

For information

LegCo Panel on Security
Meeting on 30 July 1998

Unauthorised access into the Airport Restricted Area

Introduction

At the LegCo Panel on Security meeting on 30 July 1998, we undertook to provide Members with an analysis on the cases of unauthorised access into the Airport Restricted Area (ARA) and the improvement measures implemented since the airport opening.

Unauthorised access

2. As reported at the meeting, there have been 29 cases of unauthorised access into the ARA in the first three weeks of airport operation. These cases could be broadly classified into three categories as entry using invalid permits (expired permit or permit which does not authorise entry into that zone of the ARA), entry using other person's permit and entry without wearing any permit. A complete breakdown is as follows:

	A. With invalid permit	B. Using other person's permit	C. Without wearing any permit	Total
Number in the 1st week	2	5	6	13
Number in the 2nd week	3	3	4	10
Number in the 3rd week	3	0	3	6

3. It should be noted that the majority of the above cases involve workers or airline staff who had in fact been authorised for entry into the

ARA and issued with permits, but failed to bring along and display them or in some cases, used permits of their colleagues for convenience sake. Cases whereby the person involved had not been issued with any permit but entered into the ARA unintentionally have been on a significant decrease, particularly after more signage has been put up in the ARA. Indeed, there has been no such case since August.

Improvements implemented

4. The Aviation Security Company Limited has been working closely with the Airport Authority and different disciplined services to avert similar occurrence, with due regard to the factors contributing to the different types of unauthorised entries. Various improvement measures have been implemented. For instance, manning level at access control points have been increased; the security officers concerned have been reminded of the need to cross check the identities of the holders against their permits; construction workers have been reminded of the requirement to wear valid permits; and both the quantity and quality of the signage board indicating the boundaries of the ARA have been enhanced.

5. With the implementation of the above measures, a decreasing trend in the number of cases of unauthorised access has been observed. The number of cases have been reduced from 13 in the first week of operation of the airport to 6 in the third week. In addition, regular liaison meetings have been held between parties concerned to monitor the situation closely and identify further improvement measures, if necessary.

6. Meanwhile, it should be pointed out that apart from the permit control, there have been other security measures to ensure the safety of international civil aviation. For instance, part of the ARA has been designated as the Enhanced Security Restricted Area. All people are required to undergo security screening before they are allowed into this area to ensure they do not contain any restricted item that may endanger the safety of the aircraft.

Security Bureau

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