran HO (Police) responded that if there was information relevant to the port facilities, it would be delivered to the PFSOs via the established channels. For the time being, the risk and security level in Hong Kong were not raised. The Chairman said that the security level of the port of Hong Kong would be set based on the Police's assessment and advice.

12. There being no other business, the meeting closed at 1615 hours.

#### **Date of Next Meeting**

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