

Rural & Regional Affairs and Transport Legislation Committee
ANSWERS TO QUESTIONS ON NOTICE
Additional Estimates 2015 - 2016
Infrastructure and Regional Development

Question no.: 210

Program: n/a

Division/Agency: Office of Transport Security

Topic: Aviation Security Screening of Minister Ms Julie Bishop

Proof Hansard Page: Written

Senator Sterle, Glenn asked:

1. Did the Minister's office (Minister Truss) or his Department make any representations to any person or organisation about any incident involving the Foreign Minister and security at Melbourne airport?
2. If yes, what was the nature of those representations?
 - a. When were they made?
 - b. Why were they made?
 - c. Was the Prime Minister, his office or Department of PM&C included in correspondence or discussions?

Answer:

1. Yes.
2.
 - a. 8 October 2015.
 - b. The then Deputy Prime Minister's Office (DPMO) raised screening practices with both Australia Pacific Airports (Melbourne) Pty Ltd (Melbourne Airport) as the screening authority responsible for screening at Melbourne Airport, and the Department of Infrastructure and Regional Development (the Department) as the regulator responsible for monitoring compliance with screening procedures.

As part of its own regulatory compliance programme, the Department contacted Melbourne Airport to determine if there was a regulatory breach, which is a normal process that the Department follows in these circumstances.

- c. No.

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Question no.: 211

Program: n/a

Division/Agency: Office of Transport Security

Topic: Maritime Security Identification Cards

Proof Hansard Page: Written

Senator Sterle, Glenn asked:

1. How long does it usually take on average to have an MSIC card issued – from application to issue?
2. What circumstances excuse not having an MSIC card in a security regulated zone (can if under direct supervision – eg line of sight of an MSIC card holder)?
3. Are you aware if the foreign replacement crew that boarded the MV Portland in Portland Victoria, in the dead of night on January 13, 2016 – escorted by about 30 security guards – were issued with MSIC cards?
4. If no:
 - a. should they have had MSIC cards?
 - b. Under what basis could they have boarded the ship without MSIC cards?
5. If yes:
 - a. how long did it actually take from application to issue of the cards for this foreign crew?
 - b. which MSIC issuer issued the cards?
 - c. On what date?
 - d. Who paid for the cards?
6. If they were not under direct supervision and did not have MSIC cards, is that an issue of concern to OTS?
7. Did the 30 security guards have MSIC cards? (Taipan Security was the company)
8. Did anyone in OTS receive reports of stolen port authority access cards in January leading up to the 13th?

Answer:

1. The time taken for an MSIC to be issued varies from applicant to applicant, depending on their background status.

The vast majority of background checks (which are coordinated by Auscheck within the Attorney-General's Department) are completed within 15 days. For example, during the final quarter of 2015, 84% of MSIC background checks were completed within 10 working days, with 95% completed within 15 days.

2. The Maritime Transport and Offshore Facilities Security Regulations 2003 (MTOFSR) provides for certain limited exemptions from holding and displaying a valid MSIC in a maritime security zone (aside from a visitor who is escorted or continuously monitored by an MSIC holder).

Exemptions exist for:

- defence force personnel in a security zone as part of their duties;
- emergency personnel responding to an emergency (including law enforcement officers, ambulance, rescue or fire service officers);
- Australian Federal Police or State/Territory Police officers;
- Australian Border Force officers undertaking certain duties; and
- persons, or classes of persons, exempt by the Secretary.

The exemption clause for persons or classes of persons has been used to allow staff working on specific offshore oil and gas facilities to not display their MSIC where it could be an occupational hazard. The staff must still hold an MSIC on their person and be able to produce it if requested.

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3. No.
4.
 - a. No. The MV Portland had no security zones established at Marsec Level 1.
 - b. With permission of the ship operator.
5. n/a.
6. Refer to question 4.
7. MSICs were not required as there were no security zones on the MV Portland at Marsec Level 1.
8. No.

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Question no.: 212

Program: n/a

Division/Agency: Office of Transport Security

Topic: Security zones on MV Portland

Proof Hansard Page: Written

Senator Sterle, Glenn asked:

At 1am on January 13, 2016, were there maritime security zones on the MV Portland?

If yes,

- a. Which areas were so classified?
- b. Did the persons who boarded the ship enter any of those zones?

If yes,

- a. Were the persons who so entered compliant with the requirements for entry to such zones?

Answer:

No.