Question No.: OTS 01

Division/Agency: Office of Transport Security
Topic: Number of Officers Undertaking Maritime Compliance Activities
Hansard Page/s: 116 (09/02/10)

Senator Nash asked:

Senator NASH—How many of the OTS staff would be involved in undertaking these compliance activities?
Mr Retter—We have approximately 120 officers in total spread between the five outposted offices. I will check the exact number, but approximately one-third of those officers undertake maritime compliance activities on a daily basis.

Answer:

32.6 funded Full Time Equivalent (FTE) are attributed to maritime matters.

Question No.: OTS 02

Division/Agency: Office of Transport Security
Topic: Types of Issues Identified at Security Regulated Ports
Hansard Page/s: 117 (09/02/10)

Senator Nash asked:

Senator NASH—It would be worthwhile if you could provide the committee with details of where those instances have occurred. I take your point that obviously no further action was necessary, but it would be quite useful for the committee to understand the level of that noncompliance. With those where there have been, as you say, no significant levels of noncompliance, what is the process then for follow-up to ensure that compliance is met?
Mr Retter—Where we do find issues that need to be rectified, those issues are formally advised to the industry participant. We then work with each of those industry participants to rectify the issue. The inspectors on the ground and the regional directors from the Office of Transport Security report back to the general manager of the branch who deals with those issues to confirm that rectification has occurred. Indeed, when we go back and reassess, as we do on a periodic basis, we check to see that those things that needed rectification have been addressed. If they have not been addressed, then obviously that is a matter of concern. You asked for some advice about what vulnerabilities or issues were found going around the ports. We can give you a rough break-up, but I would be concerned about providing details of which specific ports. That perhaps would not be in the transport security interest, if you understand where I am going.

Answer:

The majority of non compliances identified at ports relate to human factors.

Question No.: OTS 03

Division/Agency: Office of Transport Security
Topic: Issues Resolution in the Maritime Mode
Hansard Page/s: 117 (09/02/10)

Senator Nash asked:

Senator NASH—I understand, Mr Retter. I think the committee would be quite happy just to get a sense of the types of issues that you are referring to. Are you now confident that all of those issues that have been identified over the last three years have been resolved and have been through that follow-up process that you are talking about?
Mr Retter—The follow-up process is continuous. We review the follow-up program on a regular basis in terms of what issues have been uncovered as a result of inspections and audits and, as I said, we go back to look at those issues on a regular basis. I am unaware of any unresolved issues at the moment but, if I can, I will check with my staff and come back to you very shortly in terms of the answer to that.

Answer:

Follow up action from audits and inspections is continuous to ensure that corrective actions are completed within identified timeframes and to the satisfaction of the Department.

Question No.: OTS 04

Division/Agency: Office of Transport Security
Topic: Copy of the GHD Report
Hansard Page: 117-118 (09/02/10)

Senator Xenophon asked:

Senator XENOPHON-Mr Retter, I would like to ask you some questions in terms of the GHD report into Australia's maritime security industry card scheme. Is it correct that that was provided to Office of Transport Security in July last year?
Senator XENOPHON—If I could put that on notice and have that sent to my office.
Mr Mrdak—We will do that through the committee.

Answer:

A copy of the GHD Report is attached.

OTS 04 – Attachment A – GHD Report

Question No.: OTS 05

Division/Agency: Office of Transport Security
Topic: Details on Date that AFP and Customs were Provided with GHD Report
Hansard Page: 119 (09/02/10)

Senator Xenophon asked:

Senator XENOPHON—Perhaps on notice if you could provide some further details of the date upon which the AFP and Customs were provided with details.
Mr Retter—As I said, they were provided with the report on 18 September. I can advise whether we received a response from them.
Senator XENOPHON—But on notice can you provide who it was sent to and the covering letter? Would that be a difficulty?
Mr Retter—I am sure we can check and take it on notice.

Answer:

The GHD Report and covering letter were sent via email on Monday 7 September 2009.

This email was sent to the Acting National Coordinator Aviation Intelligence (Australian Federal Police) and Director Security (Australian Customs and Border Protection Service).

Question No.: OTS 06

Division/Agency: Office of Transport Security
Topic: 2003 Sydney Airport Report prepared by Former Australian Customs Officer
Hansard Page/s: 119 (09/02/10)

Senator Xenophon asked:

Senator XENOPHON—But you were not shown a copy of the report that was prepared by Mr Kessing in 2003, by Customs. You only became aware of it in 2005.
Mr Wilson—I would have to take that on notice. In 2003, I do not believe any of the officers sitting at the table were involved in the Office of Transport Security.

Answer:

The Department of Infrastructure, Transport, Regional Development and Local Government has no record of receipt of the report.

Question No.: OTS 07

Division/Agency: Office of Transport Security
Topic: Enhanced Aviation Security Initiatives Announcement
Hansard Page/s: 121 (09/02/10)

Senator Abetz asked:

Senator ABETZ—Unfortunately, I think that has escaped us for this round of estimates. Minister, when was it determined that this course of action, as announced today, would be undertaken?
Senator Conroy—I would have to take that on notice.

Answer:

It is longstanding Australian Government practice not to provide details about the timing of, and attendance at, Cabinet or Cabinet Committee meetings, or details of the subject matter considered.

Question No.: OTS 08

Division/Agency: Office of Transport Security
Topic: Enhanced Aviation Security Initiatives Announcement
Hansard Page/s: 121 (09/02/10)

Senator Abetz asked:

Senator ABETZ—Thank you for that terminology. When did they last meet?
Mr Mrdak—I would have to take that on notice. I would have to take advice as to whether the government normally discloses the dates of cabinet meetings

Answer:

Refer to OTS 07.

Question No.: OTS 09

Division/Agency: Office of Transport Security
Topic: Enhanced Aviation Security Initiatives Announcement
Hansard Page/s: 121 (09/02/10)

Senator Abetz asked:

Senator ABETZ—I do, indeed. Noting the lack of pro-disclosure culture here, I would have thought that your department, being intimately involved in this, may have had some understanding of the processes. So if we can then take on notice when that committee last met—
Mr Mrdak—I will certainly take that on notice and seek advice from the National Security Adviser in relation to—
Senator ABETZ—That would have been the final sign-off then of the decision that was announced today.
Mr Mrdak—I will take advice in relation to the decision-making process from the National Security Adviser.

Answer:

Refer to OTS 07.

Question No.: OTS 10

Division/Agency: Office of Transport Security
Topic: Enhanced Aviation Security Initiatives Announcement
Hansard Page/s: 122 (09/02/10)

Senator Abetz asked:

Senator ABETZ—When were you advised of the committee's decision and that you might have to get things in place for this announcement?
Mr Mrdak—Again, I will take that on notice. Certainly, as I have mentioned, the government has been considering these issues for the last few weeks—
Senator ABETZ—We know that.
Mr Mrdak—in relation to this report. I will take on notice the government practice—which I am not familiar with, in terms of the National Security Committee—in relation to what information is provided on their meetings and when their conclusion of those is normally advised. I will take that on notice and come back to you as soon as I can.

Answer:

Refer to OTS 07.

Question No.: OTS 11

Division/Agency: Office of Transport Security
Topic: Enhanced Aviation Security Initiatives Announcement
Hansard Page/s: 122 (09/02/10)

Senator Abetz asked:

Senator ABETZ—Are you able to tell us when he went to those various meetings?
Senator Conroy—No, we are not. No-one is in the habit of releasing dates of cabinet meetings, particularly meetings of the National Security Committee of Cabinet.
Senator ABETZ—Even after they occurred? I would ask you to take that on notice—
Mr Mrdak—We will take it on notice.

Answer:

Refer to OTS 07.

Question No.: OTS 12

Division/Agency: Office of Transport Security
Topic: Consideration of Biometric Identification of Staff and Workers in, at and around Airports.
Hansard Page/s: 123 (09/02/10)

Senator Abetz asked:

Senator ABETZ—If you are now limiting it to the committee, we can have a look at that as well. In relation to the minister's responsibility for the aviation security regulatory regime, has any consideration been given to a system of biometric identification of staff and workers in, at and around airports? I would have thought that that potentially is a very important security measure.
Senator Conroy—I do not know if you got a chance to watch the press conference in the lunchbreak earlier today. I was in my office and did get to see some of it. There were some questions that were asked about that, so perhaps we can get you the transcript of the—
Senator ABETZ—And the answers were?
Senator Conroy—As I said, I was not following it all completely. I was actually eating my lunch and having a discussion with my staff.
Senator ABETZ—Do you mean to say you were not standing there in awe of your Prime Minister, Senator Conroy? You shock me!
Senator Conroy—Always.
Senator ABETZ—But possibly the departmental officials might actually know—
Senator Conroy—We can get you the transcript of the—
Senator ABETZ—Yes, but these people—
Senator Conroy—We can give it to you first-hand.
Senator ABETZ—might actually know.
Senator Conroy—No, we can give you the information first-hand.
Senator ABETZ—If you can take that on notice.

Answer:

Yes.

Question No.: OTS 13

Division/Agency: Office of Transport Security
Topic: Opposition to Biometric Identification of Airport Workers
Hansard Page/s: 123 (09/02/10)

Senator Abetz asked:

Senator ABETZ—Thank you. Have you received any specific submissions against biometric identification of airport workers?
Mr Retter—I would have to take that on notice.

Answer:

No.

Question No.: OTS 14

Division/Agency: Office of Transport Security
Topic: Approximate Costs of 'Bottle Scanners'
Hansard Page/s: 126 (09/02/10)

Senator Abetz asked:

Senator ABETZ—And what are the price ranges?
Mr Retter—I will take that on notice.

Answer:

'Bottle scanners' currently range in price from approximately $40,000 to $250,000 depending on exchange rates and the type of technology used. However the majority of currently available equipment costs in the order of $50,000-$60,000.

Question No.: OTS 15

Division/Agency: Office of Transport Security
Topic: Crown Security Pty Ltd and All Events Security Pty Ltd
Hansard Page/s: 129-130 (09/02/10)

Senator Heffernan asked:

Senator HEFFERNAN—At some stage, in some convenient manner, could you report back to the parliament on what precautions have been taken? You may have to do that in camera to this committee.
CHAIR—On that, Senator Heffernan, I would urge that we roll on, because we have gone way over time. **Senator HEFFERNAN**—Okay.
CHAIR—Thank you. Senator Macdonald.
Senator IAN MACDONALD—Mr Chairman, I had these questions down for Aviation and Airports.
Senator HEFFERNAN—I did not actually get an answer there, by the way.
CHAIR—I am sorry. That is fair enough!
Mr Wilson—Can we take that question on notice?
Senator HEFFERNAN—Right.

Answer:

The allegations have been referred to the Australian Federal Police.

Question No.: OTS 16

Division/Agency: Office of Transport Security
Topic: Details on date that AFP and Customs were provided with GHD Report
Hansard Page/s: Written Question

Senator Xenophon asked:

When was the GHD report sent to the Australian Federal Police and Australian Customs?

Answer:

Refer to OTS 05.

Question No.: OTS 17

Division/Agency: Office of Transport Security
Topic: Details on date that AFP and Customs were provided with GHD Report
Hansard Page/s: Written Question

Senator Xenophon asked:

Who was the GHD report sent to at the Australian Federal Police and Australian Customs?

Answer:

Refer to OTS 05.

Question No.: OTS 18

Division/Agency: Office of Transport Security
Topic: Details on date that AFP and Customs were provided with GHD Report
Hansard Page/s: Written Question

Senator Xenophon asked:

What information was provided along with the GHD report to the Australian Federal Police and Australian Customs?

Answer:

Refer to OTS 05.

Question No.: OTS 19

Division/Agency: Office of Transport Security
Topic: Flow of Information Between Agencies and OTS
Hansard Page/s: Written Question

Senator Xenophon asked:

What are the flow of information procedures between agencies and the Office of Transport Security?

Answer:

Inter-agency engagement in the national security environment is led at the highest level by the National Security Advisor through the Homeland and Border Security Policy Coordination Group (HPCG). The Office of Transport Security (OTS) is represented at the HPCG at Deputy Secretary level.

Question No.: OTS 20

Division/Agency: Office of Transport Security
Topic: 2003 Sydney Airport Report Prepared by Former Australian Customs Officer Alan Kessing
Hansard Page/s: Written Question

Senator Xenophon asked:

Did the Office of Transport Security receive a report co-authored by Allan Kessing from Australian Customs in 2003?

Answer:

Refer to OTS 06.

Question No.: OTS 21

Division/Agency: Office of Transport Security
Topic: Oversight of Compliance at Ports
Hansard Page/s: Written Question

Senator Nash asked:

1. What compliance activities have been undertaken by OTS at our ports in:
    a. Financial year 2007-2008
    b. Financial year 2008-2009
    c. So far in financial year 2009-2010

2. How many OTS staff are involved in undertaking these compliance activities in:
    a. Financial year 2007-2008
    b. Financial year 2008-2009
    c. So far in financial year 2009-2010

Answer:

1. a. In 2007-2008, 1740 compliance activities were undertaken by Office of Transport Security (OTS) staff at Australian ports.
    b. In 2008-2009, 931 compliance activities were undertaken by OTS staff at Australian ports.
    c. In 2009-2010, 452 compliance activities were completed by OTS staff at Australian ports as at 31 January 2010 (excluding activities in progress).

2. a. In 2007/08, 26 staff were involved in maritime inspection work.
    b. In 2008/09, 28 staff were involved in maritime inspection work.
    c. In 2009/10, 26 staff were involved in maritime inspection work.

Question No.: OTS 22

Division/Agency: Office of Transport Security
Topic: Oversight of Compliance at Ports
Hansard Page/s: Written Question

Senator Nash asked:

1. How does OTS determine which ports to inspect and which not to inspect? (ie is it a truly random process or does it rely on tip-offs or each port getting inspected in routine way?)
2. Did any of your inspections at ports in the last three financial years result in the port not meeting required standards?
3. If yes:
      a. Which ports?
      b. When?
      c. Why?
4. Have follow up inspections been done to ensure that all of these ports have been brought up to the required standards?
5. If not, why not?
6. If yes, give details?

Answer:

1. The Department of Infrastructure, Transport, Regional Development and Local Government's (the Department's) annual compliance plan is intelligence led and risk based. In assessing risk, the Department considers information from the national intelligence community, compliance information and other information such as incident reporting.
2. Most compliance verification activities produce findings or observations in relation to some aspects of the security regime. Overall levels of compliance remain sound.
3. N/A.
4. Any compliance issues arising during an audit or inspection are formally brought to the attention of the port operator. Inspections and audits routinely follow up on matters identified previously. Additional audits or inspections are also scheduled when the circumstances warrant it. Findings about individual participants are not made available as it is not in the interests of security to publish such information.
5. Please refer to answer 4.
6. Please refer to answer 4.

Question No.: OTS 23

Division/Agency: Office of Transport Security
Topic: Funding Provisions in Regard to 20,000 kg Maximum Takeoff Weight
Hansard Page/s: Written Question

Senator Nash asked:

Aviation Security – Maximum Take Off Weight (MTOW) as primary determinant of aviation security settings Aircraft with greater than 30tonnes MTOW effective 01st July 2010 – requires passenger and baggage security Aircraft with greater than 20tonnes MTOW effective 01st July 2014 – requires passenger and baggage security

This specific issue poses significant implications for Regional Airports across Australia. The MTOW threshold change to above 20tonnes effective mid 2014 will capture the Q-400 turbo-prop aircraft as operated by QantasLink. As a result many regional airports (such as but not limited Wagga Wagga NSW and Port Lincoln SA) will be subject to costly security measures for the first time. The cost of such security measures which includes the upfront infrastructure costs, ongoing maintenance and manpower costs is set to exceed the total annual revenue that many of these regional airports generate in total. With smaller regional market sizes (smaller passenger numbers) the cost burden on the cost of tickets to regional destinations could be as high as $20 per trip and if simply left to the airlines to collect will have a significant adverse impact on passenger growth and service viability. Airlines such as Regional Express have demonstrated that with lowering average ticket prices that they have been able to viably stimulate market sizes and increase flight frequency thus making schedules more convenient to the benefit of Regional Australia. Additional and significant security related costs will put the future viability of many regional routes at risk.

How does the Government propose to fund the costly security related measures at regional airports that will be impacted by the new MTOW thresholds and will it provide regional airports (primarily local councils) with the necessary funding and support? The White Paper has done very little to assist regional airports (not referring to remote aerodromes) with funding to support what is essential infrastructure that links Regional Australia to our Capital Cities and the additional security related costs will only further add to the cost pressures experienced by regional airports and local councils.

Additionally, what is the rationale for delaying the revised 20tonne MTOW threshold until mid 2014? If the Government has determined that the revised aircraft MTOW threshold of greater than 20 tonne is due to a valid security concern, how is it that such a measure can be delayed until mid 2014?

Answer:

As part of the Prime Minister's announcement on 9 February 2010, the date for implementation of security screening of regular public transport and open charter aircraft over 20,000kg has been brought forward to 1 July 2012.

The Government has allocated $200 million to increased aviation security. $32 million of this has been allocated to regional airports.

Question No.: OTS 24

Division/Agency: Office of Transport Security
Topic: Date of Implementation of New Screening Requirements For Regular Passenger Transport Aircraft
Hansard Page/s: Written Question

Senator Nash asked:

I refer to the Aviation White Paper – *Flight Path to the Future* – released in December last year. Specifically, the White Paper flags a change to the mandatory passenger and baggage screening requirements. The White Paper notes that from 1 July 2010 the trigger for compulsory passenger and baggage screening for Regular Public Transport and open charter aircraft will be applied to aircraft with a Maximum Takeoff Weight of 30,000 kilograms, regardless as to whether the aircraft is jet or turbo propelled.

I further understand that the trigger for compulsory passenger and baggage screening for aircraft conducting Regular Public Transport and open charter will be lowered to those aircraft with a Maximum Takeoff Weight of 20,000 kilograms by 1 July 2014.

1. Is this correct?
2. Is that on 1 July 2014 or before 1 July 2014?

Answer:

Refer to OTS 23.

Question No.: OTS 25

Division/Agency: Office of Transport Security
Topic: Screening Requirements in Regard to Dash 8 Q300
Hansard Page/s: Written Question

Senator Nash asked:

Now obviously this decision poses significant implications for regional aviation – namely the QantasLink service. Just to confirm, Dash8 300 series have a Maximum Takeoff Weight of 18,640kg according the Qantas website and so the 2014 trigger does not apply to this aircraft.

Is that correct?

Answer:

Yes.

Question No.: OTS 26

Division/Agency: Office of Transport Security
Topic: Screening Requirements in Regard to Dash 8 Q400
Hansard Page/s: Written Question

Senator Nash asked:

The Dash 8 400 series has a Maximum Takeoff Weight of 28,998kg, so clearly the 1 July 2014 trigger does apply to this aircraft.

Is that correct?

Answer:

Refer to OTS 23.

Question No.: OTS 27

Division/Agency: Office of Transport Security
Topic: Screening Requirements in Regard to Dash 8 Q400
Hansard Page/s: Written Question

Senator Nash asked:

Now the Dash 8 400 series services a number of regional airports in Australia. I understand that its Maximum Takeoff Weight is 28,998kg. So just to be clear, this means that compulsory passenger and baggage screening will apply to the Dash8 400 series aircraft after 1 July 2014.

Is that right?

Answer:

Refer to OTS 23.

Question No.: OTS 28

Division/Agency: Office of Transport Security
Topic: Dash 8 Q400 Series Aircraft
Hansard Page/s: Written Question

Senator Nash asked:

I understand that the QantasLink Dash 8 400 series serve a number of ports in Australia that do not have screening facilities. These are Barcaldine in Queensland, Blackall in Queensland, Blackwater in Queensland, Cloncurry in Queensland, Devonport in Tasmania, Horn Island in Queensland, Longreach in Queensland, Port Lincoln, (from 14 February 2010), in South Australia, Tamworth in New South Wales, Weipa in Queensland and Wagga Wagga in New South Wales.

I also note that the Minister in his media release dated 22 December 2009 claims that Blackwater, Barcaldine and Blackall do not operate the Dash 8 series 400 aircraft but that Qantas on its website states that it does.

Is the Minister right or wrong?

Answer:

The Dash 8 Q400 series aircraft does not currently operate from Barcaldine or Blackall airports. However, a Dash 8 Q400 service does currently operate from Blackwater Airport.

The information contained in the Minister's media release dated 22 December 2009 was based on departmental advice.

Question No.: OTS 29

Division/Agency: Office of Transport Security
Topic: The Number of Regional Airports to Require Upgrades
Hansard Page/s: Written Question

Senator Nash asked:

So by my count eleven regional airports need to be upgraded to meet the new security requirements.

Is that correct?

Answer:

Airports which have services provided by aircraft with a maximum takeoff weight equal to or greater than 20,000 kg on 1 July 2012 will need to meet the enhanced security requirements.

Question No.: OTS 30

Division/Agency: Office of Transport Security
Topic: The Number of Regional Airports to Require Upgrades
Hansard Page/s: Written Question

Senator Nash asked:

What is your understanding as to how many regional airports will need to upgraded?

Answer:

Refer to OTS 29.

Question No.: OTS 31

Division/Agency: Office of Transport Security
Topic: Screening and Dash 8 Q200 and Dash 8 Q300
Hansard Page/s: Written Question

Senator Nash asked:

There are also a number of airports that are currently served by the Dash 8 200 and 300 series. They are Armidale in New South Wales, Biloela in Queensland, Charleville in Queensland, Dubbo in New South Wales, Moranbah in Queensland, Moree in New South Wales and Roma in Queensland. So a further seven regional airports in the years to come may have to upgrade their security facilities.

1. Is this correct?
2. Is that number is correct?

Answer:

Refer to OTS 29.

Question No.: OTS 32

Division/Agency: Office of Transport Security
Topic: Operational Periods
Hansard Page/s: Written Question

Senator Nash asked:

I refer to the *Aviation Transport Security Amendment Regulations 2008 (No.1)* which requires that an aircraft that is normally not subject to the Checked Baggage Screening requirements are subject to those requirements if such an aircraft departs from the same apron within 30 minutes of the departure or arrival of an aircraft that is subject to screening requirements.

So does this mean that aircraft below the weight of 20,000kg that take off within half an hour, from the same apron, as an aircraft that weighs over 20,000kg will be subject to these new baggage and passenger screening requirements as well?

Answer:

Yes.

Question No.: OTS 33

Division/Agency: Office of Transport Security
Topic: The number of Regional Airports to require upgrades
Hansard Page/s: Written Question

Senator Nash asked:

How many regional airports will have to be upgraded, to comply with the new security screening requirements post 1 July 2014?

Answer:

Refer to OTS 29.

Question No.: OTS 34

Division/Agency: Office of Transport Security
Topic: Provision of Funding
Hansard Page/s: Written Question

Senator Nash asked:

I refer to the Government's new so-called *Strengthening Aviation Security* initiative.

This $200 million package includes *$32 million to bring forward screening at a number of additional regional airports that are currently served by larger passenger turbo-prop aircraft.*

I also note that the White Paper states, on page 141 that *The Government will work closely with industry to ensure an effective transition to these new requirements.*

Does this $32 million fund apply to these transition arrangements?

Answer:

Yes.

Question No.: OTS 35

Division/Agency: Office of Transport Security
Topic: Cost of Airport Upgrade
Hansard Page/s: Written Question

Senator Nash asked:

What will be the upfront construction cost to upgrade regional airports that do not have the required screening facilities that are being serviced by the Dash 8 400 series?

Answer:

The cost will vary depending on infrastructure already at the airport.

Question No.: OTS 36

Division/Agency: Office of Transport Security
Topic: Construction Cost of Upgrade
Hansard Page/s: Written Question

Senator Nash asked:

What will be the upfront construction cost to upgrade the listed regional airports that are serviced by the Dash 8 series 200 and 300 aircraft, to be able to operate the Dash 8 400 series?

Answer:

Refer to OTS 35.

Question No.: OTS 37

Division/Agency: Office of Transport Security
Topic: Cost of Ongoing Security Costs
Hansard Page/s: Written Question

Senator Nash asked:

What will be the additional annual security running costs upon the regional airports that do not have the required screening facilities that are being serviced by the Dash 8 400 series?

Answer:

Costs will vary by airport.

Question No.: OTS 38

Division/Agency: Office of Transport Security
Topic: Regional Airport Upgrade to Allow Larger Aircraft and Associated Costs
Hansard Page/s: Written Question

Senator Nash asked:

Should the regional airports that are currently serviced by the Dash 8 series 200 and 300 be upgraded to operate the Dash 8 400 series, what would be the additional security running costs?

Answer:

Refer to OTS 37.

Question No.: OTS 39

Division/Agency: Office of Transport Security
Topic: Annual Cost of New Security Requirements
Hansard Page/s: Written Question

Senator Nash asked:

I assume, in order to be compliant with the new security requirements, the total capital and additional annual running cost upon affected regional airports will be in the league of $100 million.

1. Is that your understanding?
2. What do you think is the correct figure?
3. The $32 million falls rather short doesn't it?
4. Where will the balance come from – ie the $68 million?
5. What do you think is the shortfall?

Answer:

The costs to implement the new measures will vary by airport.

The $32 million in funding to be provided by the Australian Government will be allocated to assist with the purchase of screening equipment, to meet the new requirements.

Question No.: OTS 40

Division/Agency: Office of Transport Security
Topic: $32 million Funding Allocation
Hansard Page/s: Written Question

Senator Nash asked:

Which regional airports will receive the benefit of this $32 million to pay for screening measures?

Answer:

Airports which will be required to implement screening as a result of the changes in regulation will be able to apply for funding to assist with the purchase of screening equipment.

Question No.: OTS 41

Division/Agency: Office of Transport Security
Topic: Risk Analysis
Hansard Page/s: Written Question

Senator Nash asked:

Will this decision be based on a risk analysis?

Answer:

Decisions on which airports obtain funding under the enhanced aviation security programs will be a decision of the Australian Government.

Question No.: OTS 42

Division/Agency: Office of Transport Security
Topic: Cost of New Security Requirements
Hansard Page/s: Written Question

Senator Nash asked:

What analysis have you done on the cost to regional aviation of these new security measures?

Answer:

Refer to OTS 37.

Question No.: OTS 43

Division/Agency: Office of Transport Security
Topic: Ticket Prices
Hansard Page/s: Written Question

Senator Nash asked:

Assuming the customer will pay, what will be the average increase in ticket costs upon regional routes that are affected by the new security screening requirement?

Answer:

Refer to OTS 37.

Question No.: OTS 44

Division/Agency: Office of Transport Security
Topic: Regional Air Routes
Hansard Page/s: Written Question

Senator Nash asked:

Will the Government guarantee that no regional air routes will close as a result of the Government refusing to fund the security costs of the new screening requirements?

Answer:

Commercial air carriers operate independently of the Australian Government and the Government cannot comment on the potential route changes that the air carriers may make in the future.

Question No.: OTS 45

Division/Agency: Office of Transport Security
Topic: Changes in the Security Environment
Hansard Page/s: Written Question

Senator Nash asked:

What has changed in the security environment to prompt this change in security arrangements for regional Australia?

Answer:

The changes to the aviation security requirements were necessary in order to remove an anomaly. The Australian Government identified differential security treatment of jet turbine and turbo propeller powered aircraft as no longer appropriate and therefore changed the basic determinant to trigger security requirements in the aviation sector. The maximum takeoff weight trigger was identified for its robustness and transparency.

Question No.: OTS 46

Division/Agency: Office of Transport Security
Topic: Basis for Altering Regional Security Procedures
Hansard Page/s: Written Question

Senator Nash asked:

Has there been any report or study that has prompted this tightening of security procedures for regional Australia?

Answer:

Yes.

Question No.: OTS 47

Division/Agency: Office of Transport Security
Topic: Basis for Phased Approach to Implementation
Hansard Page/s: Written Question

Senator Nash asked:

Given the tightening of screening requirements won't occur until 1 July 2014, is the
Government saying the security environment is expected to deteriorate over that period?

Answer:

Refer to OTS 23.

Question No.: OTS 48

Division/Agency: Office of Transport Security
Topic: Basis for Phased Approach to Implementation
Hansard Page/s: Written Question

Senator Nash asked:

Is there a specific threat now? Why hasn't the Government decided to implement the
1 July 2014 criteria now, if the Government believes there is a security risk?

Answer:

Refer to OTS 23.

Question No.: OTS 49

Division/Agency: Office of Transport Security
Topic: Regional Airport Passengers
Hansard Page/s: Written Question

Senator Nash asked:

Will the Government promise to provide assistance to the long-suffering regional aviation commuter so they are not slugged by additional fare increases?

Answer:

The Australian Government will assist the regional airports with the purchase of screening equipment in order to comply with the changing requirements.

Question No.: OTS 50

Division/Agency: Office of Transport Security
Topic: Air Cargo Security
Hansard Page/s: Written Question

Senator Nash asked:

I refer to the Government's new so-called *Strengthening Aviation Security* initiative.
The Government announced today that $54.2 million will be given *to assist industry to install cargo x-ray screening and explosive trace detection technology at selected locations*
Can you inform the Committee which industry bodies will be given cargo x-ray screening and explosive trace detection technology?

Answer:

No decisions have been taken. The Department of Infrastructure, Transport, Regional Development and Local Government will work with other agencies and industry before providing the Australian Government with advice on what screening technology should be funded.

Question No.: OTS 51

Division/Agency: Office of Transport Security
Topic: Air Cargo Security
Hansard Page/s: Written Question

Senator Nash asked:

What kind of x-ray machines will be purchased and what is their cargo screening capacity?

Answer:

Refer to OTS 50.

Question No.: OTS 52

Division/Agency: Office of Transport Security
Topic: Air Cargo Security
Hansard Page/s: Written Question

Senator Nash asked:

Where will they be located and for what reason have these locations been chosen?

Answer:

Refer to OTS 50.

Question No.: OTS 53

Division/Agency: Office of Transport Security
Topic: Border security–proposed use of body Scanners
Hansard Page/s: Written Question

Senator Kroger asked:
1. How much of the $28.5 million to assist in the introduction of new screening technology announced by the Government will be allocated specifically towards the introduction of full body scanning technology?
2. What is the likely cost of each individual body scanning device?
3. What is the likely cost of introducing body scanning technology overall?
4. Will all passengers be subjected to body scans?
5. If not, which passengers will be exempt from being scanned?
6. Is the Government considering exempting passengers from being scanned on the basis of cultural reasons, such as religious objection?
7. Will passengers on all routes be scanned, or only selected routes?
8. If passengers will only be scanned on selected routes, which routes and why has the government chosen those routes in particular?
9. The Government has indicated that it plans to introduce 'appropriate privacy and facilitation measures to mitigate [privacy] concerns'
    What are these measures?
10. How does body scanning technology work?
11. What do full body scans reveal?
12. Will children be subjected to full body scans?
13. Has the Department investigated the legality of subjecting children to full body scans?
14. If so, what has been the outcome of those investigations?

Answer:

1. The funding allocation for body scanners at the eight international gateway airports is yet to be confirmed.
2. Approximately $120,000 to $240,000 per unit.
3. The overall cost of introducing body scanners will be shared by the Australian Government and the aviation industry.
4. No.
5. A range of screening methods will be available during the aviation security screening process. These options are currently being worked through.
6. Refer to answer 5.
7. Body scanners will be used at the eight international gateway airports.
8. Refer to answer 7.
9. Privacy measures will be developed in consultation with the Office of the Privacy Commissioner.
10. Active body scanning systems generate electromagnetic radiation, direct it toward the body, and construct an image based on energy return. Active systems use either millimetre-wave or X-ray backscatter technologies.

11. Body scanners reveal items concealed on the person.
12. Refer to answer 5.
13. The Department of Infrastructure, Transport, Regional Development and Local Government will consider all issues associated with the introduction of new screening technologies, including privacy, health and the legality of subjecting children to scanning.
14. Refer to answer 13.