

RESPONSE TO THE JOINT COMMITTEE ON PUBLIC ACCOUNTS AND
AUDIT (JCPAA) QUESTION ON NOTICE, ADDITIONAL QUESTIONS AND
REQUEST FOR FURTHER ADVICE

Question on Notice taken at the Public Hearing on 28 November 2005:

Australian Federal Police

Question on Notice

1. **Senator HOGG**—Following on from Mr Broadbent's question and your answer, Ms Newton, you mentioned the MOUs that will obviously be established. Is there a model MOU that you are going to use, and—

Federal Agent Newton — Yes, we will be using a standard MOU template, which of course —

Senator HOGG — if so, can we have a copy?

Federal Agent Newton — We are still developing it at the moment, because the positions are not on the ground yet.

Senator HOGG — I thought you might have one.

Federal Agent Newton — Broadly, for the counter-terrorism first response activity, we are meeting with every airport to change the arrangements for how we deliver that service at each of the airports. We have generally got a broad outline of the key things that we would want to incorporate into the delivery of that service, and performance indicators.

Senator HOGG — Without giving us the model, if it is not available, can you give us a number of dot points which give us the essence of what will be in there, so that we have got an appreciation of that?

Federal Agent Newton — Do you want me to run through those things now?

Senator HOGG — Not now; you can take it on notice and supply it to us on a sheet of paper. I think that would be just as good as anything. (pp. 28-9)

The AFP answer to this question is:

MOUs between the AFP and State/Territory Police will encompass the following:

- Recitals (background to the establishment of Airport Uniformed Policing and the creation of the Aviation Portfolio);
- Definitions and Interpretation (defines phrases/terminology/acronyms);
- Commencement and duration;

- Attachment of State/Territory Police officers (ie the provision of police officers from State/Territory Police; uniform requirements; duties to be performed as a result of the MOU; the numbers of Police officers to be provided from the state/territory police; replacement of police officers when original ones are on leave etc);
- Roles and Responsibilities of Special Member Managers (defines responsibilities for management);
- Selection and Engagement of Special Members (defines parameters of the selection process);
- Legal and Employment Status of Special Members;
- Application of Governance Frameworks;
- Professional Standards (defines Professional Standards parameters/obligations);
- Day to Day Supervision and Management (defines obligations of Special Members/Secondees and Supervisors);
- Financial and Resource Responsibilities (definition of Financial and Resource responsibilities of State/Territory Police service, and the AFP);
- Information Exchange and Confidentiality;
- Health, Safety and Welfare;
- Insurance Responsibilities;
- Variation;
- Termination;
- Relationship of parties;
- Notices;
- Dispute Resolution.

Appropriate signatures are required by the AFP and State/Territory Police services to give effect to the MOUs.

Additional questions

1. The submission discusses the AFP Regional Rapid Deployment Team (RRDT) capability under the *Securing Our Regional Skies* initiative. This capability involves teams with the ability to rapidly deploy and to undertake highly visible operations at any Security Controlled Airport.
 - How many RRDTs are currently operational?
 - Could you provide a list of the airports visited, time spent at each airport and the activities undertaken by the RRDTs on each of these occasions?
 - Has the AFP deployed an RRDT in direct response to intelligence indicating increased threat to a regional airport?
 - How are the airports to be visited by RRDTs selected?
 - Will airports receive regular visits from RRDTs?

- Could you provide a brief on funding arrangements for the RRDTs, after current funding expires in 2007? Will the Government continue to completely fund this program?

The AFP answers are:

1. There are currently four operational RRDTs, based in Brisbane, Melbourne, Perth and Sydney.
2. As at 7 December 2005 the RRDTs had deployed to six States, one Territory and 70 different airports throughout regional Australia. The time spent at each airport varies due to travel time, size of the airport precinct and duties undertaken at the airport. When on site the RRDT undertakes a site survey, liaises with airport operators and staff, conducts training and provide a counter terrorist first response (CTFR) capability when required. The table below details deployments to regional airports within each State and Territory to date.

Victoria	Essendon	Mildura	Portland
	Hamilton	Moorabbin	Warrnambool
	Latrobe Valley	Mount Hotham	
Tasmania	Burnie	Devonport	Strahan
	Cambridge	Launceston	
South Australia	Adelaide	Parafield	Whyalla
	Mount Gambier	Port Augusta	
Northern Territory	Bathurst Island	Katherine	
	Garden Point	Snake Bay	
Western Australia	Albany	Kalbarri	Monkey Mia
	Broome	Kalgoorlie	Mount Magnet
	Carnarvon	Karratha	Port Hedland
	Derby/Curtin	Laverton	Ravensthorpe
	Esperance	Leinstar	Wiluna
	Geraldton	Leonora	
	Jandakot	Meekatharra	
Queensland	Archerfield	Julia Creek	Roma
	Bundaberg	Mackay	Saint George
	Charleville	Maroochydore	Thangool
	Cloncurry	Maryborough	Toowoomba
	Cunnamulla	Mount Isa	Townsville
	Gladstone	Proserpine	
	Hervey Bay	Rockhampton	
New South Wales	Albury	Glen Innes	Narrabri
	Armidale	Grafton	Narranderra
	Ballina	Gunnedah	Newcastle
	Bankstown	Illawarra	Orange
	Bathurst	Inverell	Parkes
	Broken Hill	Lismore	Port Macquarie
	Coffs Harbour	Merimbula	Tamworth
	Cooma	Moruya	Taree
	Dubbo	Mudgee	Wagga Wagga

See the table below for details of airports that have had a presentation on the RRDT capability delivered by a member of the RRDT, but not had the full team deploy to them to date.

Queensland	Birdsville	Siabia Island	Coen
	Bedourie	Yam Island	Yorke Island
	Boulia	Coconut Island	Darnley Island
	Burketown	Badu Island	Murray Island
	Normanton	Coen	Horn Island
	Karumba	Cooktown	Kowanyama
	Bamaga	Lizard Island	Aurukun
	Badu Island	Dunk Island	Lockhart River
	Kubin Island	Warraber Island	
	Boigu Island	Propurraw	
Northern Territory	Elcho Island	Lake Evella	Port Keats
	Gove	Manindgrida	Ramingining
	Groote Eylandt	Mcarthur River	Tennant Creek
	Hooker Creek	Milingimbi	Victoria River Downs
	Kalkgurung	Numbulwar	

3. The RRDTs have not conducted any threat based deployments in response to intelligence indicating an increased threat to a regional airport.
4. Selection of deployment sites is an AFP operational matter informed by intelligence led policing practices combined with input from other Government agencies and State and Territory Police.
5. The RRDT deployment rate is maintained at a consistent level. Selection of deployment sites is as described above.
6. The RRDTs are a \$20.7 million component of the Government's Securing Our Regional Skies package of measures announced in August 2004. The RRDT initiative will be reviewed at the end of the five year program.

The Committee would also appreciate advice on the following:

Airport Police Commanders

- Can you provide an update on the establishment of Airport Police Commanders and how they are currently operating?
- What arrangements have been established for Customs, AQIS and DIMA personnel in reporting directly to and responding to directions from the Airport Police Commanders?
- To date, could you specify how positions have been filled in the Airport Police Commands particularly in regard to numbers of State or Territory police secondments, AFP and AFP PS appointments to the Command?

The AFP answers to these questions are:

1. Airport Police Commanders have commenced at the 11 designated airports and have been positively received by the aviation industry and government agencies. They are establishing their role and forming necessary relationships.
2. The Airport Police Commanders will not be responsible for individual government agency operations at airports. However, the Airport Police Commander does have a role in coordinating the overall aviation security related activities of Commonwealth Government agencies. This will be effected through the Australian Government Agencies Aviation Security Committees already in place at airports. MOU's will be put in place as required.
3. The existing CTFR capability at each airport now reports directly to the Airport Police Commander at their respective airports. The CTFR capability at airports is being staffed by the existing AFP Protective Service Officers (AFP PSOs) previously deployed for this role. The Airport Uniformed Police (AUP) presence agreed to by the Council of Australian Governments (COAG) in response to the Wheeler Review recommendations will be provided by each jurisdiction. Negotiations with each State/Territory are progressing with an expectation that approximately half the total of the AUP will be deployed by the end of 2006, with the remainder deploying during 2007. Tasmania Police to staff Hobart International Airport will commence training on 18 April 2006 and will be the first to deploy when they commence in late May 2006. Joint Airport Investigation Teams (JAITS) will be staffed by AFP, Australian Customs Service officers (Customs) and State Police and have commenced operations at Sydney, Melbourne, Perth, Brisbane and Adelaide airports with the full complement of AFP investigators and Customs staff. State Police have commenced in Perth and the remainder are expected in the near term.

Regional Rapid Deployment Teams

- Some of the regional airports expressed concern about who is going to provide funding for the RRDTs after 2008. What has been done to address these concerns and/or plan for long-term funding of the teams?
- Is there a possibility of increasing the training provided by RRDTs of regional airport staff in security procedures such as directing RRDTs to undertake instruction of airport personnel in use of hand wandings?

The AFP answers are:

1. The Government has provided funding of the RRDTs until 2007-08 and the continuation of the program will be considered closer to that time.

2. The AFP does not conduct security screening activities of any kind, including hand wandering, at any Australian airport and is therefore unable to offer this type of training. The role of the RRDTs is the provision of a CTFR capability.

General

- What is the AFP's understanding of the Wheeler recommendation regarding increasing the powers of Customs and AFP-PS staff (i.e. will Customs and AFPPS personnel have the same powers as AFP personnel)?

The AFP answer to this question is:

The AFP is aware of, and supports, a proposal by Customs to amend the *Aviation Transport Security Act 2004 (ATSA)* by creating a new Division of the ATSA specifically setting out the powers of Customs officers. This will ensure that Customs officers are in a position to deal with any aviation related security threat they might encounter in the course of their duties.

The extension of these powers to Customs officers places them in a similar position to that of AFP PSOs with their pre-existing powers. The AFP is reviewing the requirement to broaden PSO powers at airports noting that the deployment of uniformed police to airports may reduce this requirement.