

Bunbury Port Authority



Your Ref:
Our Ref:
Enquiries:

Submission No:12.....

The Secretary
Joint Standing Committee on Treaties
R1-109 Parliament House
CANBERRA ACT 2600

RECEIVED
- 5 SEP 2003

BY: *Gillian Gould*

Dear Ms Gould

SAFETY OF LIFE AT SEA CONVENTION

Thank you for giving the Bunbury Port Authority the opportunity to comment on the proposed treaty regarding the Safety of Life at Sea Convention. I apologize for the delay in not responding within the required timeframe.

Nonetheless, the Bunbury Port Authority supports the proposed procedures requiring the undertaking of risk assessment and preparation of security plans for Port and Port facilities.

It should be normal practice that organisations undertake risk analysis in accordance with AS/NZS 4360 as the Bunbury Port Authority undertakes these exercises on an annual basis. Terrorism is identified as one of the possible risks.

The alternative that States and Ports have responsibility for security measures while worth considering is not an option favoured by the Authority as it could result in different states applying different processes and procedures. The Authority supports option 1 with a single response to chapter XI-2 and the ISPS Code.

The Authority has recently awarded a tender to Matrix to undertake the security risk assessment and the preparation of security plans; however the difficulty is in the legislation and the regulations which at this stage have not been viewed. The tight timeframe makes this critical if the 1 July 2004 timeframe is to be met.

It is critical that the legislation provides as much flexibility as possible. Subject to the security risk assessment and security plans, the Ports should have the opportunity to develop protocols and procedures to manage and minimise the possibility of a terrorist incident.

At this stage the cost is unknown but dependant on the legislative requirements it is not envisaged significant for the Bunbury Port Authority as security of the Port has been gradually implemented over a number of years. The difficulty lies in that the community may view restricted access to Ports as an initiative of the Port Authority which could create angst in the community.

To address this requirement, it has been suggested to DoTARs that it is necessary for the Federal Government to undertake a community awareness campaign to advise regional communities on the reason for the enhanced security.

I trust that the above comments are of some assistance and please contact me at your convenience if you wish to discuss the matter further.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Dom Figliomeni', with a long, sweeping horizontal line extending to the right across the signature area.

Dom Figliomeni
Chief Executive Officer

3 September 2003