

Responsible Shenzhen Port

——Speech on World Ports Summit

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Ladies and Gentlemen:

“Responsible” means to take on the certain task, to fulfill the certain mission, and to complete the certain job. A port’s responsibility is omnifarious, including security responsibility, social responsibility, moral responsibility, legal responsibility, and etc. Among all these responsibilities, security responsibility comes first. As a member state of Group A and the contracting party in the International Maritime Organization, China has the obligation to practice the Convention for the Safety of Life at Sea and the International Ship and Port Security Code overall. And as one of the most important port of mainland China, Shenzhen Port incorporates that China is fulfilling the international obligation actively and also shows the demand for city policy and economic interest, in working on port facility security. Therefore, we fully recognize the importance, particularity and perennity of working on port facility security,

and we start a series of work driven by the responsibility. Now, I would like to introduce something about how Shenzhen Port is working on the port facility security.

Firstly, the international situation under which Shenzhen Port is working on the port facility security.

Due to its own characteristic, criminal activities and terrorism have always been so easy to break out within the international port and shipping industry, which also makes it an easy target for terrorists. The international society, especially the international maritime circle, is paying more and more attention to the port security facility, and intending to expand the maritime security to security supply chain. The Global Maritime Organization has adopted the resolution of editing the 'Framework of Standards to Secure and Facilitate Global Trade', whose tenet is to introduce the standard to secure and facilitate the global supply chain, to form an integrative management to the supply chain which is suitable to all transportation and to improve the flow of goods through reinforcing the cooperation in protecting the security of the international trade supply chain. The International Maritime Organization supports to compare Framework of Standards to Secure and Facilitate Global Trade

to the Convention for the Safety of Life at Sea and the International Ship and Port Security Code, and agrees to build a system to ensure the security supply chain in principle. The Asia-Pacific Economic Cooperation (APEC) initiated a maritime anti-terrorism proposal named 'Safe Trade in Asia-Pacific Region', to detect, control and prevent security risk before loading goods through international cooperation in identifying and checking the high-risk containers. Besides, APEC is the 'Trade Resuming Plan' (TRP), which sets a series of guidelines and goals to require the operators in different points of the logistic supply chain, like the suppliers, manufacturers, warehouse managers, shippers, ports and airport operators, etc., to ensure the safe operation by themselves. Meanwhile, some developed countries, taken the lead by the US, are still promoting some related security supply chain plan and measures. For example, based on their own needs of anti-terrorism, America is promoting globally the 'Container Security Initiative' (CSI) and the 'Customs-Trade Partnership Against Terrorism' (C-TPAT), to ensure the flow of security information and goods, as well as to prevent the infiltration of terrorists by ensuring safe transport of the supply chain from the beginning to the end through cooperation. Also, through

legislation, the European Union has expanded the scope of port facility security to all area of the port but not limited in the shipping port area. In this circumstances, how to follow the development of international port facility security will be a keystone in the coming plan of Shenzhen Port.

Secondly, the general situation of port facility security in Shenzhen.

In the end of September 2003, China's Ministry of communications has held a meeting of the National Port Facility Security in Shanghai. According to the Communications Ministry, Shenzhen Port had overcome the difficulty of limited time, heavy task and big challenges, to organize, supervise and fully execute the work of port facility security following strictly the Convention for the Safety of Life at Sea, International Ship and Port Security Code and the Port Facility Security Rules of the Communications Ministry with a practical and effective attitude. Up till now, there have been 29 port facilities acquiring the Statement of Compliance of a Port facility and 197 people acquiring the Qualification Certification for Port Facility Security Post. With the deepening of the understanding to the working on the port facility security and the further

improvement of the working system, our ability of actual combat and precaution has been improved clearly; port facility security has become an important part for the normal produce and management of the port operators and the administration and supervise of the port administration department. Shenzhen Port also insists to combine port facility security with port security and safety, and forms the stable and safe environment for ensuring the continuous and stable grow of the goods and container throughput, so as to provide a strong guarantee to the development of the social economy and foreign trade in Shenzhen, and further reinforce the international safe image of Shenzhen Port.

Thirdly, the situation of constructing the hardware and software of port facility security in Shenzhen Port.

In the aspect of hardware construction, in order to prevent illegal containers stowaway, and to ensure the safety of the port area, other important area and goods transportation, the terminal operators in Shenzhen Port are using a series of advanced equipments:

1 . Yiantian, Chiwan and Shekou terminals (the focus examination areas) and Dachan Bay Terminal One, all purchase

the X-Ray Machine;

2 . To prevent illegal container stowaways, Chiwan, Shekou terminals and Dachan Bay Terminal One have obtained the DKL Lifeguard;

3 . Also, to prevent illegal container stowaways, Yiantian and Shekou terminals have obtained the Movement Detection System (MDS) ;

4 . In order to reinforce the safety of the port area, and to prevent illegal and irrelevant invasion to the port area, the Infrared Ray Anti-Invasion System on the fixed wall has been put into used, which Yantian has planted 500 meters and Dachan Bay Terminal One has planted 1600 meters ;

5 . Most terminals have obtained CO² Detection Sensor, Metal Detection Sensor, Equip E-control system to key area, Port Community Card System for Truck (PCC)、 CCTV System, etc.

At present, the Shenzhen Customs, Shenzhen General Station of Exit and Entry Frontier Inspection, Shenzhen Entry-Exit Inspection and Quarantine Bureau and the terminal operators all have their own inspection and monitor system, which not only causes a waste of resource, but also causes the inefficiency in customs clearance. To integrate and share the

inspection resource of the terminal operators and the administration departments is of vital importance. Therefore, we started working on the 'Research on the Practice of the integration of the Inspection Resource of the Terminal Operators and the Administration Departments', which has already applied special fund and begun.

In the aspect of software construction, the terminal operators in Shenzhen have built a close cooperation and communication system with the administration department and the policy department, while they have also signed the agreement of port facility security with those companies and departments with whom they always working together, like the Pilot Station, truck companies and ship-supply companies, etc., so as to form cooperation between different departments and companies to support and maintain the safety in the port. And the operators also reinforce their personnel training to improve the quality of the staff, and keep drilling and maneuver to strengthen the ability to prevent and deal with emergency.

Besides, as the port facility security is a brand new field, there is no existing experience for the port administration department and the terminal operators. We are trying to work while exploring, and there is no common standard and regular

procedure. Now in the field of port facility security, the only rule of law is the ‘Port Facility Security Rules’ by the Ministry of Communications. From the practice of the recent years, there are some imperfect elements in the Rules. What’s more, the Rules is a statue for all the port in China, while Shenzhen is quite different from the other ports in the aspects of administration, investment and so on. Therefore, we edited the Protocol of Port Facility Security and Safety of Shenzhen Port in November 2007, which consummated the administration policy of Shenzhen Municipal Government in this special field.

Fourthly, to build a responsible and safe port.

China is a strong developing country, and the international statue of China is rising as our national power is growing day by day, which attaches worldwide attention. And Shenzhen Port is an important port for China’s foreign trade; therefore, the port facility security situation in Shenzhen Port draws much attention from the international society. The American Coast Guard Delegation has visited Shenzhen Port twice (once of which was led by Captain Tomas Collins, Chief of the American Coast Guard). They called it the communications on port facility security, but actually it was about the evaluation on the port

facility security situation of Shenzhen Port, so as to provide evidence for editing the coming transportation policy towards Shenzhen Port as well as the whole China. After their visits, the American Coast Guard put a high value on the port facility security in Shenzhen Port, and called us ‘the International Model’. Hence, Shenzhen Port has built an excellent and safe international image. However, we still have to work harder, and further reinforce the work on port facility security to promote the development of the port with port security, for our goal is to build a responsible and safe port.

Lastly, I would like to welcome all my friends here today from the port and shipping industry, to visit Shenzhen Port, see it with your own eyes, and get to know the what is happening to Shenzhen Port’s working on the port facility security.

Thank you !

负责任的深圳港

——在世界港口峰会上的演讲词
深圳市交通局（港务管理局）副局长马勇智
二〇〇八年三月十一日

女士们、先生们：

“负责任”就是承担应当承担的任务，完成应当完成的使命，做好应当做好的工作。港口承担的责任是多方面的，包括安全责任、社会责任、道德责任、法定责任等等。在这诸多责任中，安全责任是第一位的。中国作为国际海事组织 A 类理事国和公约缔约国，负有全面履行 SOLAS 公约和 ISPS 规则的义务。而深圳港作为中国大陆最重要的港口之一，开展港口设施保安工作既是中国积极履行国际义务的具体体现，也是城市政治和经济利益的要求。为此，我们充分认识到港口设施保安工作的重要性、特殊性和长期性，并在责任感的驱使下开展了一系列工作。下面，我简单介绍一下深圳港开展港口设施保安工作的情况。

一、深圳港开展港口设施保安工作面临的国际形势

国际港航业由于其行业特点，长期以来就是各类犯罪活动的高发区，也是恐怖活动的易发区，容易成为恐怖分子用来制造恐怖活动的场所和对象。国际社会特别是国际海运界对港口设施保安工作日益关注，并且有将海上保安扩展到供应链保安的趋势。世界海关组织通过了关于制定“全球贸易安

全与便利标准框架”的决议，其宗旨是制定全球范围供应链安全与便利的标准，形成对所有运输方式适用的一体化供应链管理，通过加强合作保护国际贸易供应链安全促进货物畅通无阻的流动。国际海事组织积极支持将国际海关组织的安全标准框架与 SOLAS 公约和 ISPS 规则进行比较，并原则同意建立确保供应链保安的体系。亚太经合组织（APEC）发起了“亚太地区安全贸易”（STAR）的海事反恐倡议，旨在通过国际合作识别、检查高风险集装箱，尽可能早地在货物装船前发现保安风险并予以控制防范。另外，APEC 还在推进“贸易恢复计划”（TRP），该计划将设定一系列方针与目标，要求物流供应链横跨不同节点的操作者，如供应商、制造业者、货仓经营者、运输公司、港口、航空站经营者等，自行确保运营安全。与此同时，以美国为首的部分发达国家仍在积极倡导和推行相关的供应链保安计划和措施。如，美国在全球范围内推行其“集装箱安全倡议”（CSI）和“海关及贸易伙伴反恐计划”（C-TPAT），目的是从其自身反恐、反恐需要出发，通过合作确保供应链从起点到终点的运输安全，保证保安信息及货物的流通，阻止恐怖分子的渗入。欧盟也于今年通过立法将港口设施保安的范围扩展到港口的全部，不再限于船港方面。在这样的背景下，如何跟上国际港口设施保安的发展形势将是深圳港下一步工作的重点。

二、深圳港口设施保安工作的总体情况

2003年9月底，中国交通部在上海召开全国港口设施保安工作会议。根据交通部的统一部署，深圳港克服时间紧、任务重、难度大的困难，本着务实、高效的态度，严格按照 SOLAS 公约、ISPS 规则和交通部《港口设施保安规则》的要求，认真组织，强化监管，全面实施港口设施保安工作。截至目前，深圳港共有 29 个港口设施取得《港口设施保安符合证书》，197 人取得港口设施保安岗位资格证书。全港对港口设施保安工作的思想认识不断深化，工作机制得到进一步完善，实战及防范能力有了明显提高，港口设施保安已经成为港口企业正常生产经营活动和港口行政部门依法行政、强化监管的重要组成部分。深圳港还坚持将港口设施保安与港口治安、港口安全工作互相结合，形成了港口总体良好的稳定安全形势，从而保证了深圳港能够实现货物和集装箱吞吐量连续稳定增长，为深圳社会经济和对外贸易发展提供了有力保障，进一步巩固了深圳港在国际上的安全形象。

三、深圳港口设施保安软、硬件建设情况

(一) 在硬件建设方面，为防止不法分子利用集装箱偷渡、确保港区和重要区域安全及货物运输安全等，深圳港各港口企业使用了一系列先进仪器设备：

1. 盐田港区、赤湾港区和蛇口港区(集中查验区)以及大铲湾港区一期工程均投资购置了 X 光机；

2. 为防止不法分子利用集装箱进行偷渡活动，赤湾港区、

蛇口港口和大铲湾港区一期工程添置了生命探测仪；

3 .为防止不法分子利用集装箱进行偷渡活动 ,盐田港区、蛇口港区增加了微震侦测系统；

4 .为加强港区安全 ,防止不法或与港口生产无关人员非法进入港区 ,在固定围墙上安装红外线防侵入系统投入使用 ,盐田港区架设 500 米 ,大铲湾港区一期工程架设 1600 米；

5 .大部分企业均购置二氧化碳探测仪、金属探测仪、重要区域安装电子门禁识别系统、拖车进出港区电子港运通、闭路电视系统等等。

目前 ,深圳海关、深圳出入境边防检查总站、深圳出入境检验检疫局以及港口企业各有一套自身的查验监控设备 ,不仅造成资源浪费 ,而且不利于通关效率的提高。实现港口企业与口岸单位查验设备的资源整合及共享对港口的发展尤为关键。为此 ,我们启动了《港口企业与口岸单位管理设备资源整合利用实施方案研究》的研究工作。该课题已申请到了专项经费 ,并已开始启动。

(二)在软件建设方面 ,深圳的港口企业与口岸单位、公安部门建立密切的合作沟通机制 ,与经常有业务联系的单位或企业 ,如引航站、拖轮公司、船舶供应企业等签订港口设施保安安全协议 ,形成不同部门、不同企业互相配合、互相支持共同维护港口安全的局面。各企业加强内部员工培

训，提高人员素质，开展演练、演习，增强了防止和处理突发事件的应急能力。

另外，由于港口设施保安是一个全新的领域，港口行政管理部门和各港口企业都没有现成的经验可借鉴，都在探索中开展工作，在操作上缺乏统一的标准和规范的程序。目前在港口设施保安领域，仅有交通部的《港口设施保安规则》这一部法规。从近几年的实践来看，《规则》存在着一些不够完善的地方。且《规则》是针对全国港口的一个法规，但深圳港在管理体制、投资关系等方面与全国其他港口存在较大差异。为此，我们于2007年11月制定了《深圳港港口设施保安工作实施办法》，充实完善了深圳市政府在这一专业领域的监管政策。

四、打造负责任的安全港口

中国是发展中的大国，中国的国际地位随着国力的日益强盛不断提升，为世界所瞩目。而深圳港又是中国对外贸易的重要口岸，因此深圳的港口设施保安工作受到了国际社会的重点关注。美国海岸警卫队代表团曾先后两次到访深圳港（其中一次由海岸警卫队司令托马斯·柯林斯上将率领），名为港口设施保安交流，实为对深圳港的港口设施保安情况进行评估，以便为下一步制订对深圳港乃至对中国的运输政策提供依据。事后，美国海岸警卫队对深圳港的港口设施保安工作给予了高度评价并称之为“国际样板”。由此，深圳港树立

了良好的国际安全形象。然而，我们还要继续努力，进一步加强港口设施保安工作，以港口保安促进港口发展，我们的目标是打造负责任的安全港口。

最后，欢迎在座的港航界朋友到深圳港去走一走，看一看，身临其境地了解一下深圳港的港口设施保安情况。

谢谢大家！