

Mr. Bob Baldwin,  
Joint Statutory Committee on Public Accounts and  
Audit,  
Parliament House,  
**CANBERRA ACT 2600**

Date  
25 August 2005

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Dear Sir

I am writing in response to an invitation from Mr. Glenn Worthington, Inquiry Secretary, to attend a public hearing of the Committee on Thursday, September 1, 2005 at the Sydney Masonic Centre, 66 Goulburn Street, Sydney.

TNT welcome the opportunity to work closely with the Committee as well as the Department of Transport and Regional Services (DOTARS) on all Aviation Security related issues.

TNT are a global organisation who implemented internal "Known Shipper" security procedures for air and road freight prior to any legislative or regulatory requirement to do so. The basis of the TNT programme was reviewed and adopted as the model by the Department of Transport and Regional Services for their own Regulated Agents Programme.

A national security team within TNT Australia is supported by global security resources and procedures. Our internal policies and procedures address all aspects of investigations, physical security, track and trace as well as our regulatory obligations which within Australia embraces the (International) Regulated Agents Programme and the interim DOTARS Domestic Security Measures Programme.

As you are aware, TNT with DHL, UPS and FEDEX are members of CAPEC (Conference of Asia Pacific Express Carriers). Our CAPEC security sub-committee Chairman Mr. Sean Haran has previously given evidence before your committee.

I have perused the Hansard transcript of his evidence and a letter forwarded to you on July 1, 2005 on behalf of the membership. I have no issue with the evidence of Mr. Haran nor the content of his letter. A separate document from TNT will detail responses to several topics that Mr. Haran accepted "On notice" from the Committee.

Although there are many commonalities there are also significant operational differences between TNT and the broader membership of CAPEC. TNT are primarily a domestic freight operation and overwhelmingly a linehaul (road) provider operating in excess of 50 primary freight facilities throughout Australia. We have one facility only which is based on an airport (Brisbane).

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For approximately two years TNT has engaged with DOTARS in a series of conferences addressing the Aviation Security Act 2005, the Regulated Agents Programme and the Domestic Security Measures programme. All major carriers including Australia Post have attended the ongoing meetings and it has long been recognised by the Department that so far as security measures are concerned "One size (or model) does not fit all."

TNT respectfully submit that the current DOTARS Security programmes are robust and we would suggest that this comment is borne out by the fact that since the Regulated Agents Programme has been in existence there have been no air freight incidents involving the detection of deliberately placed incendiary devices or bombs. We are additionally of the view that ultimate supply chain integrity screening should take place at uplift/embarkation.

We also endorse previous submissions to DOTARS in which CAPEC have indicated that broadly speaking, our position is that any regulatory security programme should be risk-based and follow the International Civil Aviation Organisation (ICAO) Annex 17 guidelines as well as internationally accepted standards.

Further, TNT believe that there should be no need to subject shipments imported by air into Australia to further screening upon their arrival. These shipments have been subject to screening procedures offshore in addition to border related activities by the Australian Customs and Quarantine Services. These shipments are kept secure when they are trans-loaded from international to domestic carriers and they are handled by a Regulated Agent operating under an approved transport security plan.

TNT appreciate the opportunity to offer its comments on aviation security and we remain willing to participate in continuing discussions with DOTARS and your committee.

Yours faithfully

B. R. HARDING,  
Security Director,  
TNT Australia Pty. Ltd.

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- ***Number of ASIC holders?***

157

- ***Have any been subject of recent review as POI's?***

No

- ***Have any had ASIC removed?***

No

- ***Who is issuing body?***

A range of bodies : Cairns Port Authority, Australian Pacific Airports Corporation Melbourne and Launceston, Brisbane Airport Corporation, Adelaide Airport Limited, Sydney Airport Corporation Limited, Western Airport Corporation,

- ***Is ASIC training provided?***

Yes

- ***Is there a bond on ASIC cards?***

Yes

- ***ASIC – what is it for, what access, how important is it?***

TNT offer a variety of services including Priority, Failsafe and Sameday at locations across Australia ranging from capital cities to regional sites. The issue of the ASIC card is to facilitate ready access to cargo and on some occasions to airside. It is a central to the supply of the various services that TNT offer

- ***Non-return of ASICS – any data?***

No issues on record. Local return procedures followed

- ***Who looks after security of your sites?***

A combination of security managers, security co-ordinators, local management, security service providers and physical security systems

- ***Provide breakdown of cargo types inbound into Australia?***

Electricals, manufactured goods, documents and mail which are primarily carried in the cargo holds of passenger carrying aircraft