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立法會政府帳目委員會
有關《審計署署長第 71 號報告書》第二章
食物安全中心：食物的進口管制

你於 2019 年 1 月 29 日的來函，要求本署提供有關《審計署署長第 71 號報告書》第二章「食物安全中心：食物的進口管制」的補充資料，現隨函附上有關資料，以供參考。

食物環境衛生署署長

(周錦玉



代行)

2019年2月26日

副本送：

食物及衛生局局長
財經事務局局長
審計署署長

回覆立法會政府帳目委員會 2019 年 1 月 29 日的來信

(a)及(b)

食物環境衛生署（食環署）自 2002 年起，規定只有獲本署批准的車輛，方可運載進口的冰鮮肉類和家禽。進口商或其運輸商須向食環署遞交申請表格，經衛生督察檢查車輛滿意後，便會獲得批准，該批准並沒有限期。其後，衛生督察在口岸檢查付運食物的同時，亦會檢查有關車輛的衛生情況及溫度等，確保適宜運載冰鮮肉類和家禽。若有關車輛的資料在申請獲批後有所變更，例如更換了車牌號碼或車輛時，則必須重新向食環署申請並獲本署批准，方可用作運載從內地進口的冰鮮肉類和家禽。由 2019 年開始，對所有獲批准的車輛，食環署會每兩年進行一次全面檢查。

(c)

按照食安中心的工作流程，運載進口冰鮮肉類和家禽的車輛進入文錦渡食品管制辦事處供食安中心檢查時，前線人員在確認付運的食物安全滿意，以及運載車輛的衛生情況和溫度等適宜運載冰鮮肉類和家禽後，便會放行。由於文錦渡食品管制辦事處的電腦系統以往並未有備存獲批准運載進口冰鮮肉類和家禽的車輛名單，因此前線人員未能在檢查車輛時(包括檢查車輛的衛生情況和溫度)準確識別出未取得運載冰鮮肉類和家禽批准的車輛。食安中心在配合審計署審計工作的過程中，已察覺到上述不理想的情況，並已於 2018 年 7 月採取改善措施，包括將獲批准運載進口冰鮮肉類和家禽的車輛名單存放於電腦系統內，當有關車輛進入文錦渡食品管制辦事處，前線人員會在系統內輸入其車牌，若與已獲批准的車輛資料不符，系統會發出提示警號。自 2018 年 7 月起，食安中心持續每天抽查 5% 有關記錄核對，確保上述改善措施及監察工作運作良好。

(d)

食安中心的衛生督察負責在文錦渡食品管制辦事處檢查運載進口冰鮮肉類和家禽的車輛。該辦事處人員在口岸開放時間（早上 7 時至晚上 10 時）分兩更當值，每更有 3 至 4 名衛生督察負責檢查冰鮮肉類和家禽車輛以及其他食物檢查工作。

就衛生督察於文錦渡食品管制辦事處檢查有關車輛，相關檢查項目的清單載於附件 A。

(e)

內地運載冷藏肉類由內地外省(廣東省以外)出發的車輛，一般在運抵深圳後需先卸下貨物再轉載到過境車輛前往香港，就衛生證明書上沒有標示鉛封號的情況或有差異時，食安中心人員過往會在核對包裝箱上的來源地，以及查核衛生證明

書、進口許可證、內地倉單和入口申報表等相關文件後，放行有關食品。因應審計報告 2.48 段的觀察，食安中心自 2018 年 9 月已採取改善措施，包括製備檢查清單，提醒前線人員核對相關文件時，如有差異情況須按需要即場與內地當局釐清並作出記錄，以及加強對前線人員的督導視察及現場指導。就冷藏家禽的衛生證明書鉛封號事宜，經與內地當局溝通，已改善有關情況，2019 年至今共有 3 批次從內地外省進口冷藏家禽，全部衛生證明書及車輛均有註明鉛封號，並無任何差異情況。

(f)、(g)(iv)及(v)

食安中心以風險為本的原則抽查經海運進口運載食物的貨櫃，所考慮的因素包括相關情報、不同地方的食物安全事故、進口商過往曾否未按食安中心指示聯絡食安中心安排檢測，以及進口食物批次的資料是否可疑等。

海路進口本港的食物主要在進口商的貨倉、冷庫或凍房進行恆常實物檢查，這安排與其他經濟體(包括新西蘭、新加坡等)抽檢海路進口食物的做法相若。不過，為加強對從海路進口食物的監察工作，食安中心於 2015 年 10 月起在葵涌海關大樓設置海路進口食物檢查站(下稱“葵涌檢查站”)，作為在進口商貨倉、冷庫或凍房進行進口食物貨櫃恆常檢查之外，因應較高風險貨櫃的附加檢查設施。在葵涌檢查站設立前，食安中心已知悉基於客觀情況(包括該檢查站屬臨時設施，並未有冷凍設備，亦有實際困難加裝冷凍設備)，不能在該檢查站檢查冷凍食物貨櫃，因此所有被抽查的冷凍食物貨櫃(不論較高風險與否)，均必須在進口商的倉庫或凍房檢查有關食物。

因此，葵涌檢查站基本上用於檢查有較高風險(即情報顯示有潛在食安風險、有關食物來自出現食物安全事故的經濟體、進口商過往曾未按食安中心指示聯絡食安中心安排檢測，以及進口食物批次資料有可疑)的食物貨櫃，而該些食物並非冷凍食物。

就葵涌檢查站的設立和運作，食安中心與海關於 2015 年 9 月 22 日舉行了工作會議，確認海關在葵涌海關大樓為該檢查站提供的設備，會議紀錄(只有英文)見附件 B。食安中心在 2015 年 9 月至 10 月期間就葵涌檢查站為業界舉行多場簡介會，簡介會紀錄(只有英文)見附件 C，其後再於 2015 年 11 月 18 日的業界諮詢論壇進行簡介，講稿及會議記錄見附件 D。

(g)(i)及(iii)

截至2019年1月底，本港共有61個持牌凍房，按全港各區分佈如下：

地區	持牌凍房數目
南區	2
觀塘區	3
深水埗區	1
北區	4
沙田區	9
葵青區	21
大埔區	2
荃灣區	8
屯門區	4
元朗區	3
離島區(機場)	4
總數	61

正如審計報告2.82段所載，食安中心於2017年在貨倉或凍房進行的進口食物實物檢查共有3,598次(涉及3,598個進口食物批次)。該些檢查由24名來自食安中心香港辦事處、九龍辦事處及簽證辦事處的衛生督察負責執行，平均每個工作天在進口商倉庫或凍房檢查約15個進口食物批次。

(g)(ii)

食安中心根據工作守則抽選食物批次作實物檢查，詳情如下：

- (1) 電腦每天隨機抽取 20% 當天以《進口野味、肉類、家禽及蛋類規例》(第 132AK 章) 下的進口准許獲本署簽發進口許可證的冰鮮或冷藏肉類和家禽批次；
- (2) 電腦每天隨機抽取另外 5 個獲發進口許可證的冷藏肉類和家禽批次；
- (3) 凡以衛生證明書副本獲發進口許可證的冷藏肉類和家禽批次，每 50 張進口許可證抽取 1 張作實物檢查；
- (4) 每 100 個蛋類批次抽取 1 個批次作實物檢查；及
- (5) 每款奶類和冰凍甜點產品，各每 5 個批次抽取 1 個批次作實物檢查。

(g)(vi)

雖然在葵涌檢查站加裝冷凍設備有實際困難，食安中心現正與建築署商討及評估在葵涌檢查站範圍內增建冷凍設施的可行性，完成有關研究後會視乎情況制定具體落實時間表。

(h)

食安中心在葵涌檢查站抽查海運進口食物批次時採用風險為本的監察原則，抽查較高風險的目標貨櫃（即情報顯示有潛在食安風險、有關食物來自出現食物安全事故的經濟體、進口商過往曾未按食安中心指示聯絡食安中心安排檢測，以及進口食物批次資料有可疑等），如食品(例如冷凍食物)因實際困難而未能在上述檢查站接受檢查，食安中心會在有關進口商的貨倉或凍房檢查食物。

被食安中心抽查的較高風險目標貨櫃，不論是在葵涌檢查站或進口商冷庫或凍房進行檢查，該貨櫃的封條/鉛封必須經食安中心人員檢查確實為完整後才可開啟作食物檢查。

至於其他在進口商貨倉、冷庫或凍房進行恆常抽檢的其他貨櫃(即不是較高風險目標貨櫃)，基於業界的運作模式及其他實際操作考慮，食安中心人員進行有關進口食物實物檢查時，並不會要求貨櫃封條/鉛封完整(有關加強監察從海路進口食物所採取的措施，已於2015年11月10日提交立法會食物安全及環境衛生事務委員會討論，相關文件見附件E)，但必須核對包裝箱上的標示與進口文件的資料(包括貨運印記、貨品名稱、加工廠名稱、生產日期等)是否相符，以確定被檢查食物是來自該貨櫃。此恆常抽檢海路進口食物貨櫃的做法與其他經濟體(包括新西蘭、新加坡等)相若。

審計報告2.77段指「對於海運進口食物批次，食安中心規定運載有關批次的貨櫃必須封好。根據工作守則：(a)“在抵達檢查站(葵涌檢查站)時，貨櫃的鉛封須經食安中心人員證實完好無損後才可開啓”；及(b)“如食品(例如冰鮮食物)因實際困難而未能在上述檢查站接受檢查，食安中心會在有關進口商的貨倉或凍房檢查食物，惟貨櫃的鉛封須經食安中心人員證實完好無損後才可開啓”」，有關工作守則針對較高風險的目標冷凍貨櫃，並不適用於恆常抽檢的貨櫃。食安中心在2019年1月25日的政府帳目委員會聆訊上，曾表示過去數年沒有個案是將貨櫃送往凍房內見證進口商解鎖。會後食安中心再翻查記錄，確認自2015年10月葵涌檢查站啓用至2018年，食安中心曾於凍房抽查6個較高風險的目標貨櫃(2015年2宗、2016年3宗及2017年1宗)，由食安中心人員在進行有關實物檢查時，先核對貨櫃封條/鉛封完整後才進行檢查。此外，食安中心在2019年1月曾抽取兩個較高風險的目標貨櫃，要求由食安中心人員核對貨櫃封條/鉛封完整後於凍房進行檢查。上述每次檢查的整個流程需時甚長，而凍房的卸貨平台和鏟車運作亦相當繁忙，食安

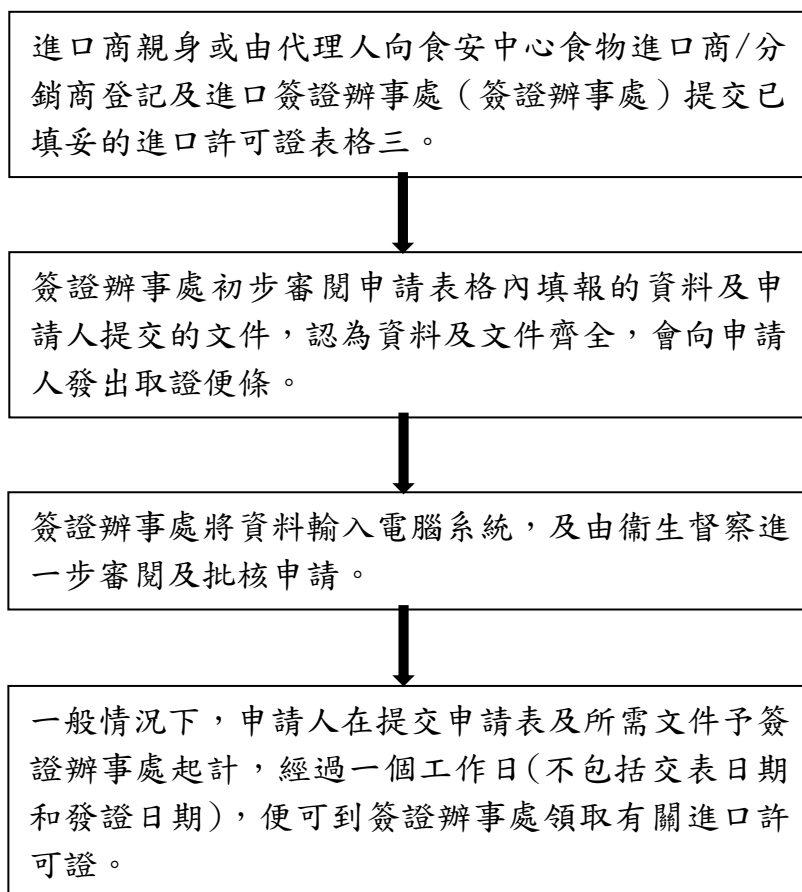
*** 委員會秘書附註：有關附件 E，請參閱上載於立法會網頁的立法會 CB(2)192/15-16(05)號文件。**

中心人員在執行上與進口商的配合有一定難度。

雖然如此，我們會雙向地探討，一方面，研究在葵涌檢查站設置凍房設備的可行性；另一方面，對於較高風險的目標貨櫃，也會繼續採用風險為本的原則抽選在凍房內見證進口商解鎖後進行檢查。

(i)

任何人/進口商凡進口冷藏或冰鮮肉類和家禽，均須根據《進出口條例》(第 60 章)規定領有進口許可證，食環署是負責為上述食品簽發進口許可證的指定當局。每批付運的冷藏或冰鮮肉類和家禽均須領取一張進口許可證，申請進口許可證須填妥進口許可證表格三(TRA187)正本，並須取得出口地認可發證實體主管當局就有關付運批次所簽發的有效衛生證明書，或食環署署長的特別批准，以支持其申請。申請進口許可證須繳付進口許可證表格三正本的費用，每份 3 元或每本 20 元(共 20 份)，除此以外毋須繳付其他費用。簽發進口許可證的流程如下：



(j)及(k)

當進口冷藏或冰鮮肉類和家禽批次被食安中心按(g)(ii)段所述機制抽選作實物檢查時，簽證辦事處會在其進口許可證施加「有關批次須驗貨後才可放行」的發證

條件。進口商領取獲批核的進口許可證時，會知悉有關批次須接受食安中心人員作實物檢查。

食安中心分析了在 2018 年 10 月至 11 月期間，以海運進口的冷藏或冰鮮肉類和家禽被食安中心抽選作實物檢查的進口許可證共 372 張，當中有 70 張(佔總數約 19%)接獲進口商申請註銷，涉及 35 個進口商，每個進口商申請註銷進口許可證的數目由 1 份至 7 份不等。據食安中心了解，進口商申請註銷進口許可證有不同原因，主要與其商業運作有關，亦不排除部分為了逃避實物檢查。

針對部分進口商有可能藉取消進口許可證而逃避接受食安中心的實物檢查，食安中心自 2018 年 10 月已採取改善措施，將被進口商申請註銷而未能對該批次食物進行實物檢查的進口許可證資料(包括進口商名稱等)列入監察系統，若進口商為同批次冷藏/冰鮮肉類/家禽(即附有相同衛生證明書)再次申請進口許可證，該批次食物仍需接受食安中心的實物檢查。上述改善措施自實施至今，運作良好。食安中心亦會密切留意監察名單內的進口商，並分析屢次註銷進口許可證的個案，以作相應跟進。

(l)

由食環署簽發的進口許可證，涵蓋冷藏及冰鮮肉類和家禽。考慮到冰鮮肉類和家禽的保質期較短，故此本署簽發的進口許可證有效期為 6 星期。本署會積極考慮延長有關有效期的可行性。

(m)及(o)

就審計報告 2.93 段提及的食安中心工作守則，指示簽證辦事處人員須查找未用的進口許可證，從而找出及跟進從海路進口而涉嫌逃避接受實物檢查的食物批次。現時進口商交回已過期未使用的進口許可證給食安中心註銷純屬自願性質，不退回的原因包括已棄掉過期進口許可證、已遺失有關文件等，並沒有觸犯法例或違反發證條件。

食安中心管理層以及督導人員與前線職員一直保持溝通，並鼓勵前線職員向他們反映工作上的挑戰以及提出改善建議。這類恆常溝通以不同形式進行，食安中心並沒有就有關溝通事宜備存記錄。

(n)(i)至(n)(v)及(p)

食安中心現時的電腦系統有局限，所有已簽發的進口許可證一律會顯示為「未使用」。當有關許可證的食物批次已作文件檢查或被抽選作實物檢查後，電腦系統才會記錄為「已使用」。由於已使用但沒有作文件檢查或被抽選作實物檢查的進口許可證，在現時的電腦系統一律會視之為「未使用」，審計報告 2.94 段及表九

提及「未使用」的進口許可證，只反映食安中心現行電腦系統對所有未使用、或已使用但無需作文件或實物檢查的進口許可證歸類，而並非進口許可證未被使用的實際情況。

考慮到審計署的觀察，食安中心於2018年6月至12月期間進行調查，透過識別曾被食安中心要求檢查進口文件或抽選作實物檢查，因而在其進口許可證施加了相關發證條件的進口許可證，並核對已過期而未使用的有關進口許可證，從而了解進口商有否不按發證條件，即當有關批次抵港時須向食環署報告抵港及提交進口文件及如有需要接受實物檢查。調查結果顯示在上述期間，從海運進口的相關進口許可證共1,163張；當中88%已使用並有向食安中心遞交進口文件及/或接受實物檢查，其餘12%並未有使用（包括5%自願交回食安中心及7%未有交回）。

根據進口商申請進口許可證需填報的資料，現時食安中心已改善電腦系統，可識別進口商就同批次肉類申請超過一張進口許可證的情況，確保同批次肉類不會再同時獲發多張進口許可證。對於被食安中心抽選作實物檢查但隨後由進口商申請註銷的進口許可證，食安中心亦會將有關進口許可證資料列入監察名單，若進口商為同批次肉類再次申請進口許可證，該批次食物仍需接受食安中心的實物檢查。

長遠而言，我們預計將來當「貿易單一窗口」第三階段實施時，貨物清關前須透過該平台提交相關通關資料。與此同時，食安中心將會設立本身開發的資訊系統，與「貿易單一窗口」連接，屆時將會對進口許可證的使用有更適時和全面的掌握。

(q)

由於海路與空運或陸路關口的基本設施與運作模式並不一樣，由海路進口的食物檢查程序和陸路及空運亦有所分別。正如上文(f)及(g)部分的回覆，食安中心以風險為本的原則抽查經海運進口運載食物的貨櫃，而海路進口本港的食物主要在進口商的貨倉、冷庫或凍房進行恆常實物檢查，這安排與其他經濟體抽檢海路進口食物的做法相若。食安中心會按上述原則及安排，持續檢視有關抽選海運進口食物批次作實物檢查的指引，並因應需要作出適當調整。

(r)

食安中心在2016年至2018年對進口商未能就其從海運進口的食物批次提交有效進口文件，而根據第132AK章《進口野味、肉類、家禽及蛋類規例》第4條及第132AQ章《奶業規例》第5A條分別提出14宗及1宗檢控，全部個案均被判罪，判罰一千元至二萬元不等。檢控數字如下：

相關條文	2016	2017	2018
第132AK章《進口野味、肉類、家禽及蛋類規例》第4條	7	3	4
被定罪個案	7	3	4
罰款金額	1,000元至 8,000元	2,000元至 10,000元	1,800元至 20,000元
第132AQ章《奶業規例》第5A條	-	1	-
被定罪個案	-	1	-
罰款金額	-	6,000元 + 每日罰款 6,600元(300 元x22日)共 12,600元	-

(s) 及 (t)

根據香港特別行政區與內地當局的行政安排，內地供港的食用牲畜和活水產必須來自內地海關總署認可的供港註冊養殖場並附有有效的動物衛生證明書。食安中心與內地當局就供港註冊養殖場名單的變動互相聯絡，例如內地當局會就已完成註冊可以供港的養殖場通報食安中心，食安中心亦會定期瀏覽內地海關總署網頁上的註冊養殖場名單，以及在有需要時與內地當局聯絡，核實相關資料。

審計報告 3.9 段提及審計署在食安中心人員陪同下於 2018 年 5 月 17 日檢查的兩批牛隻所屬的活牛養殖場，於 2017 年 2 月 14 日已由內地當局向食安中心確認為供港註冊養殖場，即有關牛場的註冊狀況已於 2018 年 5 月 17 日前獲內地當局確認。該兩批牛隻皆附同有效的動物衛生證書及完整鎖上內地官方封條，並通過了內地當局的檢驗檢疫。食安中心人員檢查該兩批牛隻，並確認檢驗合格後才准予放行。

該牛場的註冊狀況至今並沒有改變，而該牛場亦持續有牛隻供港。

(u)

審計報告 3.10 (b) 段提到審計期間（即 2018 年 4 月 27 日至 5 月 28 日）涉及的两个養殖場，分別是在 2017 年 2 月及 4 月獲內地當局確認為供港註冊活牛養殖場。該兩個牛場的註冊狀況至今並無改變，並持續供港。在上述期間來自該兩個註冊養殖場的牛隻批次，皆附同有效的動物衛生證書，鎖上內地官方完整封條，並通過了內地當局的檢驗檢疫，以及經食安中心人員檢查合格後，才准予放行。就該兩個供港註冊活牛養殖場，食安中心與內地當局的聯絡工作表列如下：

日期	詳情
供港註冊活牛養殖場 A	
14.2.2017	<ul style="list-style-type: none"> ● 食安中心在檢查進口活牛時，發現涉及的養殖場 A 不在供港註冊養殖場名單上。 ● 食安中心人員即時與內地當局釐清，內地同日回覆確認該牛場是供港註冊養殖場。

日期	詳情
14.2.2017-28.5.2018	● 註冊養殖場 A 持續供港，食安中心並無接獲內地當局通知該養殖場的註冊狀況有任何改變。
供港註冊活牛養殖場 B	
20.4.2017	● 內地當局主動聯絡食安中心，通報養殖場 B 於 2017 年 3 月已完成註冊可以供港。
25.4.2017-28.5.2018	● 註冊養殖場 B 第一批牛隻在 2017 年 4 月 25 日開始供港。隨後，該養殖場持續供港，食安中心並無接獲內地當局通知該養殖場的註冊狀況有任何改變。

(v)

審計報告 3.10 (b)段提到的第三個養殖場是獲內地當局確認的註冊供港活豬養殖場（下稱養殖場 C），並從 2010 年起一直供港。

2017 年 4 月，食安中心留意到內地當局更新了其網站的供港註冊養殖場名單，其中養殖場 C 的原有養殖場編號被更改，並與另一個供港註冊活豬養殖場（下稱養殖場 D）的編號相同，但養殖場 C 的其他資料包括養殖場名稱及地址等都沒有任何變更。同時，養殖場 D 的編號、名稱及地址等資料，皆與過往名單上資料吻合。由於每一個養殖場都有獨立的編號，而上述的相同編號一直屬於養殖場 D，所以食安中心有理由相信養殖場 C 的編號更改應屬手民之誤，故未有特意向內地當局澄清。

因應審計署的查詢，食安中心於 2018 年 9 月就此事與內地當局溝通，並獲內地當局回覆確認養殖場 C 在網上的養殖場編號確是手民之誤。其後內地海關總署網頁上的供港註冊養殖場名單，亦已將養殖場 C 的編號更正為原有編號。

食安中心認同處理這個案有改善的空間。日後食安中心人員若懷疑內地海關總署網頁上的供港註冊養殖場名單有誤，會盡快與內地當局澄清。

(w)

漁農自然護理署(漁護署) 根據《狂犬病規例》(第 421A 章) 所簽發的許可證批准持證人(即進口商)及負責運送動物的航空／輪船公司將動物進口香港，但須遵守許可證及附頁上的各項條款。許可證列明每日准許輸港牲畜數量的上限，有效期為一個月。有關許可證的安排適用於從內地進口的食用動物。

漁護署簽發許可證予從內地進口食用動物的本地進口商，有關許可證的附加條款 (1) 指出，許可證可供多次使用，並於動物抵港時，進口商須向漁護署授權職員(即食安中心人員)出示許可證。漁護署在發出許可證後亦會把副本傳真予食安中心。然而，由於運送食用動物抵港的貨車司機並非許可證持有人(即進口商)，實際運作上無法做到漁護署許可證條款所要求進口商在每批次牲畜進口時必須展示許可證。

因應審計署的建議，食安中心已主動聯絡漁護署商討改善措施，而漁護署亦聯絡了相關進口商，三方共同商討並就改善措施達成共識。從 2018 年 11 月起，進口商每月獲漁護署發出許可證後，會向食安中心展示許可證正本，並由食安中心人員複印有關文件。隨後，食安中心人員在口岸進行食用動物進口的檢驗工作時，會核實每批次附同的動物衛生證明書的收貨人名稱，與進口商向食安中心展示的許可證進口商名稱是否吻合。漁護署確認此新安排符合其許可證條款的要求。

(x)

過去三年，進口商每日進口的牲畜數量，均在漁護署許可證所列明的每日進口量限額以內。

(y)

食安中心會因應實際工作情況不時檢討工作守則及內部指引，並就具體操作徵詢相關業界及/或中心內相關組別，以適時按需要更新相關守則及指引。中心亦定期舉行工作會議，與前線人員溝通和提供督導，確保相關同事知悉並了解工作守則及指引的規定。

因應審計報告的建議，食安中心加強了與前線人員的溝通、對他們的督導視察和現場指導，並為新到任同事提供培訓，講解如何執行有關守則及指引。食安中心鼓勵前線員工，如果遇到工作上的問題或就工作守則及指引的執行方面有任何意見，應向上司反映。

此外，食安中心於 2017 年成立了專責隊伍，全面檢討食物進口規管的運作流程及監察制度、大規模重整資訊系統以支援前線同事的工作，並強化其數據管理及分析能力，新的措施將會於 2019 年起分階段實施。

- 完 -

**食安中心用於文錦渡食品管制辦事處
檢查運送進口冰鮮肉類和家禽車輛的檢查項目清單**

1. 須使用有密封式載貨車廂的貨車，運送進口冰鮮肉類、家禽及/或內臟。載貨車廂須有冷凍裝置，冷凍溫度保持在攝氏零度至 4 度之間，而且在任何情況下都不得超過攝氏 8 度。
2. 載貨車廂的內壁必須平滑和不透水，以方便清潔。
3. 載貨車廂內須有懸掛橫條及/或金屬或塑膠容器，以供分開存放冰鮮肉類、家禽及/或內臟。
4. 貨車須安裝量度溫度的儀器，以便在運行圖表上持續記錄運送過程中載貨車廂的溫度。
5. 須在車外安裝溫度計，使司機可容易監察載貨車廂內的溫度。
6. 獲准用作運送進口冰鮮肉類、家禽及/或內臟的貨車載貨車廂必須保持清潔，沒有垃圾、污垢或其他污染物，並須在裝貨前及卸貨後清潔和消毒，或在衛生督察級人員要求時清潔和消毒。
7. 載貨車廂只可用作運送經本署准許進口的冰鮮肉類、家禽及/或內臟，須按其禽鳥類別存放在車廂內不同區域。除冰鮮肉類、家禽及/或內臟外，載貨車廂不得用作運送任何其他物品。
8. 進口冰鮮肉類、家禽及/或內臟在載貨車廂內須保持衛生，冷凍溫度保持在攝氏零度至 4 度之間，而且在任何情況下都不得超過攝氏 8 度。這項關於貯存溫度規定的適用範圍包括家禽的任何部分。
9. 除裝卸食物外，運送進口冰鮮肉類、家禽及/或內臟的貨車載貨車廂的所有門窗必須妥為關閉。當載貨車廂載有進口冰鮮肉類、家禽及/或內臟時，車廂的冷凍裝置必須一直保持運作。
10. 除為裝卸食物或清潔、消毒及維修保養載貨車廂外，任何人不得留在載貨車廂內。
11. 載貨車廂內的冷凍裝置及溫度計，必須經常保持性能良好。

List of Facilities provided for
Setting Up a **Temporary** Food Check Point by FEHD at KCCH

List of facilities to be offered by C&ED		
1.	One container truck bay at the KCCH with operating hours between 0900 hrs and 2200 hrs from Monday to Saturday (No. 3 Container Truck Parking Space of the new cargo examination compound and the corresponding examination bay area as depicted at the Appendix)	<ul style="list-style-type: none"> - 3 office chairs to be provided - Photocopying service at Duty Office, 9/F, KCCH - FEHD to decide the installation of a fax line & own fax machine
2.	A temporary work station (next to the metal storage cage at the new compound area) with two office desks, two three office chairs and two power sockets. (Location for temporary use of fax machine and photocopier)	
3.	One car parking space to facilitate FEHD officers' travelling to and from KCCH for reporting on/off duty and meal arrangements	<ul style="list-style-type: none"> - Confirmed provision and microwave oven can be used at 1245 hrs
4.	The waiting area at the Lobby of the G/F of KCCH for stand-by	
5.	Male and Female Toilets on G/F	
6.	Pantry on 9/F (whether there is the provision of microwave oven and water dispensing machine)	<ul style="list-style-type: none"> - A cabinet to be provided at the temporary work station
7.	Lockers for storage of equipment / stationery / reflective vest	

Remarks: No wi-fi service at KCCH.

***委員會秘書附註：本文件只備英文本。**

Notes of Briefing Session on
Further Improving Control of Food Imported by Sea

Date : 24.9.2015 (Thursday)
Time: 3:00 pm (1st Briefing Session)
Venue: Lecture Theatre at 3/F, Lai Chi Kok Training School

ATTENDEE

(I) Trade side

A total of 77 representatives of 52 Japanese food importers attended the briefing session, as shown in the Annex.

(II) Centre for Food Safety (CFS)

Ms. CHEUNG Lai-kuen, Senior Superintendent (CFS)1
Ms Doris TAM, Superintendent (Import/Export)3
Mr. Mok Wai Hung, Chief Health Inspector (Import/Export)7
Mr Kwan Kin Wai, Senior Health Inspector (Import/Export)R1
Ms. Rachel TAM, SEO(I/E)IR
Mr. John Yip, EO(I/E)IR

Notes of meeting

SS(CFS)1 welcomed all representatives of Japanese food importers attending the forum and briefed them on ‘Further Improving Control of Food Imported by Sea’, an enhanced food container inspection at Kwai Chung Customhouse (KCCH).

The following major enquiries were raised by the representatives of food importers:

Q1: Were radiation certificates required for all categories of Japanese food imported to Hong Kong?

A: Following the Fukushima nuclear incident in Japan, DFEH made an order in March 2011 under the Public Health and Municipal Services Ordinance to prohibit the import of vegetable, fruit, milk and milk powder which were from the five prefectures of Japan, i.e. Fukushima, Ibaraki, Tochigi, Gunma and Chiba into Hong Kong . However, chilled or frozen game, meat and poultry, poultry eggs and live, chilled or frozen aquatic products accompanied by a

* **委員會秘書附註**：本文件只備英文本。

certificate issued by the competent authority of Japan certifying that the radiation levels did not exceed the corresponding Guideline Levels of Codex could be imported into Hong Kong.

Q2: Which party of the food trade would CFS approach for food inspection at KCCH?

A: CFS would only approach food importers for the inspection of food containers at KCCH.

Q3: Would there be cold store provided for the importers at KCCH?

A: There was currently no cold storage facilities provided at the CFS checkpoint at KCCH. Preliminarily, no chilled or frozen food items would be chosen for the enhanced food inspection at KCCH.

Q4: Could the food importers requested for their imported food being inspected at the KCCH?

A: The importers' request would not be entertained because CFS would base on mentioned criteria/ risk assessment to choose food containers.

Q5: Would the inspection of container be arranged in the late afternoon? How long would it take for the food inspection at KCCH?

A: CFS would arrange the food inspection in the morning or early afternoon in order not to cause any inconvenience to the food traders. The required time for the inspection of container would depend on the quantity and packing of the food in the container.

Q6: Would the importers be required to be present for food inspection at KCCH?

A: Importer or his representative whose container was chosen should be present during food inspection at KCCH to witness the progress.

Q7: Would CFS pay for the cost of the food inspected? Would there be any document certifying that the food could be released after the inspection?

A: As only radiation test by handheld meter would be conducted at KCCH,

CFS would not purchase food sample for CMS test at KCCH. Release letter would be issued on the spot. However, if the result by handheld was doubtful, CFS would purchase food sample for CMS.

Q8: Would forklift and manual workers be available for food inspection at KCCH?

A: Yes.

Q9: Would CFS be responsible for any damages incurred during the food inspection?

A: Importer or his representative should be present during inspection to oversee loading and unloading of the goods. If CFS received any request for claim, CFS would provide the case with our findings to DoJ for seeking legal advice.

Q10: As the longer the time samples of food items were taken for testing, the importers would bear more cost, would CFS shorten the time for the sample testing?

A: It takes 2-3 days for CMS test, CFS would liaise with the Government Laboratory to shorten the testing time if CMS test was required.

Q11: If radiation of the food items was detected but the level of radiation was lower than the Guideline level, should the food items be required to be disposed of?

A: You might refer to CFS website that there were as at today about 60 food items detected with low radiation level but did not exceed the corresponding Guideline Levels of Codex. Although such food was considered safe for human consumption, concerned importers usually surrendered the food items voluntarily to CFS for disposal to ensure good quality of their food products and gain confidence of consumers.

Q12: Were Surveyor appointed by importer be allowed to be present in the food inspection at KCCH?

A: Surveyor would be allowed but prior notification should be given to CFS for follow-up action with C&ED as KCCH was under the management of

C&ED.

Q13: Some food traders had encountered that although their food items had been found free from radiation after testing by handheld meter, they were still required to have samples of their food items taken for testing at Government Laboratory. Why were food inspection practices not aligned as the new mode in KCCH?

A: CFS adopted risk-based approach in carrying out radiation test (handheld/CMS) in warehouses or cold stores. Although we would only conduct handheld test in KCCH, CFS would continue to take samples at wholesale and retail level basing on risk assessment. .

Q14: Would food importers with good records be subject to less frequent food inspection?

A: CFS selection criteria of container for inspection at KCCH would include importers with uncooperative track record to report to CFS or failed to provide e-manifest voluntary to C&ED or incomplete information of e-manifest. However, if there was food incident in surrounding areas/ overseas or CFS received intelligence about import of food from the restricted prefectures of Japan, importers even with good tracking records would be subjected to inspection of food containers at KCCH. Anyway, importers were reminded to report to CFS and submitted import documents before the arrival of their imported food items for arrangement of inspection. They should also remind their forwarders the same.

Q15: Would CFS follow C&ED's practice to inspect containers at importers warehouse?

A: CFS would not consider at the moment as not all the importers had their own warehouses and equipment such as forklift. CFS would inspect food containers at KCCH.

Q16: Were importers allowed to bring along their vanning and devanning equipment and workers at KCCH?

A: C&ED's clarification was required as KCCH was a restricted premises managed by C&ED.

Q17: Would CFS seal the container after food inspection? CFS would help food traders if CFS would seal the container after food inspection to ensure security of the food items during transportation.

A: No, the importers had to seal the container by themselves after the release of the food container by CFS. CFS had no legal basis to seal the container for the owner basing on security purpose. However, CFS would mark and seal those suspected unfit food under legal ground.

Q18: The new mode at KCCH was for imported Japanese food. Would other food categories imported through sea border be required to be inspected?

A: All imported food containers would be selected for inspection in KCCH under the risk-based approach. The new mode started with Japanese food due to the reasons mentioned before including Fukushima nuclear incident in Japan in March 2011, concern of food safety of Japanese food by some HK citizen, a complaint concerning import of Chiba carrot in this Jan. Besides, as a new legislation on regulation of imported eggs would be implemented in December 2015, imported eggs container through sea border would also be inspected under the new mode.

Q19: When would the food order targeted at Japanese food be lifted?

A: CFS would continue to monitor the situation by collecting relevant information from Japan and other countries. We would inform food traders if there would be any development in this respect.

The meeting ended at 5:15 pm.

Centre for Food Safety
Food and Environmental Hygiene Department
25 September 2015

Notes of briefing session to importers on
Further Improving Control of Food Imported by Sea

Date : 25.9.2015 (Friday)

Time: 10:00 pm (2nd Briefing Session)

Venue: Theatre at 2/F, Oi Kwan Court, Oi Kwan Road, Wanchai, HK

ATTENDEE

(I) Trade side

A total of 46 representatives of 33 Japanese food importers attended the briefing session, as shown in the Annex.

(II) Centre for Food Safety (CFS)

Ms. CHEUNG Lai-kuen, Senior Superintendent (CFS)1

Ms Doris TAM, Superintendent (Import/Export)3

Mr. Mok Wai Hung, Chief Health Inspector (Import/Export)7

Mr Kwan Kin Wai, Senior Health Inspector (Import/Export)R1

Ms. Rachel TAM, SEO(I/E)IR

Mr. John Yip, EO(I/E)IR

Notes of meeting

SS(CFS)1 welcomed all representatives of Japanese food importers attending the forum and briefed them on ‘Further Improving Control of Food Imported by Sea’, an enhanced food container inspection at Kwai Chung Customhouse (KCCH).

The following major enquiries were raised by the representatives of food importers:

Q1: How would CFS handle cases of console container (夾櫃) carrying multi-categories of goods items owned by different importers? Would container with goods items other than Japanese food be unsealed for inspection?

A: As mentioned in the briefing before, C&ED provided Japanese food import information from pre-arrival manifest to CFS daily for follow-up action, CFS would base on risk-based criteria such as intelligence, food incidents in surrounding areas, past track records of importers, etc to select targeted

containers for inspection at KCCH. CFS was not aware that the container was 'console' basing on the received manifest information from C&ED. Hence, the selected targeted containers might include consul containers.

Q2: In the console container cases involving several importers, individual importer of the container did not have the right to unseal the container. In such circumstance, which importer would CFS approach for food inspection?

A: Base on the Japanese food import information in the pre-arrival manifest as provided by C&ED to CFS daily, CFS would contact the importer appeared on the manifest. The importer had to communicate with the forwarder to arrange for the food container inspection at KCCH.

Q3: Which party was to provide devanning and vanning services for food inspection in KCCH? How many workers? Trade experienced that 3-4 workers were required for the devanning and vanning services and it took more than 3-4 hours. Drivers as hired by the importers would not take part in the vanning and devanning of goods. The time required for the devanning and vanning services.

A: CFS would provide forklift and workers to assist in food container inspection at KCCH. There would be one worker at the initial stage but would later increase to 2-3 workers. Importer or your representative could assist during devanning and vanning services if so wished. The duration of inspection would depend on various factors including types and quantities of food items, packing mode, etc.

Q4: Would there be any cold storage facilities at KCCH? As the goods would be of various types which would take a number of workers for devanning and vanning, would the manual workers CFS provided be sufficient to speed up the devanning and vanning process in order to shorten time in the food inspection process? CFS should take into account that food inspection at KCCH would induce higher cost paid by the importers.

A: There was currently no cold storage facilities provided at KCCH, chilled/frozen containers would not be selected for inspection preliminarily under the new mode of food inspection at KCCH. CFS noted the importers' concern on time, manpower and cost factors in the new mode of food inspection at KCCH.

Q5: To implement the new mode of food inspection in October 2015 before sorting out problem, such as time and manpower, would be too hasty. As chilled and frozen food items were considered as high risk, what was the purpose of food inspection if chilled/frozen food items were not inspected at KCCH?

A: Currently, there were CFS food checkpoints at the airport and land borders, however, there was no such checkpoint at sea borders. The new measure to conduct food container inspection in KCCH based on risk-based approach would be an enhancement to the current sea border control. CFS would continue the current sea border control by conducting food inspections at warehouses or cold stores.

Q6: For console container cases involving several importers, the importer of the Japanese food did not have the right to unseal the whole container of assorted goods items. Some importers would require the presence of cargo surveyors in unsealing the container if the goods/food items were of high cost, such as wine and other luxurious food items.

A: The importer appeared on the manifest should communicate with his forwarder for food inspection of console container case. CFS would also liaise with importer to work out the schedule for food inspection at KCCH before issuing the detention notice.

Q7: As it would be difficult for the importers of console cases to arrange food inspection at KCCH as individual importer did not have the right to unseal the container, would it not be more appropriate for CFS to approach the forwarders instead of importers to arrange consul food container inspection at KCCH?

A: CFS ensured food safety and regulated import of food through relevant regulations such as Public Health and Municipal Services Ordinance and Food Safety Ordinance. Under the existing legislation, we would direct importers instead of forwarders to arrange their food containers to be delivered to KCCH for inspection by CFS.

Q8: CFS did not understand the operational flow and logistics of containers imported via sea. The mode of operation of container via sea route was totally different to those consignments imported via airport and land. Unlike air and land routes, importers would encounter many operational difficulties in directing the food container to KCCH for inspection. CFS should contact

C&ED to familiar with the inspection of imported container via sea. They inspected containers at KCCH and also importers' warehouses.

A: C&ED had demonstrated their works at Kwai Chung Container Terminal and KCCH to CFS staff. Besides, CFS did contact some importers to collect their current practice via sea route. Hence, CFS was aware of the operational flow and logistics of containers imported through sea route.

Q9: Would CFS follow C&ED's practice to inspect imported food containers at forwarders' warehouse?

A: In the initial stages, CFS would not inspect containers at forwarders' warehouse because not all the importers had their own warehouses and equipment such as forklift and laborers. However, CFS noted the suggestion.

Q10: As it was understood that C&ED conducted dangerous goods inspection at KCCH for anti-terrorism reason, why CFS implemented the new mode of food inspection at KCCH?

A: C&ED and CFS had similar purpose of inspecting containers at KCCH under respective purviews. C&ED's risk profiling focused on anti-terrorism, narcotics interdiction, etc. For CFS, as mentioned, we would conduct enhanced inspections to food containers imported by sea at KCCH basing on risk-based approach, such as intelligence/ complaints received, food incident in surrounding areas, past track record such as non-reporting cases or incomplete manifest information, etc, to protect food safety.

Q11: Were there any figures on contaminated food items with radiation detected in Hong Kong ever since the Fukushima nuclear incident in Japan in 2011?

A: Result of surveillance on radiation level had all along been uploaded in the CFS webpage daily. Given three vegetable samples from Chiba in March 2011 detected with radiation level exceeding the corresponding Guideline Levels of Codex, the DFEH had subsequently issued a Food Safety Order. Since then, about 60 food items were detected with low radiation level but did not exceed the Guideline Levels. Food traders usually surrendered the food items to CFS voluntarily for disposal to ensure good quality of their food products and gain confidence of customers.

Q12: Would CFS just target those importers with poor track record in the new mode of food inspection at KCCH rather than involving all the food importers? It seemed that food importers with good track record in console container were “punished” under the new mode of food inspection at KCCH.

A: As mentioned, CFS would base on risk-based approach to select food containers for inspection at KCCH. Apart from poor tracking record of importers, CFS would also consider other criteria, such as intelligence/complaints, food incidents of surrounding areas, etc.

Q13: The new mode at KCCH was for imported Japanese food. Would other food categories imported through sea border be required to be inspected?

A: All imported food containers would be selected for inspection in KCCH under the risk-based approach. The new mode started with Japanese food due to the reasons mentioned before including Fukushima nuclear incident in Japan in March 2011, concern of food safety of Japanese food by some HK citizen, a complaint concerning import of Chiba carrot in this Jan. Besides, as a new legislation on regulation of imported eggs would be implemented in December 2015, imported eggs container through sea border would also be inspected under the new mode.

Q14: It would be difficult for the importers to arrange transport for food inspection at KCCH, which involved “double handling” of the container in driving the container to KCCH and then back to the importers’ warehouse. Moreover, no definite time was given as to how long it would take for the food inspection at KCCH, while it would just usually take two hours for the importers/forwarders to unload their food items from the containers at their warehouses. This would also lead to the problem of finding a place to park the container after the inspection at KCCH. All the factors would incur higher cost to be paid by the importers. How would CFS cope with these problems which caused nuisances to the importers? CFS should not implement the new mode of food inspection in KCCH in October 2015 before resolving all these problems.

A: It was anticipated that concerned stakeholders including importers, forwards and shippers would be affected by the enhanced inspection to food containers at KCCH. Hence, the purpose of this briefing session aimed at informing importers of the new sea border enhancement for your early liaison/arrangement with relevant stakeholders to cope with CFS’s new measure to

protect food safety. CFS noted importers' concern/ comment on time, manpower and higher cost under the new mode of food inspection at KCCH. In respect of operational difficulties on inspection of console container at KCCH, CFS would look into the issue.

Q15: Would CFS be responsible for any damages incurred during the food container inspection at KCCH?

A: Importers/ their representatives should be present during inspection to oversee loading and unloading of the goods at KCCH. If CFS received any request for claim, CFS would submit the case with our findings to DoJ for seeking legal advice.

Q16: Could the driver drive away the 'vehicle head' and leave the truck in the inspection bay for CFS inspection? The driver will return to KCCH with the 'vehicle head' after completing other orders.

A: The suggestion was not supported because CFS staff might need to wait for the return of the driver with 'vehicle head'. This would interrupt the smooth operation flow in KCCH.

Q17: How many inspection bays would there be for food inspection at KCCH?

A: Importers needed not to worry about it. An inspection bay in KCCH should have been arranged for inspection of your container according to the information in the detention letter issued to the importer.

Q18: What would happen if the importers missed the food inspection requirement due to public holidays?

A. Based on the import information in pre-arrival manifest provided by C&ED, CFS would contact the importer before arrival of the container so as to agree with a date of inspection. A detention letter with date and time of inspection would then be issued to the importer.

Q19: Although my company usually imported full container of food, not consul container, we anticipated double handling of the food container under the new mode of inspection at KCCH. There would be increased operational cost incurred in employing different forwarders to deliver containers to and from

KCCH. Delayed arrival to the booked warehouse would also incur additional cost to find another storage place. Such situation would also affect the importer's contract with the warehouse.

A: CFS noted your concerns. While CFS would look into the operational flow in KCCH, importers were advised to contact your stakeholders early for necessary preparation.

The meeting ended at 12:00 noon.

Centre for Food Safety
Food and Environmental Hygiene Department
28 September 2015

Notes of Briefing Session on
Further Improving Control of Food Imported by Sea

Date : 20.10.2015 (Tuesday)
(Briefing for poultry egg importers)
Time: 3:00 pm
Venue: Lecture Theatre at 3/F, Lai Chi Kok Training School

ATTENDEE

(I) Trade side

A total of 57 representatives of 44 egg importers attended the briefing session, as shown in the Annex.

(II) Centre for Food Safety (CFS)

Ms CHEUNG Lai-kuen, Senior Superintendent (CFS)1
Ms Doris TAM, Superintendent (Import/Export)3
Ms Ho Kit Yi, Chief Health Inspector (Import/Export)5
Mr Sin Chiu Hong, Senior Health Inspector (Import/Export) HK1
Ms. Rachel TAM, SEO(I/E)IR
Mr. John Yip, EO(I/E)IR

Notes of meeting

SS(CFS)1 welcomed all representatives of food importers attending the forum and briefed them on ‘Further Improving Control of Food Imported by Sea’, an enhanced food container inspection at Kwai Chung Custom House (KCCH).

The following major enquiries were raised by the representatives of food importers:

Q1: For all types of Japanese food imported to Hong Kong, were radiation certificates required, including chilled meat? Should the food inspected at the chilled store be sealed before inspection?

A: Due to the Fukushima nuclear incident in Japan, DFEH made an order in 2011 under the Public Health and Municipal Services Ordinance to prohibit the import of vegetable, fruit, milk and milk powder from the five prefectures of Japan, i.e. Fukushima, Ibaraki, Tochigi, Gunma and Chiba into Hong Kong .

However, chilled or frozen game, meat and poultry, poultry eggs and live, chilled or frozen aquatic products from the five prefectures accompanied by a certificate issued by the competent authority of Japan certifying that the radiation levels did not exceed the corresponding Guideline Levels of Codex could be imported into Hong Kong. Targeted chilled meat containers issued with detention letter would be inspected at importers' cold storage area and the container seal should be intact.

Q2: Would the importers be required to be present for food inspection at KCCH?

A: It was advisable for the importer whose container was chosen or his representative to be present during food inspection at KCCH in order to witness the inspection progress.

Q3: As the legislation for poultry eggs would be implemented on 5 December 2015, were health certificates for imported eggs from the countries of origin ready? Which were the countries with their health certificates agreed by CFS?

A: CFS had actively liaised with Consulate General and relevant food authorities of exporting countries to work out agreed health certificates (H/C) before implementation of the poultry egg legislation for import of eggs/egg products.

Q4: While the majority of imported poultry eggs were from Mainland China, USA, Thailand and Malaysia, a lower percentage of poultry eggs were from Ukraine, Pakistan, etc. As it would take around two months to import poultry eggs to Hong Kong, should the health certificates from the exporting countries were not yet ready when the legislation was implemented, the egg importers would suffer loss and the supply of poultry eggs in Hong Kong would be in short.

A: Health certificates for imported poultry eggs would be required when the legislation of poultry eggs were implemented on 5 December 2015. While CFS had already agreed on the health certificates with some major eggs exporting countries, we also actively urged relevant Consulate General and relevant food authorities of exporting countries to step up the process of the agreed H/C. CFS would take note of the importers concern on the readiness of health certificates.

Q5: What would be the criteria for assigning KCCH or warehouse as the place of inspection for poultry eggs? C&ED would inspect food at either wholesale markets where there were more skilled workers or warehouse of the importers. CFS could make reference to C&ED in food inspection. It was suggested that there should be grace period at the commencement of the legislation of poultry eggs.

A: CFS would inspect eggs containers at KCCH. CFS was aware of the operational flow and logistics of containers imported through sea route as C&ED had demonstrated their works at Kwai Chung Container Terminal and KCCH to CFS staff. CFS would provide forklift with driver and workers for devanning and vanning of food items if the food inspection was conducted in KCCH but not in importers' warehouse.

Q6: How long would it take for the food inspection at KCCH ?

A: CFS would arrange the food inspection in the morning or early afternoon in order not to cause any inconvenience to the food traders. The required time for the inspection of container would depend on factors such as the risk assessment, quantity and packing of the food in the container.

Q7: What were the procedures for application of permission for imported poultry eggs from CFS? Would the permission limit the quantity of imported eggs?

A: Importers should apply to CFS for permission to import eggs/ egg products. Relevant import information such as name and quantity of food to be imported, the exporting country, etc should be provided in the application form in accordance with the amended regulation. The validity of the permission would be 6 months for shipments. Importers would be required to inform CFS for import of each shipment of the eggs. Importers were not allowed to import eggs more than the quantity allowed in the written permission.

Q8: Were imported food items inspected at land border?

A: Food items imported through land border would be inspected at Man Kam To Food Control Office as usual.

Q9: If the imported food in a console container included eggs and meat, if

either the poultry egg or meat was subject to laboratory test, would both the eggs and meat be sealed?

A: CFS would release the container after taking samples or if necessary, detain the sealed container waiting for test result. Importer was required to make temporary arrangement for storage of the detained sealed container. We would make assessment for different scenario.

Q10: How long would it take if the food item was marked and sealed before it was released? Should the detention period be say more than five days, the importers would suffer loss as more cost would be incurred for storing the detained food items during the detention period. Would there be enough time for CFS to arrange food inspection with the importers before shipment of the food items arrived?

A: CFS would liaise with the laboratory for earlier test result of food container as far as possible. Based on the import information in pre-arrival manifest provided by C&ED, CFS would contact the importer before arrival of the container so as to agree with a date of inspection. A detention letter with date and time of inspection would then be issued to the importer. Food traders were requested to cooperate with CFS once they received notification for the enhanced food inspection.

The meeting ended at 4:40 pm.

Centre for Food Safety
Food and Environmental Hygiene Department
20 October 2015

Notes of Briefing Session on
Further Improving Control of Food Imported by Sea

Date : 22.10.2015 (Thursday)
(Briefing for frozen confectionary & milk importers)
Time: 3:00 pm
Venue: Lecture Theatre at 3/F, Lai Chi Kok Training School

ATTENDEE

(I) Trade side

A total of 40 representatives of 24 food importers attended the briefing session, as shown in the Annex.

(II) Centre for Food Safety (CFS)

Ms CHEUNG Lai-kuen, Senior Superintendent (CFS)1
Ms Doris TAM, Superintendent (Import/Export)3
Ms Ho Kit Yi, Chief Health Inspector (Import/Export)5
Mr Liang King Man, Chief Health Inspector (Import/Export)6
Mr Sin Chiu Hong, Senior Health Inspector (Import/Export) HK1
Ms. Rachel TAM, SEO(I/E)IR
Mr. John Yip, EO(I/E)IR

Notes of meeting

SS(CFS)1 welcomed all representatives of food importers attending the forum and briefed them on ‘Further Improving Control of Food Imported by Sea’, an enhanced food container inspection at Kwai Chung Custom House (KCCH).

The following major enquiries were raised by the representatives of food importers:

Q1: How long would it take for the food inspection at KCCH, detention of food container waiting for test result?

A: Selected food containers would generally be directed to KCCH for CFS inspection. For frozen confectionary and fresh milk, the containers would be inspected at the importers’ cold store. For inspection of food containers at KCCH, the containers would be released upon satisfactory inspection result

and taking sample, if necessary. For detained container waiting for result of food sample from Government Laboratory, it may take a few days for the test result. CFS would liaise with laboratory for earlier test result. The importer was required to make temporary arrangement for detaining the sealed container. CFS would usually arrange the food inspection in the morning or early afternoon in order not to cause any inconvenience to the food traders. The required time for the inspection of container would depend on factors such as the risk assessment, quantity and packing of the food in the container.

Q2: The importers for frozen confectionary had experienced that while the food items such as ice cream was required to be inspected within 48 hours after arrival in Hong Kong, inspection by CFS could not be arranged within the time limit as inspectors informed them that the Government Laboratory was fully occupied due to heavy workload. It might take the importers weeks before their frozen confectionary food items could be inspected by CFS.

A: CFS had already noted the said situation, Please rest assured that actions were being taken to improve the situation.

Q3: Would food importers with good records be subject to less frequent food inspection?

A: CFS selection criteria of container for inspection at KCCH would include importers with uncooperative track record to report to CFS or failure to provide e-manifest voluntary to C&ED or incomplete information of e-manifest. However, if there was food incident in surrounding areas/ overseas or CFS received intelligence about import of restricted food from the restricted areas, importers even with good tracking records would be subjected to inspection of food containers at KCCH. Importers were reminded to report and submitted import documents to CFS immediately after loading the food at exporting countries and before the arrival of their imported food items in HK for arrangement of inspection. They should also remind their forwarders/ shippers the same.

Q4: Would popsicles without milk content, though under the frozen confectionary food category, be required for inspection under the enhanced mode of inspection? If sample of the frozen confectionary was taken for further testing and detained, the importers would bear more cost for storing the food at the chilled store. What were to be tested for imported popsicles ?

A: The enhanced inspection at the KCCH applied to all food items imported at sea border, such as frozen confectionary, fresh milk, Japanese food, poultry eggs in particular when the legislation for poultry eggs would be implemented in December 2015. The tests applied to popsicles included the bacteriological tests such as total bacteria count and coliform; chemical tests such as food colouring, artificial sweetener, radiation, etc.

Q5: What would be the effects on the logistics companies under the new mode of food inspection at KCCH? Would the cargo forwarders be required to liaise with CFS or C&ED?

A: CFS would contact the food importers but not the forwarders for arrangement of container inspection at the KCCH. Food importers should then liaise with their forwarders, if necessary, in arranging the imported food to be inspected at KCCH. To facilitate the food inspection, forwarders/ shippers should provide detailed import information as required in the pre-arrival manifest.

Q6: Would there be any information on the enhanced mode of food inspection at KCCH such as the workflow, documents to be inspected, etc. uploaded in the CFS website?

A: Yes, relevant information would be issued to importers.

Q7: For the frozen confectionary to be inspected at the importer's warehouse, should the seal of the container remain intact before the inspection?

A: Yes. The seal of the container at the warehouse should be intact for inspection by CFS inspector. The following procedures would then be the same as inspection of frozen confectionary as at present.

Q8: Would console containers with different food items be inspected at KCCH under the new mode?

A: Depending on the circumstance, console containers of different food items would be inspected at the KCCH or warehouses if situation warrant.

Q9: Food items inspected at the airport food control check points would be released after the inspection if no further testing was required. Would it be the same at KCCH under the new mode of inspection?

A: Yes, unless there was doubt on the imported food and food sample had to be taken for testing.

Q10: If both CFS and C&ED required to inspect the food container, would there be any arrangement to minimize the inconvenience caused to the importers?

A: Inspections conducted by CFS and C&ED were not the same. CFS inspection aimed at protection of food safety while that of C&ED would be for prevention of arm and drug trafficking. Should it happen that both inspection by CFS and C&ED would be required, CFS would liaise with C&ED for a joint inspection at KCCH.

Q11: What would happen if there was shipment delay after arrangement for food inspection at KCCH had been made with CFS?

A: Importers should inform CFS officers and re-schedule the food inspection at KCCH.

Q12: If food sample was taken for further check during the food inspection at KCCH, would the whole container be detained? It would induce extra cost for detaining the container. Would CFS pay for the extra cost for renting the chilled store, transport cost, etc. if the container had to be detained pending result of the food testing at the laboratory?

A: Testing of food might be required during the food inspection., If necessary, release of food could only be done after satisfactory test results, Under such circumstance, the whole container would be detained and sealed. The importers would be required to arrange temporary storage of the detained sealed container and bear the cost so incurred. CFS would not pay for the extra cost. The mechanism for further improving control of food imported by sea was to protect food safety and gain confidence on food safety from members of the public.

Q13: The trade suggested CFS to consider making a pledge for how long the food test result would be known in order to minimize the cost in detaining the container.

A: CFS noted the suggestion and would arrange the test results be obtained as

early as possible.

Q.14: Why was frozen food allowed to be inspected and detained if necessary at the importers' warehouse but the arrangement did not apply to dry food?

A: The CFS aimed at carrying inspection of the sealed containers at the CFS inspection point at KCCH under the enhanced sea border control. For special circumstance such as frozen food, the alternative arrangement at importers' warehouse could be considered.

Q.15: As shipment of food items from Taiwan would take just around two day to arrive in Hong Kong. Would CFS' inspection be arranged speedily enough to meet the short shipment time?

A: Under such circumstance, the targeted importer after being notified by CFS should provide us with import documents as soon as possible for arrangement of inspection of sealed container at KCCH.

Q16: Could the importers choose to have their imported food be inspected at the KCCH or their warehouse?

A: The CFS aimed at carrying inspection of the sealed containers at the CFS inspection point at KCCH under the enhanced sea border control. Frozen food items could be inspected at the importers' warehouse.

Q17: If the imported food in a console container included different types of milk but just one type of milk was subject to laboratory test, would all the milk products in the container be detained and sealed?

A: Depending on the circumstance, containers containing different milk products would be inspected, released or detained at the KCCH or warehouses according to risk assessment.

The meeting ended at 5:00 pm.

Centre for Food Safety
Food and Environmental Hygiene Department
22 October 2015

食物環境衛生署
食物安全中心
業界諮詢論壇第五十二次會議紀要

日期: 二零一五年十一月十八日

時間: 下午二時三十分

地點: 香港灣仔皇后大道東 258 號新灣仔街市 1 樓 102 室會議室

出席者:

政府代表

何玉賢醫生	顧問醫生(社會醫學)(風險評估及傳達)	主席
楊子橋醫生	首席醫生(風險評估及傳達)	
郭麗儀女士	科學主任(總膳食研究)	
何國偉先生	科學主任(營養標籤)	
楊志明先生	衛生總督察(食物安全推廣)	
黃卓豪先生	總監(風險傳達)	秘書

業界代表

劉美莉女士	勁寶食品有限公司
林麗娜女士	屈臣氏實業
張翠翠女士	屈臣氏實業
盧樂笙先生	英王麵包(香港)有限公司
黃家齊先生	美國雅培製藥有限公司
鄧君霞女士	AEON Topvalu (Hong Kong) Co., Ltd. (沒有提供中文名稱)
阮綺玲女士	美國領事館
陳雅莉女士	淘化大同食品有限公司
梁健中先生	安得利香港餐飲有限公司
周永江先生	賓仕洋行
林柏華先生	百好食品有限公司
岑慧怡女士	Birdland (Hong Kong) Limited (沒有提供中文名稱)
朱建光先生	立德國際公證香港有限公司
曾驊謙先生	卡樂 B 四洲有限公司
黃俊傑先生	佳力高試驗中心有限公司
歐陽欣欣女士	家得路美國天然健康食品有限公司
陳成凱先生	美國家得路天然健康食品有限公司
黃穎妍女士	食益補(香港)有限公司
陳家平先生	四洲休閒食品(汕頭)有限公司

麥浩威先生	Chemical Laboratory (HK) PTE. Ltd. (沒有提供中文名稱)
梁逸茹女士	Chemical Laboratory (HK) PTE. Ltd. (沒有提供中文名稱)
李嘉鳳女士	周氏食品國際有限公司
黃摯君女士	中龍檢驗認證(香港)有限公司
黃智先生	中國檢驗有限公司
曾玉萍女士	華潤萬家(香港)有限公司
余惠娟女士	City Super Ltd. (沒有提供中文名稱)
黃綺婷女士	廠商會檢定中心
簡慧薇女士	可口可樂中國有限公司
徐小續先生	高雅線圈製品有限公司
黃浩昌先生	加拿大駐香港總領事館
李裕康先生	大昌行集團有限公司
謝兆礎女士	達能紐迪希亞生命早期營養品
孫袁輝先生	德青源(香港)有限公司
Mr. Carlo C. Catingan (沒有提供中文姓名)	樂都香港有限公司
劉穎聰女士	法國領事館經濟部
何嘉穎女士	歐陸食品檢測服務有限公司
鄭志揚先生	恒天然乳品(香港)有限公司
方俊緯先生	食品檢測有限公司
陳妙玲女士	Fresh-cut Produces Ltd. (沒有提供中文名稱)
陳綺萍女士	菲仕蘭(香港)有限公司
袁愷心女士	菲仕蘭(香港)有限公司
何佩明女士	園心食品有限公司
麥玉香女士	General Mills HK Ltd. (沒有提供中文名稱)
杜銳南先生	Global Wellness Logistics (沒有提供中文名稱)
尹婉婷女士	Godiva Chocolatier (Asia) limited (沒有提供中文名稱)
何雅賢女士	香港貨品編碼協會
潘國濂先生	GS1 (沒有提供中文名稱)
陳景龍先生	HAVI Freight Management Ltd. (沒有提供中文名稱)
孔佩儀女士	夏暉物流(香港)有限公司
吳桂枝女士	康健一族有限公司
龔卓敏女士	亨氏香港有限公司
王可君女士	康寶萊
張天恩女士	香港元素有限公司
王志敏先生	香港食品科技協會
鄧起先生	香港食品科技協會
袁霖標先生	香港火腿廠控股有限公司
梁怡寶女士	香港專業教育學院(柴灣分校)

劉錦嬋女士	香港益力多乳品有限公司
周肇基先生	鴻福堂
吳凱麗女士	和黃中國醫葯科技有限公司
何善欣女士	宜家家居
周婉雯女士	國際食品安全協會
溫樂敏女士	天祥公證行有限公司
矛綺雯女士	伊藤忠商事(香港)有限公司
田中 弘幸先生	日本貿易振興機構
周天任先生	日本貿易振興機構
蕭婉芹女士	Kellogg Asia Marketing Inc. (沒有提供中文名稱)
黃慧敏女士	李錦記
蕭偉倫先生	佳合工業有限公司
梁子飛女士	萬寧
林子君先生	萬寧
何雅欣女士	美心食品有限公司
蘇寶妍女士	美心食品有限公司
陳婉嫻女士	美心食品廠
朱慧玲女士	美贊臣營養品(香港)有限公司
鄧銘彥先生	Mondelez Hong Kong Limited (沒有提供中文名稱)
王沛森先生	天一環球有限公司
馬榮生先生	雀巢香港有限公司
劉永倫先生	九至五飲食有限公司
李培祥先生	日清食品有限公司
葉錦芬女士	安永國際亞洲有限公司
張仲雯女士	伯伯加奴太平洋有限公司
黎倩雯女士	百佳超級市場(香港)有限公司
張思定先生	百佳超級市場(香港)有限公司
黃襄玲女士	香港必勝客管理有限公司
陳慧玲女士	寶力牌國際有限公司
林凱明女士	群力發展有限公司
楊志恆先生	利潔時有限公司
Ms. Susana Munoz	
Enriquez (沒有提供中文姓名)	墨西哥經濟部駐華代表處
梁詠珊女士	SFB Ltd. (沒有提供中文名稱)
Ms. Carol LAI (沒有提供中文姓名)	SGS Hong Kong Limited (沒有提供中文名稱)
梁志豪先生	雪印香港有限公司
Ms. Antonia Martinez F.	Spanish Trade Commission (沒有提供中文名稱)

(沒有提供中文姓名)

廖詠珊女士	太古可口可樂香港
郭炳和先生	大班麵包西餅有限公司
梁雪瑩女士	牛奶公司集團
梁思敏女士	牛奶公司集團
凌浚杰先生	嘉頓有限公司
楊月琴女士	香港標準及檢定中心
鄒明珠女士	信基國際企業有限公司
張詠賢女士	香港聯合利華有限公司
劉叔禮先生	香港百宜有限公司
黎文義先生	越南社會主義共和國駐香港-澳門總領事館
吳澤森先生	維健生產有限公司
郭穎怡女士	維他奶國際集團有限公司
林思沛女士	惠康
林紫茂先生	永南食品有限公司
關子俊先生	箭牌亞洲
周俊揚先生	惠氏(香港)控股有限公司

列席者：

王超先生	國家食品藥品監督管理總局
龍潔女士	國家食品藥品監督管理總局
柯法業先生	國家食品藥品監督管理總局
李衛新先生	國家食品藥品監督管理總局
李衛鋒先生	國家食品藥品監督管理總局
李慧敏女士	國家食品藥品監督管理總局
靳發彬先生	國家食品藥品監督管理總局

開會詞

主席歡迎所有業界代表出席第52次業界諮詢論壇會議，並介紹政府代表。他又歡迎七位來港考察的國家食品藥品監督管理總局代表，並向他們介紹論壇的職能。

通過上次會議紀要

議程項目四

葵涌貨櫃碼頭的海路管制站

20. 楊志明先生告知與會者，為加強監察從海路進口的食物，中心已在葵涌海關大樓設

立食物檢查站。食物檢查站已於二零一五年十月開始運作。中心在抽查經海路進口的食物時，以風險為本的原則，揀選貨櫃運到該檢查站作檢驗。揀選考慮的因素包括相關的情報；鄰近地方的食物安全事件；有關進口商過往曾否未按中心指示聯絡中心安排檢測，以及有否在貨櫃抵港前主動向香港海關提交艙單或相關資料是否齊全等。被抽查的進口食物包括：涉及食物安全事故的進口食物；其他受規管的進口食物；以及較高風險食物（例如奶類／奶類製品、冰凍甜點等）。食物於出口地上船後但未到達香港前，進口商應主動盡早通知食安中心，並向中心提交進口文件。進口商被中心選中的貨櫃須在葵涌海關大樓食安中心檢查站接受檢驗。中心人員會在貨櫃抵港前向有關進口商發出通知書，要求進口商在貨櫃進口後，按通知書指定的日期和時間將貨櫃運往葵涌海關大樓的食安中心檢查站接受檢查。貨櫃的封條／鉛封須保持完整。中心人員會檢查貨櫃內的食物，並視乎實際情況和需要，抽取食物樣本送往政府化驗所作測試，然後放行有關貨櫃。視乎個別情況(例如冷藏食物)，中心或會在其他指定地點抽驗進口食物。中心已舉行多場簡介會，向業界介紹有關在葵涌貨櫃碼頭的加強食物管制措施及安排，並呼籲業界配合。

21. 就一名業界代表的查詢，楊志明先生表示會把她的名字轉交給食物進／出口組，以便邀請她出席下次的簡介會。是次會議的簡報內容已上載於中心網頁，以供參閱。

22. 對於另一名業界代表的查詢，主席解釋說，除非有需要扣留貨物，否則貨物在檢驗或抽取樣本完畢後即可放行，無須等待檢測結果。有關操作詳情可查詢食物進／出口組。對於另一名業界代表的查詢，主席表示，目前未有計劃在葵涌海關大樓安裝檢測冷藏食物的設備。他又回答另一名業界代表說，日本食品的輻射水平檢測會一次過進行，同一食品無須檢測多次。

加強監測海路進口食物



海路進口食物檢查站

- 食安中心已在葵涌海關大樓設立海路進口食物檢查站，以加強對從海路進口食物的監察。
- 食物檢查站已今年十月開始運作。



海路進口食物檢查站

位於葵涌海關大樓的食安中心檢查站



規管安排

1. 抽查準則

- 抽查經海路進口的食物，並會以風險為本的原則，揀選貨櫃運到該檢查站作檢驗。
- 揀選考慮的因素包括相關的情報、鄰近地方的食物安全事件、有關進口商過往曾否未按中心指示聯絡中心安排檢測，以及有否在貨櫃抵港前主動向香港海關提交艙單或相關資料是否齊全等。

規管安排

2. 抽查項目

- 食安中心會按風險為本的原則，並因應公眾對進口食物食用安全的關注而進行抽查工作。
- 被抽查的進口食物包括：
 - 涉及食物安全事故的進口食物；
 - 其他受規管的進口食物
 - 較高風險食物（例如牛奶/奶類製品、冰凍甜點等）
 - 於今年**12**月開始實施入口管制的蛋類
 - 受食環署署長所作出的食物安全命令所規範的食品（例如日本進口食物、台灣進口食油等）

規管安排

3. 提交進口文件

- 食物於出口地上船後但未到達香港前，進口商應主動盡早通知食安中心，並向中心提交進口文件。

DEPARTMENT OF ECONOMIC DEVELOPMENT
MINISTRY OF AGRICULTURE AND COOPERATION, THAILAND
OFFICIAL CERTIFICATE FOR EXPORT PRODUCTS TO THE HONG KONG CUSTOMS

17 SEPT 2012
BY SHIP

TRADEMARK	NO MARK	9 CS	FROZEN BEEF (BONELESS)	117.8KG	HKD 517,000
					HKD 517,000

JAPAN

進口許可證

WALMILL
KYUREYU NISSIN

SHIPPER'S COPY

DATE: 17 SEPT 2012

SHIPMENT: 9 CS FROZEN BEEF (BONELESS)

ORIGIN: JAPAN

海運提單

DEPARTMENT OF ECONOMIC DEVELOPMENT
MINISTRY OF AGRICULTURE AND COOPERATION, THAILAND
OFFICIAL CERTIFICATE FOR EXPORT PRODUCTS TO THE HONG KONG CUSTOMS

Certificate reference No.: AC

1. Name and address of consignee: _____

2. Name and address of producer: _____

3. Name of commodity: _____

4. Name of Manufacturer: _____

5. Place of origin: _____

6. Port of loading: _____

7. Port of destination: _____

8. Date of shipment: _____

9. Number and kind of packages: _____

10. Net Weight (kg): _____

官方證明書

PACKING LIST

Item	Description	Quantity	Net Weight (kg)	Gross Weight (kg)
14885P	JAPANESE UDON NOODLE TEUCHI 400 BAGS 500G	75	37.50	45.00
14885Q	JAPANESE UDON NOODLE TEUCHI 400 BAGS 500G	75	37.50	45.00

ORIGIN: EHI-ME, JAPAN

裝箱清單

MAFF
Ministry of Agriculture, Fisheries and Conservation
Certificate on radiation levels in food for export to Hong Kong

Consignment Code: _____ Declaration Number: _____

DECLARER: _____ (competent authority)

DATE: 17-09-2012

Category of food: _____

輻射水平證書樣本

規管安排

4. 抽查貨櫃的食安測試安排

- 葵涌海關大樓食安中心檢查站:
 - 被食安中心抽查的進口商貨櫃需在葵涌海關大樓食安中心檢查站接受檢驗。
 - 中心人員會在貨櫃抵港前向有關進口商發出通知書。
 - 要求進口商在貨櫃進口後，按通知書指定的日期和時間將貨櫃運往葵涌海關大樓的食安中心檢查站接受檢查。

規管安排

5. 保安封條

- 有關貨櫃到達葵涌海關大樓的食安中心檢查站前，進口商/司機切勿打開貨櫃的封條/鉛封。
- 貨櫃的封條/鉛封必須經食安中心人員檢查為完整後才可開啓。



規管安排

6. 食安測試

- 食安中心人員會檢查貨櫃內的食物。



規管安排

6. 食安測試

- 視乎實際情況和需要，食安中心人員會抽取食物樣本送往政府化驗所作測試，然後放行有關貨櫃。食安中心亦會視乎需要，扣留有關貨櫃等待檢驗結果。



規管安排

7.其他抽查地點

- 食安中心視乎個別情況(例如冷凍食物)，會要求進口商在其他地點抽驗進口食物(例如貨櫃開封卸貨的地方)。
- 但被抽查的貨櫃的封條/鉛封必須經食安中心人員檢查確實為完整後才可開啓。



進口商倉庫
(適用於冷凍或冷藏食物)

業界簡介會

- 食安中心已舉行多場簡介會，向業界介紹有關在葵涌貨櫃碼頭的加強食物管制措施及安排，要求業界配合。



多謝