

Minutes of the 12th Port Area Security Advisory Committee
Meeting held at 11:00 hours on 17 March 2011

Present :

Mr. Francis LIU	Chairman
Mr. T.C. SIN	Vice Chairman
Ms. Fanny LAM, Messrs. W.O. TANG & K.F. CHAN	Bulk Industry (BI)
Mr. Jason TSANG	Hong Kong Container Terminal Operators Association (HKCTOA)
Mr. Harry LAM (on behalf of Mr. Albert PANG)	HKCTOA
Mr. Hiroki MARUYAMA	Hong Kong Liner Shipping Association
Messrs. Michael LAU & K. W. KWAN	Cruise Terminals
Mr. Samson LAM (on behalf of 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 & Wilson PANG	Ship Repairs Industry (SRI)
Mr. K. T. IP	SRI
Mr. Joseph LI (on behalf of Mr. Fred CHUI)	Hong Kong Police (HKP)
Mr. Y.P. IP (on behalf of Mr. Donnie CHOI)	HKP
Mr. C.H. TSO	Marine Department (MD)
Mr. Adam LAI	MD
Mr. C.T. LAI	MD
Mr. S. C. LEUNG	MD
Mr. Frankie LAM	Secretary

1. Opening of Meeting

The meeting started with a one minute silent prayer to express condolences to the victims of the earthquake happened in Japan on 11 March.

The Chairman welcomed all to the twelfth meeting of the Port Area Security Advisory Committee (PASAC), especially to Messrs. Harry LAM, Hiroki MARUYAMA, W.O. Tang, K.F. CHAN, C.H. TSO and C.T. LAI 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 lasting meeting were confirmed.

3. Matters Arising from Last Meeting

3.1 Follow-up on Paragraph 4 – Port State Control (PSC) inspection on ship security for the period from 1 June 2009 to 28 February 2011:

The statistics was tabled for members' reference. Mr. C.H. TSO (MD) briefed members on the PSC inspection statistics on ship security for the captioned period. There had been two ships detained on security grounds for the period from 1 June 2009 to 28 February 2011.

It could be seen from the statistics table that there was no detention for the 2nd half of 2009 and two detentions in 2010, representing approx. 0.3% of the total number of PSC inspections in 2010 (734).

Regarding the two detentions in 2010, the first one in September 2010 was a Malta registered vessel. The detention was due to the lack of evidence of any access control to the ship. It was found that the agent, charterer and a few stevedores were onboard but with no record of any security checking or access control for these persons. The 2nd detention in November 2010 was a Sierra Leone registered vessel. The detention was due to

no security check requested for the PSC Officer when boarding the vessel for PSC inspection.

In 2011, there was no detention on security grounds so far for the first two months.

Mr. Adam LAI (MD) asked what conditions were required to be met before the detained ships could be released. Mr. TSO explained the normal practice was to request the ship to have an additional ISPS or security audit to confirm security procedures were in place and that the crew with security duties on board had an adequate understanding of it. In case where the detained ship also had ISM Code detainable deficiencies, both security and ISM audits might be conducted at the same time.

3.2 Follow-up on Paragraph 9 – Counter Terrorism Response Unit (CTRU):

Mr. Y.P. IP (HKP) updated members that the CTRU now had a strength of 101 officers. They were deployed to carry out protective patrols. In the New Territories South district, three to four officers riding on one vehicle would carry out patrol from 8 am to 8 pm daily. It had been planned to expand the force to 140 officers thus the patrol coverage and operating hours could be extended.

Mr. IP invited the Port Facility Security Officers to get CTRU involved in their annual ISPS exercises.

The Chairman asked how the night time patrol was arranged. Mr. IP said that this would be covered by land police of that locality. He further said that there were 4 patrol vehicles on Hong Kong Island and 1 vehicle on the Kowloon side.

Mr. Andy WONG (SRI) enquired whether there was any seaside patrol activity being carried out. Mr. Joseph LI (HKP) said that marine police would provide 24 hour patrol in Hong Kong waters. Mr. WONG said that on 5 March 2011, a speed boat was found having gone underneath the main berth of the Hongkong United Dockyards. After “999” was dialled a police launch came about 30 minutes later and by then the speed boat had gone. Mr.

LI encouraged stakeholders to give as much information as possible such as licence number or the vessel's appearance so that the police could intercept the boat anywhere else. Moreover, the port facility's own security measures would play an important role. Mr. WONG said that the officer on board the police launch was given the licence number of the boat. Mr. LI said he would follow up the case.

Items for Discussion

4. PASAC Paper No. 1/11 – Participation in International Forums on Maritime and Port Security

Mr. S.C. LEUNG (MD) reported to members on MD's participation in international forums on maritime security since the last PASAC meeting as follows:

- The APEC Port Services Network (APSN) Training Workshop on Port Facility Security, which took place in Tianjin, China on 21-25 September 2009.
- The World Ports Security Summit (WPSS), which took place in Los Angeles (LA), USA on 9-10 September 2010.
- Meetings of the Maritime Security Sub-Group in the APEC Transportation Working Group held in Tokyo, Japan on 10-14 October 2010.

Mr. Adam LAI (MD) said that there were also numerous security related events such as conferences and seminars organized by private sector organisers. MD had only participating in the more authoritative events with a view to keeping up the awareness on maritime security issues and see whether other organizations' and ports' experience would be applicable for Hong Kong's benefits.

The Chairman said that in the WPSS held in LA, he had a good opportunity to meet and learn from other administrations, for instance, the Port Police of LA Port had a control room installed for the surveillance of the port areas including both sea and land regions adjacent to the port structures. Vast investment had been made in enhancing the port security of LA Port.

5. PASAC Paper No. 2/11 – International Ship and Port Security

Seminar

Mr. S.C. LEUNG reported to members on the International Ship and Port Security Seminar held at the Sai Wan Ho Civic Centre in August 2010. In the seminar, CTRU gave a power-point presentation on an overview of the core functions and the future development of the Unit and MD gave an overall introduction on the International Maritime Organization's Maritime Safety Committee Circular 1341 – Guidelines on Security-Related Training and Familiarization for Port Facility Personnel. Following the presentations, the participants held extensive discussions on a range of issues concerning port facility security.

The Secretary said that the first ISPS annual audit in 2011 on Shiu Wing Steel Wharf had been conducted on 10 March, in which the PFSO had shown the record of security-related training for staff not carrying out security duties in addition to that of the security staff. He encouraged members to remind the sectors they were representing to do the same which would be checked in this year's audits. Mr. LEUNG added that the relevant training records would be verified under the area of 'Awareness' in the audits.

Mr. Adam LAI said that PFSOs should upkeep the alertness in port facility security at any time although no significant security incidents happened in Hong Kong since the implementation of the ISPS Code in 2004.

The Chairman invited comments from the floor. Mr. Joseph LI said that some attendants of the captioned seminar opined that the venue was not conveniently located. Also, he suggested the seminar be scheduled either before or after the summer vacation. The Chairman said that these points would be considered when planning the coming seminar.

6. PASAC Paper No. 3/11 – Visit of United States Coast Guard Delegation to Hong Kong in February 2011

Mr. S.C. LEUNG reported to members on the visit of United States Coast Guard (USCG) delegation to Hong Kong in February 2011. He said that the purpose of the USCG visit was to share experience and best practices in the implementation of the ISPS Code and to engage in information exchange on port security efforts and measures.

The Chairman added that in the debriefing session, the USCG delegation said that the PFSOs they encountered were very familiar with the requirements of the ISPS Code and had really close liaison with the Designated Authority (DA) to achieve a high standard of ISPS Code implementation in Hong Kong. Mr. Adam LAI supplemented that the prime objective of the USCG visits were to check ISPS Code compliance of the ports which were trading partners of USA, under the USGC's International Port Security Audit Program. However, the DA treated the visits as a forum for experience exchange. He further said that the USCG invited the DA to pay a reciprocal visit to the USA. HKP had indicated keen interest and MD would work with HKP on the visit proposal. In case other members had interest to join the visit, they should inform MD

7. PASAC Paper No. 4/11 – APEC Port Security Visit Program

Mr. Adam LAI explained the Port Security Visit program (PSVP) organized by the Maritime Security Sub-Group of the APEC Transportation Working Group (TPTWG). The program was voluntary and non-binding to all APEC Economies that conduct maritime trade with other APEC Economies and were seeking to identify their strengths and weaknesses in implementing the port security requirements specified in the ISPS Code.

To support the program, Mr. LAI joined the PSVP visit to Brunei in January 2011. During the visit, some peculiar features about the Brunei Port were identified as follows:

- 100% container screening was implemented. But the container terminal's yearly throughput was only about 0.7 millions TEU.
- A port facility could decide to raise its own security level for instance, whenever a Dangerous Goods container came through the facility.

Mr. Jason TSANG (HKCTOA) asked the method of container screening. Mr. LAI replied that X-ray and physical examination were used. Mr. TSANG also asked about the procedures of changing the security level of only one port facility. Mr. LAI said that the port facility operator would determine and decide on the need to raise the level, and inform DA the reason for the change, the time when the level is raised and the time when the security level is reverted to normal. The responsibility for deciding on the general security level of the port would remain with the DA.

Mr. LAI further informed that at the TPTWG held in Tokyo in October 2010, Hong Kong had volunteered to host a PSVP visit in 2011. The date of visit was yet to be finalized.

8. Any other Business

Ms. Fanny LAM (BI) shared the experience of Castle Peak Power Station (CPPS) in dealing with the protest made by the vessel “Rainbow Warrior” (RW) of Green Peace (GP) off the pier of CPPS in February 2011. She said that CPPS had expected the GP would protest at their facility therefore they had conducted an ISPS drill with scenario of intrusion of persons through the material handling berth, climbing up a silo and hanging banners on it.

On 25 February, the vessel sailed to the waters off CPPS, displaying a banner “CLP: Stop Subsidizing Energy Waste”. She said that good coordination and communication with MD, HKP and the media had been made in advance. CPPS had adopted the security measures appropriate to heightened security level as stated in the Port Facility Security plan, including increased manpower. Marine Police and Land Police had increased patrol in the vicinity. She pointed out that GP protested peacefully by hanging banners on board the RW without landing on CPPS. The experience showed that under close cooperation with relevant parties, CPPS could handle a protest in a friendly way.

The Chairman opined that this was a good experience in enhancing the security measures for heightened security concern. Mr. Adam LAI added that members should note that whilst the security level port-wide in Hong Kong was to be decided by the DA there were measures in PFSP of each port facility for different security levels. A port facility has the freedom to adopt or implement more stringent appropriate security measures as deemed required to cater for situations affecting only that port facility.

The meeting closed at 1215 hours.

9. Date of Next Meeting

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