

Minutes of the 13th Port Area Security Advisory Committee
Meeting held at 11:00 hours on 26 September 2012

Present:

Mr. Ivan H.M. TUNG	Chairman
Mr. K.M. FUNG	Vice Chairman
Mr. Alex KWONG (on behalf of Mr. MARUYAMA HIROKI)	Hong Kong Liner Shipping Association (HKLSA)
Mr. K.M. HO (on behalf of Mr. Jason TSANG)	Hong Kong Container Terminal Operators Association (HKCTOA)
Mr. Harry LAM	Hong Kong Container Terminal Operators Association (HKCTOA)
Mr. M.W. CHENG	Bulk Industry (BI)
Mr. Michael LAU	Cruise Terminals
Mr. Chris LAI	River Trade Terminal (RTT)
Mr. Andy WONG	Ship Repairs Industry (SRI)
Mr. P.Y. LI	Ship Repairs Industry (SRI)
Mr. Jack-hsin OEI (on behalf of Mr. Joseph LI)	Hong Kong Police (HKP)
Mr. Kevin KU (on behalf of Mr. Francis LEUNG)	Hong Kong Police (HKP)
Mr. Y.K. LI	Marine Department (MD)
Mr. C.Y. TSANG	Marine Department (MD)
Mr. C.T. LAI	Marine Department (MD)
Mr. S.C. LEUNG	Marine Department (MD)
Mr. M.S. CHAN	Secretary

Observer:

Mr. C.S. CHAN

Hong Kong Electric (HKE)

Mr. K.F. CHAN

Hong Kong Electric (HKE)

Mr. Wilson PAN

Hong Kong United Dockyard
(HUD)

Absent with Apologies:

Mr. B. LAM

Oil Industry Non-OIRC Member
(Non-OIRC)

Mr. Kevin CHAN

Oil Industry OIRC Member
(OIRC)

1. Opening of Meeting

The Chairman welcomed all to the 13th meeting of the Port Area Security Advisory Committee (PASAC). **The Chairman** stated that this was the first meeting for the new term of PASAC which started from 3 July 2012 until 2 July 2014.

2. Confirmation of the Minutes of the Last Meeting

As 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 Paragraph 4 – Participation in International forums on Maritime and Port Security

PASAC Paper No. 1/12 – Participation in International Forums and Oversea Visit on Maritime and Port Security

Mr. S.C. LEUNG (MD) presented the PASAC Paper No. 1/12 and informed the meeting that since the implementation of ISPS Code from 2004, MD had actively participated in various port security related international forums and visits with a view to keeping up the awareness on maritime security developments as well as determining whether the best practise of other organizations' and ports' experience would be applicable for Hong Kong's benefits. He then reported to the members on MD's participation in international forums and overseas visit on maritime and port security since the previous meeting of the committee as follows:

- Meetings of the Maritime Security Sub-Group (MEG-SEC) in the APEC Transportation Working Group held in Bangkok, Thailand from 20 to 24 February 2012.
- ISPS Reciprocal Visit to Seattle Port and USCG Sector Puget Sound from 12 to 16 March 2012.

- Meetings of the Maritime Security Sub-Group (MEG-SEC) in the APEC Transportation Working Group held in St. Petersburg, Russia from 29 July to 2 August 2012.
- The World Port Security Summit (WPSS) took place in Hamburg, Germany from 10 to 12 September 2012.

In particular, **Mr. LEUNG (MD)** shared his observation during the visit to Seattle Port regarding the USCG's establishment of its Joint Harbour Operations Centre for handling security and emergency incidents and the provision of ISPS status and Maritime Security (MARSEC) Level Notice Board at port facilities.

The Vice Chairman also shared his experience at the WPSS held in September 2012 at Hamburg. The Summit was participated by over 70 maritime experts from world class ports for exchanging knowledge and experience in port security and safety matters. He was impressed by the port security and access control in Israel which however **the Vice Chairman** opined that such standard of security and access control would have adverse impact on port efficiency.

With respect to the ISPS Reciprocal Visit to Seattle Port, **the Chairman** had two significant observations to share with the members. Firstly, it was the records keeping which would be a good evident to show whether the port facility security plan had been effectively implemented. Secondly, it was the performance of the security guards on the port facility security. **The Chairman** urged members to pay more attention to these two areas concerned.

3.2 Follow-up on Paragraph 5 – International Ship and Port Security Seminar

The Chairman said that the Port Facility Security Working Group (PFSWG) meeting would be held on 9 October 2012 to discuss, amongst other items, on an ISPS seminar to be conducted later this year. He then invited the chairman of the

PFSWG to introduce on that.

Mr. C.Y. TSANG (MD) briefed the meeting that as the new cruise terminal at Kai Tak which would come into operation in June or the third quarter of 2013, it would be nice to have the said seminar to be conducted after the new cruise terminal come into operation so as to have more insight, practical experience on how to implement the ISPS code at the new cruise terminal. **Mr. TSANG** said that as the trial berth of a cruise ship may be conducted in March next year, the seminar might be carried out in early next year if possible.

Mr. C.T. LAI (MD) enquired and **Mr. C.Y. TSANG** (MD) responded that the PFSWG would explore the pros and cons whether the seminar should be conducted before or after the likely trial berthing exercise of the new Cruise Terminal in March 2013.

Items for Discussion

4. Counter-Terrorism Response Unit (CTRU)

The Chairman invited **Mr. Kevin KU** (HKP) to give an introduction on the CTRU.

Mr. Kevin KU (HKP) said that the CTRU was formed in 2009. The CTRU had reached its maximum strength of 141 officers and, in addition to Hong Kong Island, Kowloon West and New Territory South Regions, had expanded to cover the New Territory North and Kowloon East Regions. They were responsible to protect all sensitive premises, including critical infrastructure, on land through their 24 hours patrol forces. **Mr. KU** added that there were 4 patrol vehicles for Hong Kong Island Region and one for the other regions each. The CTRU also took part in ISPS port facility annual audit for all designated port facilities in Hong Kong.

5. Port State Control (PSC) Inspection on Ship Security

The Chairman invited Mr. Y.K. LI (MD) to brief members on the Port State Control (PSC) Inspection relating to ship security.

Mr. Y.K. LI (MD) began with the introduction to the MD's PSC section and its responsibilities. As regard to shipboard security inspection, Mr. LI briefed members of the PSC inspection statistics on ship security for the last three years. The records showed that a few ships i.e. 2 in 2010, 1 in 2011 and 1 in 2012 up to September, were detained under ISPS deficiency on Access Control to ship.

The Chairman enquired and Mr. LI responded that upon initial finding of deficiency on access control to ship, the PSC Officer would further check with the ship's master for the relevant procedures in the Ship Security Plan and if found inadequate, the ship's master may have to arrange remedies such as further training to the crew.

Coming to the access control to port facility, Mr. Andy WONG (SRI) shared his past experience and commented that those concerned government departments should be advised of the access control to port facility under the ISPS requirements. In responses, the Vice Chairman suggested that the PFSWG members might draw the attention of the government departments concerned on the compliance of ISPS Code. The Chairman added that the PASAC meeting notes could be copied to relevant government department / units concerned.

Any Other Business

6. ISPS Exercise

Mr. Jack-hsin OEI (HKP) shared his experience and findings from the last jointed ISPS Exercise held in 2011. Mr. OEI concluded that there were three improvement areas. Firstly, a personnel and a meeting point should be designated by the port

facility involved so as to facilitate all outside parties to get access into the port facility. Secondly, liaison officers should be assigned from parties involved for the communication and information dissemination. Thirdly, the evacuation route and mustering point should be well located. **Mr. OEI** stated that it could be a matter of PFSP execution.

7. Dangerous Goods (DG) Incident

Mr. Harry LAM (HKCTOA) enquired and **the Vice Chairman** responded that whenever a container vessel reported to VTC on a DG incident at berth, the container terminal should call the police and wait for the Fire Service Emergency Unit to assess the situation first. Marine Department would act in accordance with the assessment and the recommendation made by the emergency unit. **Mr. C.T. LAI** (MD) added that DG incident would be handled by Fire Service Department whereas Chemical incident would be handled by the Environmental Protection Department and the Government Laboratory. Also, **the Vice Chairman** said that, with respect to the situation, a ship would be instructed to stay at the anchorage or remain at berth until an assessment was made prior to deciding the way forward.

8. Port Facility Trespassing

Mr. K.F. CHAN (HKE) enquired and **Mr. Jack-hsin OEI** (HKP) responded that trespassing was not a criminal case and the Police could not prosecute people who entering the sea water area of the port facility for fishing activity. Anyhow, the port facility operator could call the police for assistance and dissuasion. **Mr. S.C. LEUNG** (MD) supplemented that HKE might share experience with other port facilities which had similar problem and had measures in place to discourage trespassing such as using loud hailer to alert trespasser in the vicinity.

The meeting closed at 1230 hours.

9. Date of Next Meeting

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