

**Minutes of the 14<sup>th</sup> Port Area Security Advisory Committee**  
**Meeting held at 11:00 hours on 28 March 2013**

**Present:**

Mr. Ivan H.M. TUNG	Chairman
Mr. K.M. FUNG	Vice Chairman
Mr. Jason TSANG	Hong Kong Container Terminal Operators Association (HKCTOA)
Mr. P.Y. LI	Ship Repairs Industry (SRI)
Mr. Andy WONG	Ship Repairs Industry (SRI)
Mr. M.W. CHENG	Bulk Industry (BI)
Mr. Michael LAU	Cruise Terminals
Mr. Kevin CHAN	Oil Industry (OIRC Member)(OI-OIRC)
Mr. LO Chi-shun	Oil Industry (Non-OIRC Member)(OI-NOIRC)
Mr. Chris LAI	River Trade Terminal (RTT)
Mr. MARUYAMA HIROKI	Hong Kong Liner Shipping Association (HKLSA)
Mr. Joseph LI	Hong Kong Police (HKP)
Mr. Larry CHAN (on behalf of Mr. Francis LEUNG)	Hong Kong Police (HKP)
Mr. Y.K. LI (on behalf of Mr. Y.M. CHENG)	Marine Department (MD)
Mr. F.C. CHAN (on behalf of 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

**In attendance:**

Mr. Wilson PAN	Hong Kong United Dockyard (HUD)
Mr. TSANG Yiu-wo	HKPF (CISCC)

Mr. Kevin KU

HKPF (CTIS)

**Absent with Apologies:**

Mr. Harry LAM

Hong Kong Container Terminal Operators Association  
(HKCTOA)

**1. Opening of Meeting**

1.1 **The Chairman** welcomed all to the 14th meeting of the Port Area Security Advisory Committee (PASAC).

1.2 **The Chairman** introduced :

1.2.1 **Mr. Joseph LI** from HKP for reporting an ISPS Exercise held on last December 2012.

1.2.2 **Mr. Larry CHAN** on-behalf of **Mr. Francis LEUNG** from HKP for reporting on Counter-Terrorism Response Unit (CTRU).

1.2.3 **Mr. TSANG Yiu-wo** from HKP for reporting on Critical Infrastructure Security Coordination Centre (CISCC).

**2. Confirmation of the minutes of the 13th Meeting held on 26 September 2012**

2.1 As no comment had been received and 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 Participation in International Forums and Overseas Visit on Maritime and Port Security

3.1.1 **The Chairman** advised members that GM/PD&PS, **Mr. CY TSANG** and SMO/PSA, **Mr. SC LEUNG** would attend the Meetings of the Maritime Security Sub-Group in the 37<sup>th</sup> APEC Transportation Working Group held in Ho Chi Minh City, Viet Nam from 8 to 12 April 2013.

3.1.2 **Mr. SC LEUNG** informed that the APEC Transportation Working Group was one of the working groups in APEC and it usually met biannually to work towards trade liberalization and facilitation in the transport sector, economic and technical assistance and capacity building. The goals of the working group were to develop systems that ensure safe, secure, and efficient movement of people and goods throughout the region; and assisted with capacity building in developing economies to contribute to efficient, safe, secure and sustainable transport in the APEC region.

3.2 More elaboration on Counter-Terrorism Response Unit (CTRU) role

3.2.1 **The Chairman** invited **Mr. Larry CHAN** of CTRU to introduce and elaborate more on CTRU development since last meeting.

3.2.2 **Mr. Larry CHAN** said the CTRU had reached its full strength since January 2012 and CTRU daily patrols were capable to cover all the regions in Hong Kong. CTRU would respond to terrorism, suspected terrorism and serious incidents involving firearms and explosive. **Mr. CHAN** also introduced the primary role, daily routine and operations of CTRU and he also gave a detailed elaboration on their role in the security issues of the port facilities under the ISPS Code.

3.3 Port State control (PSC) Inspection on Ship Security

3.3.1 Before **the Chairman** invited **Mr. Stephen LI** of MD to report on the Port State Control (PSC) Inspection on Ship Security, **the Chairman** advised vessels being detained under the ground of port security in 2010, 2011 and 2012 was 2, 1 and 2 respectively. **The Chairman** believed the rate of detention was very low because vessels visiting Hong Kong were familiar with the requirements under ship security.

3.3.2 **Mr. Stephen LI** reported the statistics on ship security for the year of 2012 and up to February for 2013, as follow:

- Number of ship inspected in 2012 were 743 and 2 were detained, detention rate was 0.27 %;
- Numbers of ship inspected for the period from January to February in 2013 were 150 and no ship was detained.

3.3.3 **Mr. LI** further advised that one of the detentions in 2012 was due to the expiry of the Ship's ISSC at the time of inspection and the other was due to a serious deficiency in ISPS/Access control.

3.3.4 **The Chairman** enquired and **Mr. LI** explained that with regard to the former case, the flag state was notified accordingly. Under the situation, the validity of ISSC would only be extended after a ship security audit was conducted.

#### **4. Critical Infrastructure Security Coordination Centre (CISCC)**

4.1 **The Chairman** introduced the CISCC of HKP which was established in 2011 and invited **Mr. TSANG Yiu-wo** to provide more information on CISCC.

4.2 **Mr. TSANG** gave a PowerPoint presentation on the CISCC with the following:

4.2.1 Introduced the recent global situation that, on average, there were about 11,000 terrorist attacks per year. Among those attacks, 20 % of the attacks targets were critical infrastructures.

4.2.2 The threat from Al-Qaeda, East Turkistan Islamic Movement and Homegrown Terrorist Trend suggested that Hong Kong was not immune from terrorist threat.

4.2.3 The Special Duties Unit (SDU), Counter-Terrorism Response Unit (CTRU), the Explosive Ordnance Disposal Bureau (EOD) and the Airport Security Unit (ASU) were specialized units to combat terrorism in Hong Kong.

4.2.4 In addition to the SDU, CTRU, EOD and ASU, to combat terrorism, the CISCC was established on 22 Dec 2011 to coordinate the critical infrastructure protection in Hong Kong by offering appropriate security advice and advising on threat based protective coverage.

4.2.5 The CISCC grouped the critical infrastructures in HK into various sectors and a 24-hours hotline had been set up to receive reports from

relevant stakeholders.

- 4.2.6 At the end of the PowerPoint presentation, **Mr. TSANG** provided telephone contacts of CISCC to PASAC members. He also appealed for support from the ISPS stakeholders and offered collaboration in future ISPS audits.
- 4.2.7 **The Chairman** requested and **Mr. TSANG** said a sanitized version might be provided to the PASAC for Minutes of Meeting purpose.

*(Post-Meeting notes: By email on 5 April 2013, **Mr. TSANG** advised the PPT presentation material could not be provided for PASAC Minutes of Meeting purpose because it contained classified information.)*

- 4.3 Upon enquires at the meeting, **Mr. TSANG** responded:
- 4.3.1 The secretary enquired and **Mr. TSANG** replied that cost incurred would be depending on the situation, the threat and the relevance of the situation to their job charters. **Mr. TSANG** said CISCC would consider the threat situation and the threat intelligence CISCC received to determine whether a risk assessment would be conducted.
- 4.3.2 **Mr. KM FUNG** enquired and **Mr. TSANG** responded that, regarding the classification of CI, CISCC has their guidelines, principle and definition on CI. Benchmarking overseas experience, CISCC classifies CI in Hong Kong into different sectors. CISCC would go through processes and consult relevant government bureaus and departments before classifying any premises as a CI. For example, CISCC would consult Transport and Housing Bureau and Transport Department before CISCC would classify a premise under the Transportation Sector.
- 4.6 **Mr. FC CHAN** enquired and **Mr. TSANG** replied that he believed targeted or chosen premise would not resist being a CI. Whenever there is a need, CISCC would seek advice and assistance from the government bureaus / departments of the sector concerned.

## 5. ISPS Exercise – HIGHWATCHER 2

- 5.1 **The Chairman** introduced that the Exercise HIGHWATCHER 2 was a

maritime ISPS exercise to assess the effectiveness of the response of the Hong Kong Government to a maritime incident to which the International Ship and Port Facility (ISPS) Code applies and inter-departmental coordination during such a response. **The Chairman** then invited **Mr. Joseph LI** of HKP to report the exercise.

- 5.2 **Mr. LI** provided the background that in view of the success of the first inter-departmental ISPS Exercise, codenamed HIGHWATCHER, conducted at the port facility of Ocean Terminal in 2011, it was decided to conduct similar ones annually.
- 5.3 In December 2012, with the participation of Marine Department, Customs and Excise Department, Immigration Department and Marine Police, the ISPS Exercise - HIGHWATCHER 2 was conducted:
- 5.3.1 The port facility involved was the Government Buoys and Anchorages and the exercise took place at the Junk Bay Dangerous Goods Anchorage.
- 5.3.2 The scenario was about an un-notified arrival of DG container ship from a port with MARSEC Level 2.
- 5.3.3 With the endorsement of the Port Facility Security Working Group (PFSWG), the exercise was planned by an Exercise Planning Team specifically formed for that purpose with representatives from the government departments involved.
- 5.3.4 **Mr. LI** summarized and concluded that the exercise was in generally run smoothly and the departmental response plans for such an incident were followed. The approach of forming an Exercise Planning Team to plan and execute the exercise was effective and would be adopted for next ISPS exercise in 2013. The exercise identified that co-ordination of actions at scene was an area for improvement for following up in the review of the departmental response plans.
- 5.4 Upon enquiry, **Mr. LI** advised that the ISPS exercise in 2013 had not been scheduled yet. Though, port facility operators were welcomed to contact MARPOL on ISPS exercise if they are interested.

**6. US Coast Guard Plans to visit Hong Kong Port in early 2014 under their International Port Security Program**

6.1 **The Chairman** informed the meeting that Marine Department had received US Coast Guard's request planning to visit Hong Kong in early 2014. The visit planning was under the US Coast Guard's International Port Security Program. The purpose of the 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** then invited **Mr. SC LEUNG** to report on that.

6.2 **Mr. LEUNG** reported US Coast Guard had already paid visits to Hong Kong under their International Port Security Program 3 times in 2004, 2008 and 2011 respectively. The request concerned would be the 4<sup>th</sup> visit to Hong Kong under the program. **Mr. LEUNG** informed that the itinerary would normally be 3 days visits including meeting with Hong Kong Government Departments, visiting local port facilities at Container Port, passenger terminals and oil receiving port facility. Marine Department would liaise and discuss with the US Coast Guard on the itinerary of the 2014 visit. The port facility operators concerned would be contacted once the itinerary was formulated.

6.3 **The Chairman** said interested port facility operator could contact Marine Department.

**7. Any Other Business**

7.1 As no other business was raised, the meeting closed at 12.05 p.m.

**8. Date of Next Meeting**

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