

**Minutes of the 15<sup>th</sup> Port Area Security Advisory Committee**  
**Meeting held at 11:00 hours on 26 September 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. Larry, YANG LI	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 LEUNG (on-behalf of Mr. Michael LAU)	Cruise Terminals (CrT)
Mr. Kevin CHAN	Oil Industry (OIRC Member)(OI-OIRC)
Mr. LO Chi-shun	Oil Industry (Non-OIRC Member)(OI-NOIRC)
Mr. Chris LAI (on-behalf of Mr. TANG Wai-yin)	River Trade Terminal (RTT)
Mr. Hiroki MARUYAMA	Hong Kong Liner Shipping Association (HKLSA)
Mr. Kevin JACOBS (on-behalf of Mr. Joseph LI)	Hong Kong Police (HKP)
Mr. WONG Kin-ye, Thomas	Hong Kong Police (HKP)
Mr. Y.K. LI (on behalf of Mr. Y.M. CHENG)	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

**In attendance:**

Mr. Wilson PANG	Hong Kong United Dockyard (HUD)
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Miss Fanny LAM

CLP Power Hong Kong Limited (CLP)

Mr. P.K. YEUNG

Senior Surveyor/Port State Control (MD)

## 1. Opening of Meeting

1.1 **The Chairman** welcomed all to the 15th meeting of the Port Area Security Advisory Committee (PASAC).

1.2 **The Chairman** introduced :

1.2.1 **Mr. Larry YANG Li** from the Hongkong International Terminals (HIT) who has succeeded Mr. Harry LAM as PASAC Member.

1.2.2 **Mr. Chris LAI** on-behalf of **Mr. Darwin TANG** from RTT.

1.2.3 **Mr. Thomas WONG**, from the HKP who has succeeded Mr. Francis LEUNG as PASAC Member.

1.2.4 **Mr. Kevin JACOBS** from HKP on behalf of Mr. Joseph LI.

1.2.5 **Mr. Wilson PANG** from the Hong Kong United Dockyards (HUD).

1.2.6 **Mr. Michael LEUNG** from the Ocean Terminal (OT).

1.2.7 **Miss Fanny LAM** from the Castle Peak Power Hong Kong Limited (CLP).

1.2.8 **Mr. P.K. YEUNG**, SS/PSC, from MD.

## 2. Confirmation of the minutes of the 14th Meeting held on 28 March 2013

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 - PASAC Paper No. 1/2013

3.1.1 **The Chairman** informed Members that MD officers had attended the 37<sup>th</sup> and 38<sup>th</sup> APEC Transportation Working Group (TPT-WG) Meetings in 2013. **The Chairman** then invited Mr. SC LEUNG to report on MD's participation in the events.

3.1.2 **Mr. SC LEUNG** presented the PASAC Paper No. 1/2013. **Mr. LEUNG** reported that MD's representatives had attended the 37<sup>th</sup> TPT-WG Meeting held in April in Ho Chi Minh City, Vietnam and the 38<sup>th</sup> TPT-WG Meeting held in July in Bali, Indonesia. **Mr. LEUNG** generally introduced various proposals and new projects submitted by the Working Group to the APEC Secretariat with a view to promoting and strengthening the maritime security in the APEC region.

#### 3.2 US Coast Guard plans to visit Hong Kong Port in early 2014 under their International Port Security Program

3.2.1 **The Chairman** informed Members of a request from the US Coast Guard's (USCG) that they would visit Hong Kong in early 2014 under their International Port Security Program. **The Chairman** then invited **Mr. SC LEUNG** to update the Members on the issue and its latest development and progress.

3.2.2 **Mr. SC LEUNG** said that USCG had paid a number of visits to Hong Kong Port since the implementation of ISPS Code in 2004. The purposes of those visits were to share experience and best practices in the implementation of the ISPS Code, as well as exchanging of information on port security efforts and measures. The first visit paid by USCG to Hong Kong Port was made in 2004, the 2<sup>nd</sup> visit was held in 2008, whereas the last visit was conducted in 2011. Recently, a request was received from USCG to visit Hong Kong Port in early 2014. **Mr. LEUNG** stated that details of the visit itinerary were being worked out with USCG and it would be a 4-day visit, tentatively to be held in February 2014. It was understood that the USCG team would be interested in the implementation of security measures in the Port of

Hong Kong and critical port facilities such as container terminals and passenger terminals.

### 3.3 Port State control (PSC) Inspection on Ship Security

- 3.3.1 **Mr. Stephen LI** reported that 2 vessels were detained in 2012 and 2 vessels have been detained until August in 2013 due to ship's security deficiency. **Mr. LI** explained that one of the two vessels detained in 2013 was due to absence of ship's security plan on board; whereas the other one was due to the missing of Ship's Security Certificate. **Mr. LI** also informed the meeting about other minor deficiencies while conducting PSC Inspection such as: pilot ladder had not been attended by the ship crew, no gangway watch and no access control to the engine room etc.
- 3.3.2 **The Chairman** enquired and **Mr. Stephen Li responded** that, according to Tokyo MOU Report, the total number of vessels detained due to ship's security reason was 33 and amongst which, China had detained 18 ships, Hong Kong had detained 2 and the Republic of Korea had detained 9 ships. The rate of detention was 0.11% for the region and the rate of detention reached 0.27% for Hong Kong.
- 3.3.3 **The Secretary** enquired about the follow up action for absence of Port Facility Security Plan (PFSP) / International Ship Security Certificate (ISSC) on board. **Mr. Stephen LI** responded that the ship's company may have not provided the ships with these documents at the first place. The two ships were released from detention after the PFSP/ISSC had been provided.
- 3.3.4 **Mr. CY TSANG** enquired and **Mr. Stephen LI** responded that, for minor security deficiency such as no watchman at the gangway, the ship's company and the ship's master would be notified. In general, the master would be required to rectify the security deficiency before departure. Separately, Mr. Stephen Li further stated that the ship's master might be requested to conduct security training for the ship's crew. In general practice, the security deficiency would be followed up / checked by the Port State Control authority at the next port of call, if necessary.

3.3.5 **The Secretary** enquired and **Mr. Stephen LI** suggested that the port facility operator could make a report to the Port State Control office if they found the security access control at the gangway was not attended by the designated crew.

#### **4. Drills & Exercises Workshop in 2014**

4.1 **The Chairman** invited **Mr. SC LEUNG** to brief the Members regarding the Drills & Exercise Workshops in 2014.

4.2 **Mr. SC LEUNG** advised that the “Manual of Maritime Security Drills & Exercises for Port Facilities” (Version 2 – June 2012) had been endorsed by the Maritime Security Sub-Group (MEG-SEG) in the 37<sup>th</sup> APEC Transportation Working Group (TPT-WG) Meeting. **Mr. LEUNG** said the Meeting also decided to submit proposal to the APEC Secretariat to seek funding for carrying out the Drills and Exercises Manual Workshops; whereas MD had indicated interest to host this Workshop in Hong Kong. **Mr. LEUNG** informed that MD had liaised with the TPT-WG project team and invited the project team to visit Hong Kong for conducting the Drills and Exercises Manual workshop in early 2014. On the other hands, MD had also solicited the port facilities stakeholders’ views on the event and the feedback received so far was promising. **Mr. LEUNG** said that as the project team would comprise 2 to 3 instructors, it could enable certain sections of the workshop to be conducted in small groups for discussions and role-play activities. With this arrangement, it was proposed to enroll a maximum of 30 participants in the Workshop.

#### **5. Any Other Business**

As no other business was raised, the meeting closed at 1140 hours.

#### **6. Date of Next Meeting**

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