

Measures of Port Security in Taiwan

Li, Juel-Der

Director of Hualien Harbor Bureau



Background

- Carried out MARTIAL LAW in Taiwan from 1949 to 1987.
- A lot of Measures were taken in that period:
 1. Fencing
 2. Harbor police was in charge of gate and port security
 3. Customs was in charge of cargo inspection
 4. Harbor Fire Fighting Agencies were in charge of fire fighting affairs
 5. Immigration inspection : Taken by immigration department.
- Many measures are available by now.
- Taiwan is not IMO member, but always implements relevant international conventions and regulations.



Legislation in compliance with SOLAS/ISPS

- The Commercial Port Law:

Authorized the Ministry of Transportation and Communications (MOTC) and port authorities to take actions to implement ISPS in accordance with the ISPS Code.

- Commercial ports in Taiwan:

Keelung (including Taipei Port, Suao Port) , Taichung, Kaohsiung (including An-ping Port, Yung-An Port, Ma-kong Port), Hualien.

Industry Port: Mai-Liao, Ho-Ping



Statement of compliance of the ISPS Code

- Ministry of Transportation and Communications delivered a statement to relevant countries to state that the status of Compliance of the Government of the Republic of China (R.O.C.) on Taiwan with the Maritime Security Provisions of the International Ship and Port Facility Security (ISPS) Code in 2004.



- The Ministry of Transportation and Communications, being designated as the competent authority of the Government of the R.O.C., has reviewed and completed the process of compliance with the ISPS Code by implementing the following measures :



- **Completion and approval of Port Facility Security Assessments**
- **Completion and approval of Ship Security Assessments**
- **Completion and approval of Ship Security Plans**
- **Completion and approval of Port Facility Security Plans**
- **Issuing to ships the International Ship Security Certificate**
- **Designating Ship Security Officers**



- **Designating Port Facility Security Officers**
- **Issuing to port facility operators the Statement of Compliance of Port Facility**
- **Exercising control and compliance measures**
- **Setting security levels**
- **Determining the Declaration of Security between a port facility and a ship, or between ships, whichever is required**
- **Delegating a Recognized Security Organizations for ship security measures**



Relevant Agencies

- Ministry of Transportation and Communications (MOTC) (for Commercial Ports)
- Ministry of Economic (for Industry Ports)
- Council of Agriculture (for Fishing Ports)
- Customs
- Ministry of foreign affairs
- Ministry of Defense
- Ministry of Finance
- Ministry of interior
- Coast Guard Administration
- Immigrant bureau
- Harbor Police
- Fire fighting Agencies
- Local hospitals



Security Measures

- Organizing security committee
- Identifying assets and infrastructures should be protected
- Monitoring the port areas and port facilities.
- Supervising the handling of cargoes and ship's stores
- Fencing
- Gate security
- Establishing reliable communication networks
- Designating port security officers



- Approving the training courses of PFSO and SSO
- Conducting drills and exercises
- Developing port facility security assessments and security plans
- Setting security levels
- Conducting internal and external audits
- Verifying the relevant certificates
- Declared a statement of compliance of the ISPS Code
- Port State Control
- Installing AIS systems



Organizing security commission and committee

- For implementing ISPS Code, MOTC organized a commission to promote the relevant policy affairs. The members including : MOTC, Ministry of foreign affairs, Ministry of Economy, Ministry of Defense, Commission of Agriculture, Ministry of Finance, Coast Guard Administration, and Ministry of interior. This commission determine the policies of port and ship security
- Port security committee members:
 - harbor bureau
 - Harbor police
 - Coast guard
 - Immigrant bureau
 - Fire fighting departments
 - Relevant departments of harbor bureau
 - Customs
 - Terminal operators



Identifying assets and infrastructures should be protected

- Computer centers
- Power facilities
- Radar, VTS and AIS operation centers
- Cargo warehouses and facilities
- Break water, navigation channels, entrances, accesses, wharves
- Cargo operation terminals
- Communication systems
- Port service vessels
- Passenger terminals



Monitoring and supervising the port area and port facility

- Established CCTV network systems
- Monitoring in a control room
- Lighting
- Monitoring anchoring and berthing areas



- Supervising the handling of cargoes and ship's stores
- Patrolling by customs officers and harbor police
- Inspecting at gate by harbor police
- Cargo X-Ray inspecting by customs



Fencing and Gate security

- Surrounded the port areas with fence
- Gate security controlled by harbor police 24 hours a day
- Limited number of access
- Monitoring all access point
- Verifying vehicles, persons, cargoes, stores for entry into port
- Check ID of all persons seeking entry to the port facilities and restricted areas



Establishing reliable communication networks

Established reliable communication networks between all relevant security agencies

- Telephone
- Radio
- Mobile phone
- E-mail
- Fax



Designating port security officers

- 1~2 PFSO for each PF
- PFSO training
- Certificating
- Maintaining the port facility security plan
- Implementing and exercising the port security plan
- Conducting security inspections of the port facilities
- Signing the DoS



Approving the training course of PFSO and SSO

- MOTC authorized China Shipping Registry Association developed training courses for PFSO and SSO
- Approving the training plans and schedules by MOTC



Conducting drills and exercises

- According to the ISPS Code conduct drills (3 months) and exercises(1 year).
- Set the scenarios
- Participants: Harbor bureau, Customs, Harbor police, Immigration agency, Fire fighting agencies, Military agencies, Aviation departments, Port facility operators



Developing port facility security plans

- Authorized agency: China Shipping Registry Association.
- Port security assessments and security plans were carried out by each PF.
- Approved plans by Ministry of Transportation and Communications.



Setting security levels

- According to the principal of ISPS Code set security levels:
- Threaten is limited at single PF or single port: set by Harbor Bureau.
- Threaten is not limited at single port: set by MOTC.
- Level 1: Minimum appropriate security level maintained at all time.
- Level 2: There is a heightened risk of a security incident.
- Level 3: Limited period where a security incident is probable or imminent.



Internal and external audits

- Internal and external audits were carried out at least every 12 months
- Participants: PF, Harbor Bureau, Security Committee (Internal audit)
MOTC (external audit)



Patrolling

- Coast Guard Administration: Outer Harbor (sea and shore)
- Harbor Police: Inner harbor (sea and shore)
- Customs: Inner harbor and Outer Harbor for preventing smuggling (sea and shore)



Port State Control

- Taiwan is not IMO member
- According to the Tokyo MOU regulations takes inspection measures
- Developed training, inspecting and information systems.



Installing AIS systems

- Installed locations: Keelung, Taichung, Kaohsiung port
- Hualien port will install in 2010
- Combined the VTS system to control the entrance of port
- Maritime affairs section and harbor master can monitor all ships sailing and mooring condition inner and outer harbor



- We will continuously maintain ISPS Code and maritime security compliance
- Continuously coordination between government agencies and industry for ensuring effective implementation of security measures
- Continue to work with other countries to share information and experience



The end

Thank for your attention

