Strengthening Australia’s Maritime Security

Submitted by: Australia
Strengthening Australia’s Maritime Security

John Kilner
Assistant Secretary
Maritime Security

Presentation outline

- The Australian Government’s approach
- The role of the OTS
- Extension of Australia’s maritime security regime
The National Transport Security Strategy

- Transport security is essential to maintain confidence in the transport system
- Transport security is a shared goal and a shared responsibility
- Intelligence and threat information play a key role in transport security

The National Transport Security Strategy

- Transport security costs are primarily the responsibility of the provider of transport services
- Transport security measures developed and implemented following a risk assessment
Common approach to transport security

- The Government takes a common approach to transport security, regardless of the mode of transport
- Threat context statement
- Risk assessment
- Security plan

The Office of Transport Security

- OTS was established in order to implement the expanded aviation compliance and enforcement regime
- OTS regulates Australian transport security, and advises Government on transport security
- Outcome: a transport system more secure against terrorism and unlawful acts
- Our focus is preventive transport security
Australian ISPS Code Compliance

- Australia has been fully compliant with the ISPS Code since its commencement on 1 July 2004
- There are currently 250 ship and maritime security plans in force in Australia
- Since 1 July 2004
  - There have been 9687 ship visits to Australia
  - Almost all have possessed a valid International Ship Security Certificate (ISSC)
  - Six ships have been issued with control directions to address non-possession of a valid ISSC
- Australia has extended the ISPS regime to interstate vessels and the ports that handle them

Beyond ISPS

- Continual review of maritime security is undertaken
  - Secretaries’ Committee on National Security (SCNS) assessment of maritime security policy settings
  - Taskforce on Offshore Maritime Security
  - Industry consultation
  - Feedback from audit and compliance
Transport of high consequence dangerous goods

- Nationally consistent approach
- Legislation review and gap analysis
- National Transport Commission work to develop model legislation
- Safety and security outcomes can conflict

Strengthening Australia’s offshore security

- Clear delineation of responsibilities for offshore and in port security
- Offshore facilities to be included in the MTSA
- Joint Offshore Protection Command
- Australian Maritime Identification System
- Augmented patrols for oil and gas fields in the Timor Sea and North West Shelf
Global focus

- Maritime security is a global issue
- Implementation of transport security can’t focus solely on Australia
- Must address risk transfer
- Pushing borders out

International maritime issues

- Reviewing maritime security and ISPS
- ISPS compliance quality assurance issues
  - Need confidence that reported compliance is real
  - Compliance verification mechanisms must be transparent
- A focus on security regulation
- Proposed amendments to SUA
Transport security in our region

- To aid development of effective transport security
  - OTS has deployed officers to South-East Asian based in Jakarta and Manila
  - OTS has dedicated liaison officers conducting assistance missions in the Pacific
  - OTS is running training programmes to better equip transport security authorities in the region
  - OTS is working closely with the Philippines Office of Transportation Security to enhance IMO ISPS Compliance

Future work

- Ships and ports
  - Security for non-SOLAS vessels
- Crew and passengers
  - Identity
  - ILO Convention 185
  - Training
- Cargo
  - High consequence dangerous goods
International maritime governance

- Working with IMO on compliance and verification
- Sharing of intelligence and information
- Coordination of capability development
- IMO broadening its focus to include ports
- Recognising that security is on the agenda