



# 機管局就處理無人看管行李事件報告

2016年5月3日

機管局一直以維持機場保安  
和航空安全，為首要考慮

## 審視的範圍

- 審視在處理該件無人看管行李時，有否跟從相關的航空安全要求
- 審視的過程內容是根據：
  - 機管局當日值勤報告
  - 機場閉路電視系統錄像
  - 機場保安公司和國泰航空公司所提供的報告

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## 報告結論

- 整件事件的處理程序沒有違反一直以來的機場保安程序，以及有關航空安全要求
- 事件中，協助攜帶行李的航空公司職員及有關行李，均通過所須的保安檢查，而有關行李亦獲物主確認
- 航空公司可酌情協助旅客把失物帶進禁區範圍，航空公司提供此等服務不需要機場保安或機管局批准，但旅客、機場人員及手提行李必須通過保安檢查

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# 保安要求

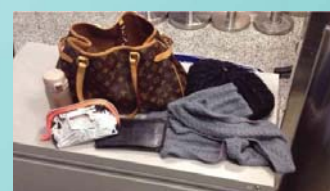
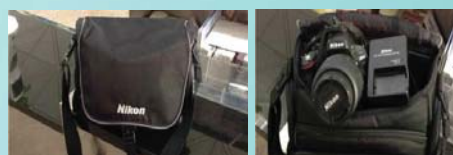
- 根據現行國際及本港相關航空安全指引，旅客、機場人員及行李進入禁區範圍必須進行安全檢查
  - 所有旅客、機場人員及手提行李必須經保安檢查 (*Report: para 3.5*)
  - **第二次保安檢查**：當有可疑，需要為手提行李進行第二保安檢查時，物主必須在場 (*Report: para 3.10*)
  - 託運行李亦有類似的安排 (*Report: para 3.4*)
- 過去一年，約7.5%的手提行李在進入禁區時需要進行第二次保安檢查

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## 2015年3月至2016年3月 已獲認領並交還禁區內物主的失物個案分類

- 物件分類：

物件	數量
電子物品	218
銀包	130
旅行證件	63
手提行李	40
衣服、鞋、眼鏡	26
銀行卡	4
其他	36
<b>總數</b>	<b>517</b>



- 期間，機管局共處理38,550件失物

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# 釐清誤解(1)

## ■ 據傳媒報道：

有意見認為，國際航空運輸協會 (IATA) 交給聯合國屬下的國際民航組織 (ICAO) 的文件證實需同行同檢，列明「*baggage must be matched with the correct person/owner and positioned on the search table so that the owner can open the bag*」

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## 報道所指條文出處 (國際航空運輸協會)

原文



International Civil Aviation Organization  
CAR/SAM REGIONAL PLANNING IMPLEMENTATION GROUP (GREPECAS)  
First Meeting of the GREPECAS Aviation Security Committee (AVSEC/COMM)  
Passenger/Cabin Baggage Screening Task Force (AVSEC/PAX/BAG/TF/1)  
Montego Bay, Jamaica, 31 January- 1 February 2008

AVSEC/PAX/BAG/TF/1-WP/06  
17/01/08

### Agenda Item 2: Recruitment and Training

#### Training of Security Screening Personnel

(Presented by International Air Transport Association)

#### SUMMARY

Passenger and carry-on baggage screening is one of the key front line security measure that helps ensure the security of international civil aviation. The human element is key to the success of that process. Therefore, training of screening personnel is paramount. This paper focuses on the security screening procedures that should be included in a passenger screening training programme.

Note: This Working Paper is an extract of AVSEC/COMM/5-WP/14 presented by IATA at AVSEC COMM/5

#### References:

- IATA Security Manual, 5<sup>th</sup> Edition, Section 5.4 (extracts) – Effective 1 January 2007

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# 報道所指條文出處 ( 國際航空運輸協會 )

## 原文

### 2. Screening of Passengers and Cabin Baggage

Technical equipment used for the screening of persons and baggage has limitations. Walk-through metal detectors (WTMDs) and hand-held metal detectors (HHMDs), for example, cannot detect non-metallic weapons and explosives and even conventional X-ray equipment has difficulty in imagining or defining explosive material effectively. To compensate for such limitations or to introduce a random element into the selection process, States may require an additional manual hand search of passengers and cabin baggage after being screened by technical means, which may include explosive trace detection.

#### 2.1 Effective Search

In the interest of effective security and passenger facilitation a manual search of the person or baggage should be conducted in accordance with the following basic guidelines:

- consent should first be gained from the person being searched;
- the searcher should be tactful, courteous and use caution;
- it is important to adopt a systematic approach so that no part of the body, items of clothing or areas of the bag are overlooked;
- attention should be paid to an article of clothing with metal components (e.g. belt buckle) making sure no metal weapons are hidden between the body and the article of clothing;

# 報道所指條文出處 ( 國際航空運輸協會 )

## 原文

AVSEC/PAX/BAG/TF/1-WP/06

- A2 -

- if hand-held metal detectors (HHMDs) are used, the screener should always follow the path of the HHMD with his/her bare hand;
- any items being carried should be searched and preferably passed through X-ray equipment or other approved means;
- baggage must be matched with the correct person/owner and positioned on the search table so that the owner can open the bag but not interfere with the conduct of the search;
- items found in baggage, which could conceal a prohibited article, should be opened or subjected to screening by X-ray or other approved means. To increase the detection of prohibited articles, such items should be X-rayed alone without extraneous clutter;
- baggage must not be returned to the person until they themselves have been security cleared;
- on completion of the search it is important to thank the person for their co-operation.

## 釐清誤解(2)

- 據傳媒報道：

根據《香港航空保安計劃》當中6.2.10段列明 ***“all screening of cabin baggage shall be conducted in the presence of the passenger.”*** (所有手提行李檢查，乘客都要在場。)

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## 報道所指條文出處 ( Hong Kong Aviation Security Programme )

原文

Attachment D2 – HKASP Part 6, paragraphs 6.2.6 to 6.2.12

### Screening of Passengers and Cabin Baggage

6.2.6 The airport manager shall ensure that a passenger, authorized in accordance with section 6.1.11 (d) to (g) above to enter or remain in an airport restricted area, and his cabin baggage are screened to a standard sufficient reasonably to detect a restricted article, before the passenger or cabin baggage is permitted access to an area set aside for processing embarking passengers and crew within an enhanced security restricted area. Any security equipment used in such screening shall conform to the appropriate standards and requirements stipulated in Part 8 of this Programme and any screening staff shall conform to the appropriate standards and requirements stipulated in Part 9 in this Programme.

6.2.7 The screening of a passenger and his cabin baggage shall be with the consent of the passenger, which normally is tacit since access to the enhanced security restricted area shall be conditional on the passenger undergoing such screening. A refusal on the part of a passenger to undergo the screening will normally be suspicious and the Police should be alerted. (Nothing in this section prejudices the authority of police officers to conduct searches in accordance with powers provided

6.2.10 All screening of cabin baggage shall be conducted in the presence of the passenger.

6.2.8 A secondary screening of a passenger and his cabin baggage shall be conducted if objects on a passenger that has set off a security equipment alarm (usually an archway metal detector). This secondary screening may either be typically by hand or it may be conducted using a hand held metal detector supported by a hand search. A reasoned secondary screening shall also be conducted of a passenger's cabin baggage, where any items of a suspect nature have been detected during x-ray examination. This secondary screening shall be conducted by hand and may be supported by a trace detection system to examine those items which are difficult to be search by hand.

6.2.9 A reasoned secondary screening of a passenger and his cabin baggage shall also be conducted if, in the judgment of the screener, the passenger displays undue nervousness or arrogance or who appears to evade screening, conceal an item or in any other way suggests that he may have a restricted article.

6.2.10 All screening of cabin baggage shall be conducted in the presence of the passenger.

6.2.11 In addition to any reasoned secondary screening described in sections 6.2.8 and 6.2.9, the Aviation Security Authority may prescribe a percentage of random secondary screening of passengers and their cabin baggage corresponding to the prevalent threat level. This random secondary screening shall be conducted by hand. The percentage threshold may be set in relation to threat level and may be adjusted commensurate with any change in the threat.

6.2.12 The airport manager shall provide for the continuous recording, via closed circuit television, of the passenger and cabin baggage screening process and the screening areas, with the video tapes being retained for a period of at least 31 days.

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# 報道所指條文出處 ( Hong Kong Aviation Security Programme )

原文

Attachment D2 – HKASP Part 6, paragraphs 6.2.6 to 6.2.12

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6.2.7 The screening of the passenger and his cabin baggage shall be conducted by hand and may be supported by a trace detection system to examine those items which are difficult to be search by hand.

6.2.8 A reasoned secondary screening shall be conducted to account for all unidentified objects on a passenger that has set off a security equipment alarm (usually an archway metal detector). This secondary screening may either be typically by hand or it may be conducted using a hand held metal detector supported by a hand search. A reasoned secondary screening shall also be conducted of a passenger's cabin baggage, where any items of a suspect nature have been detected during x-ray examination. This secondary screening shall be conducted by hand and may be supported by a trace detection system to examine those items which are difficult to be search by hand.

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# 報道所指條文出處 ( Hong Kong Aviation Security Programme )

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Attachment D2 – HKASP Part 6, paragraphs 6.2.6 to 6.2.12

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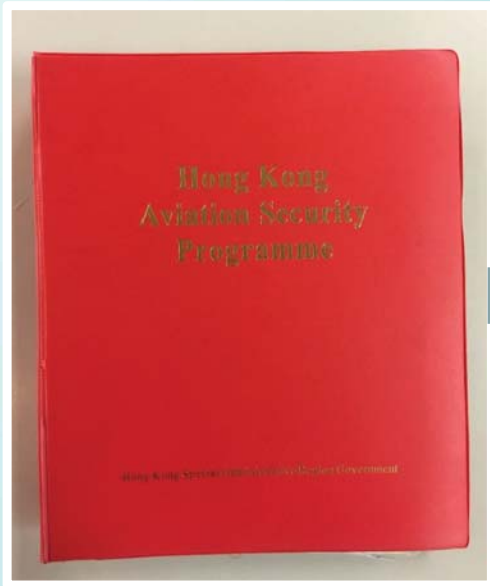
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# HKIA Airport Security Programme

- 為符合有關規定，機管局訂立了《香港國際機場保安計劃》，詳細列明機場的保安程序及措施



# HKIA Airport Security Programme

- 在《香港國際機場保安計劃》中第8章第6.7段的規定，亦與國際民航組織和《香港航空保安計劃》的要求一致

## 原文

### HONG KONG INTERNATIONAL AIRPORT AIRPORT SECURITY PROGRAMME

Attachment D3 – HKIA Part B (6.1-6.12)

#### 6 Screening Procedures – Passengers & Cabin Baggage

- 6.1 The screening of passengers and cabin baggage shall take place in the appropriate departure passenger or transfer passenger screening facility provided by the Airport Authority.
- 6.2 All items of cabin baggage shall be security screened, generally by means of x-ray technology. Passengers shall be required to remove waist pouches and other accessories that may conceal a restricted article and these shall also be x-ray screened. The x-ray machines used in the screening of cabin baggage are all "film safe". In circumstances where x-ray screening is not applicable, AVSECO shall conduct physical search on the item concerned, and where necessary supplemented by trace detection technology.
- 6.3 Plastic trays will be made available for passengers to insert small items and / or accessories that require x-ray screening. Passengers will be encouraged to divest themselves of metallic objects that might alarm the archway metal detectors. Such items will be either x-ray screened or physically inspected by the security staff.
- 6.4 The passenger will be directed to proceed through the archway metal detector. Security staff shall pay particular attention to ensure that there is appropriate separation between passengers using the archway metal detector. Passengers shall be required to walk through at a normal pace. Running or jumping through the archway will not be permitted.
- 6.5 A reasoned secondary search of the passenger shall be conducted if:
  - (a) the passenger alarms the archway metal detector; or
  - (b) in the judgement of the screener, the passenger displays undue nervousness, or arrogance or who appears to evade screening, conceal an item or in any other way suggests that he may have a restricted item.

The secondary search may either be typically by hand or it may be conducted using a hand held metal detector supported by a hand search. The search shall be thorough enough to account for all metallic and unidentified objects on the person.
- 6.6 If a hand search is to be performed then the searcher shall be of the same sex as the passenger. Secondary searches of passengers (including any hand search) are also conducted under this programme with the consent of the passenger undergoing such search. Such consent is normally tacit since access to the Enhanced Security Restricted Area is conditional on the passenger undergoing such screening. A refusal on the part of a passenger to undergo a secondary search will normally be suspicious and the Police will be alerted to the scene for investigation.
- 6.7 A reasoned secondary search of the cabin baggage shall be conducted if:
  - (a) a suspect item or an item which cannot be identified and cleared by x-ray examination, is observed by the operator; or
  - (b) in the judgement of the screener, the passenger displays undue nervousness, or arrogance or who appears to evade screening, conceal an item or in any other way suggests that he may have a restricted item.

Handling of Unidentified Baggage subsequently confirmed to belong to a Departing Passenger at HKIA on 27 and 28 March 2016

- The search shall be conducted in the presence of the passenger. The passenger shall be invited to open the bag in order for its contents to be physically inspected. Further x-ray images may be taken of the bag from a different angle or of items within the bag.
- 6.8 Items that cannot be cleared by normal x-ray or physical inspection may be further screened using trace detection equipment. In the event that the trace detection equipment registers an alarm, AVSECO Duty Security Manager shall collate the detection result with the circumstances and determine whether assistance from the Airport Duty Manager and the Police is warranted.
- 6.9 Suspect Device Isolation Unit (SDIU) is provided at each screening point for temporary storage of unclear / unresolved items found during screening. AVSECO Duty Security Manager shall make decision whether to store the unclear / unresolved item in the SDIU.
- 6.10 The Aviation Security Authority may prescribe a percentage of random secondary searches of passengers and their cabin baggage, which are required to be undertaken in addition to any reasoned secondary searches described above. Such secondary searches may include both hand search as well as search by use of hand held metal detector. The percentage threshold may be set in relation to a threat level and may be adjusted commensurate with any change in the threat.
- 6.11 Private search cubicles will be provided in each of the departure search halls in case a passenger requests that a search be carried out discreetly. Similar arrangements can be made at the transfer screening channels.
- 6.12 In the event of departing passengers at the Terminal 1, who have been security screened but before departure Immigration clearance, request returning to landside for personal reasons, they may leave the screening hall under the supervision of AVSECO through the designated exit.



# HKIA Airport Security Programme

- 在《香港國際機場保安計劃》中第8章第6.7段的規定，亦與國際民航組織和《香港航空保安計劃》的要求一致

原文

HONG KONG INTERNATIONAL AIRPORT  
AIRPORT SECURITY PROGRAMME  
Attachment D3 – HKIA Part B (8.1-6.12)

6. Screening Procedures – Passengers & Cabin Baggage

6.1 The screening of passengers and cabin baggage shall take place in the left and right lanes.

6.2 All passengers and cabin baggage shall be screened by the screening equipment.

6.3 Passengers shall be screened by the screening equipment.

6.4 The screening of passengers shall be conducted in the presence of the passenger.

6.5 A reasoned secondary search of the passenger shall be conducted if:

6.6 In the event of departing passengers at the Terminal 1, who have been screened, the passenger shall be invited to open the bag in order for its contents to be physically inspected. Further x-ray images may be taken of the bag from a different angle or of items within the bag.

6.7 A reasoned secondary search of the cabin baggage shall be conducted if:

- (a) a suspect item or an item which cannot be identified and cleared by x-ray examination, is observed by the operator; or
- (b) in the judgement of the screener, the passenger displays undue nervousness, or arrogance or who appears to evade screening, conceal an item or in any other way suggests that he may have a restricted item.

6.8 If a reasonable suspicion is observed by the screener that the passenger may have a restricted item, the passenger shall be invited to open the bag in order for its contents to be physically inspected. Further x-ray images may be taken of the bag from a different angle or of items within the bag.

6.9 If a reasonable suspicion is observed by the screener that the passenger may have a restricted item, the passenger shall be invited to open the bag in order for its contents to be physically inspected. Further x-ray images may be taken of the bag from a different angle or of items within the bag.

6.10 A reasoned secondary search of the cabin baggage shall be conducted if:

- (a) a suspect item or an item which cannot be identified and cleared by x-ray examination, is observed by the operator; or
- (b) in the judgement of the screener, the passenger displays undue nervousness, or arrogance or who appears to evade screening, conceal an item or in any other way suggests that he may have a restricted item.



謝謝



## Sequence of the Event, 27-28 March 2016, based on CCTV timestamps

Compiled by Airport Authority

2319 hrs	The passenger (Miss Leung) was at the boarding pass checkpoint, Level 7 South DIH. Her bag was left behind on a trolley near the end of Aisle B.
2320 hrs	The passenger was at the security screening checkpoint, Level 7 South DIH.
2342 hrs	The passenger returned to Level 7 South DIH and approached an ImMD officer. She was assisted by Immigration.  The passenger approached AVSECO screening checkpoint and requested AVSECO to assist.
2347 hrs	The passenger returned to Immigration, as the left bag could not be located.
2348 hrs	The passenger left the Immigration area.  Around the same time, an unattended bag on a trolley was spotted by AVSECO. The AVSECO personnel moved the unattended bag on trolley to the side.
2358 hrs	CX staff was on phone, in search of the lost bag (near the end of Aisle B).
0002 hrs	The CX staff met with a woman (passenger's mother) and proceeded from the end of Aisle B to the lost bag
0013 hrs	The bag was being checked by AVSECO for reclaim by CX staff
0015 hrs	AA duty staff arrived at scene and was in conversation with CX staff (as to delivery of the bag)
0016 hrs	Passenger's mother moved to Level 7 North DIH with the bag
0018 hrs	CX staff carried the bag into Level 7 North DIH
0019 hrs	The CX staff rushed the bag into airside
0025 hrs	The passenger boarded at Gate 3, with the bag returned