

Rural & Regional Affairs and Transport Legislation Committee

ANSWERS TO QUESTIONS ON NOTICE

Budget Estimates 2017 - 2018

Infrastructure and Regional Development

Committee Question Number: 129

Departmental Question Number: SQ17-000266

Program: n/a

Division/Agency: Office of Transport Security

Topic: YouTube Video - vessel and port security at Glebe Island

Proof Hansard Page: 110 (23 May 2017)

Senator Sterle, Glenn asked:

Senator STERLE: I want to bring you back to a YouTube video in which the International Transport Workers' Federation national coordinator boarded a foreign flagged ship alongside an inner city wharf in Glebe in Sydney. He just walked up the gangplank. The video was shot just over a year ago and was shown to the Senate inquiry in March. How can anyone access a foreign owned, foreign flagged, foreign crewed ship in a working Australian port without any checks at all?

Ms Wimmer: I think I know the video you are referring to, but I would need to clarify. I think the issues there were that the port was not a regulated port and there was not a security zone in operation at the time that vessel—

Senator STERLE: Glebe in Sydney is not a regulated port? This is getting worse.

Ms Wimmer: I would have to go back and check, but, based on my recollection, it is not.

Mr Mrdak: Let us take that on notice. I am not familiar with the YouTube video. I will go and review it and come back to you with advice in relation to access to that vessel.

Answer:

Glebe Island is a regulated port facility within the Port of Sydney Harbour, a security regulated port under the *Maritime Transport and Offshore Facilities Security Act 2003*.

At the current maritime security level (marsec 1), Glebe Island does not have any established port security zones in place. Consequently, there is no requirement to have a Maritime Security Identity Card to access the berth at Glebe Island unescorted.

The berth is multi-user and the port facility operators operating at this berth have access controls in place that are documented in their respective maritime security plans.

The vessel in question was the Alcem Lugait. At the time of the video, it was a Singaporean flagged vessel.

Under the International Ship and Port Facility Security Code, the Alcem Lugait is required to have a ship security plan and an International Ship Security Certificate that is authorised by its flag state (Singapore). The security plan includes measures to control access onto the ship. The ship's security officer is responsible for implementing the security measures detailed in a ship's security plan, including those related to access.

On 30 March 2016, the Australian Maritime Safety Authority inspected the vessel and confirmed it holds a valid International Ship Security Certificate.

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Senator Sterle, Glenn asked:

Senator STERLE: How many of our ports in Australia have no physical barriers to, or security checks on, the ship's gangway?

Ms Wimmer: I think we have had a conversation before about secure zones and how they can actually be ephemeral. They may apply when a ship is in the port but then not apply. They are not there permanently. So it is very hard to say where there is a secure zone and where there is not a secure zone.

Senator STERLE: Is it fair to say that there are some ports that are not regulated – so evildoers could just slip into the port.

Ms Wimmer: That is right. We do not regulate every port.

Senator STERLE: Are there some ports where we only regulate some berths? I did not know this.

Ms Wimmer: Richard can help me out with this.

Mr Farmer: It would depend on the operations of the port. There are some ports that have permanent zones established with a ship to shore interface. There are some ports where the zones are turned on and off depending on the arrival and departure patterns of vessels. There are other ports, as Ms Wimmer has said, that are not security regulated ports. It really depends on the operation of the port and the type and frequency of traffic which is coming in and out of that port.

Senator STERLE: What about Glebe? Is that a regulated port?

Ms Wimmer: We will take that on notice and get back to you.

Answer:

Glebe Island is a regulated port facility within the Port of Sydney Harbour, a security regulated port under the *Maritime Transport and Offshore Facilities Security Act 2003*.

At the current maritime security level (marsec 1), Glebe Island does not have any established port security zones in place.