

SENATE STANDING COMMITTEE ON LEGAL AND CONSTITUTIONAL AFFAIRS  
AUSTRALIAN FEDERAL POLICE

**Question No. 62**

**Senator Brandis asked the following question at the hearing on 12 February 2013:**

In relation to airport security:

1. What is the total cost of community policing at each individual airport which has AFP in attendance (dollar amount)?
2. What is the breakdown of the cost of community policing activities compared to counter-terrorism policing activities at each individual major airport as a percentage?
3. What is the number of incidents that occur in terminals (passenger related) vs. outside terminals (business park related)?
4. How many AFP are currently stationed at each airport?
5. How many of them are sworn officers as required by the change over to the All-In model?
6. Referring to the decision to partially recover the costs of aviation security services that are provided by the AFP at Australia's international airports, which will generate \$118.1 million in revenue over four years. (2012-13 Budget Paper No2, p10)
  - a) What kind of consultation is currently underway between the Australian Federal Police, the federal government and the operators of Australian airports to determine an appropriate model for this levy?
  - b) What is the process by which the Australian Federal Police determine current and future AFP staffing levels at Australian airports?
7. What level of consultation is conducted between the Australian Federal Police and the operators of Australian airports with regard to current and future AFP staffing levels? (follow up question)
  - a) Is that number constant or does it fluctuate depending on circumstance? If it fluctuates can you provide the number of AFP officers that were stationed at each airport for each month of the past twelve months?
8. What tourism sector impact modelling has been conducted on the impacts of passing the \$118.1 million in costs related to Australian Federal Police (AFP) security to airports?
9. What consultation was conducted between the AFP, Government and the operators of Australian airports where AFP staff are stationed in relation to the budgeted increase in AFP costs levied to airport operators?
10. How many full-time equivalent staffing positions will be reduced at Australian airports due to the efficiency dividend implemented during the 2012-13 financial year?

11. With reference to the transfer of \$118.1 million in costs related to AFP security to airports, which will pass these costs to tourists, and given that a previous PMC increase was said to cover the cost of AFP security at airports, can an explanation be provided regarding this ‘double dipping’.

**The answer to the Honourable Senator’s question is as follows:**

In relation to airport security:

1. Community policing at airports is a component of the activities undertaken as aviation security by the AFP.

The total estimated costs of aviation security activities undertaken by the AFP at each airport for 2012-13 is as follows:

<b>Airport</b>	<b>Estimated costs 2012-13 \$M</b>
Adelaide	7.00
Brisbane	15.00
Cairns	6.60
Canberra	5.70
Darwin	8.00
Gold Coast	7.00
Hobart	3.80
Melbourne	13.30
Perth	10.90
Sydney	20.90
<b>Total costs staff and lease costs</b>	<b>98.20</b>
<b>Aviation Security Support costs</b>	
Operational support services	32.1
Management and corporate Support	24.6
<b>Total cost of aviation security</b>	<b>154.9</b>

**The total cost of aviation security is \$154.9m of which community policing is estimated at 35% of effort across the 10 designated airports. This equates to approximately \$54m per annum.**

Operational support costs and management of corporate support services are delivered in an integrated manner, supporting the entire AFP aviation security network. Support costs are not attributed to each individual airport because the proportion of effort and composition of aviation security activities is highly variable, on a daily basis, across all the airports at which the AFP is present.

The aviation security activities undertaken comprise:

- enforcement of state and territory laws through a community policing service;

- enforcement of federal aviation-specific laws through airside proactive patrol and responses to airside breaches or suspicious activity; and
  - enforcement of federal laws specific to border protection through responses to Australian Customs and Border Protection Service seizures and assistance to the Department of Immigration and Citizenship and the Department of Agriculture, Fisheries and Forestry Biosecurity.
2. The AFP spends approximately \$154.9 million per annum on aviation security activities across the ten designated airports. Of this, the AFP spends approximately \$54 million (35%) on community policing. The remaining 65% of expenditure relates to the enforcement of federal laws, including counter-terrorism activities.
  3. AFP systems do not categorise data on whether the incident occurred either inside or outside a terminal. The total number of response incidents at the 10 designated airports in 2011-12 is 20,164.
  4. As at 5 April 2013, the following actual number of AFP personnel were stationed at each airport:

<b>Airport</b>	<b>AFP sworn members</b>	<b>Protective Service Officers</b>	<b>Unsworn</b>	<b>Total</b>
Sydney	124	3	6	<b>133</b>
Melbourne	93	0	5	<b>98</b>
Brisbane	87	3	5	<b>95</b>
Perth	54	1	5	<b>60</b>
Cairns	38	1	2	<b>41</b>
Gold Coast	36	0	2	<b>38</b>
Canberra	34.5	1	2	<b>37.5</b>
Adelaide	39	2	1	<b>42</b>
Hobart	24	0	2	<b>26</b>
Darwin	31.5	0	2	<b>33.5</b>
<b>Total</b>	<b>561</b>	<b>11</b>	<b>32</b>	<b>604</b>

In addition, there are 24 PSOs in training at the AFP College to become sworn police officers, not stationed at airports. A further 7 members are currently on temporary transfer to other portfolios.

5. 561 are sworn officers.
6.
  - a) The AFP provided advice to the Attorney-General's Department (AGD) on AFP community policing at the airports and provided data for, and drafting of, the Cost Recovery Impact Statement (CRIS). The AFP is part of the consultation between the Department of Finance and Deregulation and the AGD in the development of the CRIS.

The AFP participated in briefings and consultation meetings with a range of stakeholders, including representatives of the Australian Airports Association and airport operators in Canberra on 14 June 2012 and 30 July 2012 chaired by the AGD.

Further industry stakeholder consultation is proposed.

The AGD is developing the required legislation.

- b) The AFP determines current and future staffing requirements at Australia's designated airports according to whole of government assessments of risk and threat to the aviation environment. The following factors are also taken into account when establishing airport staffing numbers under the 'All-In' model:
- geography and layout of the airport, including terminal size;
  - airport traffic;
  - number and location of screening points;
  - response time key performance indicators;
  - airport operating hours;
  - operational health and safety considerations; and
  - roster principles, including requirements of the Enterprise Agreement.
7. The determination of current and future AFP staffing levels at the designated airports is a matter for the AFP. However, the AFP maintains close and productive working relationships with Australian designated airport operators and does, where appropriate, consult with airport operators in advance of any adjustment to operating procedures.

- a) The staffing levels at airports fluctuate for the following reasons:
- operational needs of the AFP;
  - internal mobility/natural attrition;
  - PSOs in transition training at the AFP College or redeploying to other AFP functions; and
  - other recruitment.

**Aviation Airports**

<b>DOE</b>	<b>Adl</b>	<b>Bris</b>	<b>Cns</b>	<b>Cbr</b>	<b>Drw</b>	<b>GC</b>	<b>Hbt</b>	<b>Mel</b>	<b>Per</b>	<b>Syd</b>	<b>Grand Total</b>
15/03/2012	45	93	41	43	31	48	29	92	80	143	645
15/04/2012	45	95	40	42	32	47	29	98	80	138	646
15/05/2012	44	92	41	42	32	42	28	96	71	143	631
15/06/2012	43	92	41	41	34	43	27	90	74	141	626
15/07/2012	41	93	39	41	30	40	26	90	68	138	606
15/08/2012	40	96	39	40	31	41	25	90	65	137	604
15/09/2012	40	100	40	43	37	43	27	94	67	133	624
15/10/2012	41	98	41	43	37	41	26	94	65	132	618
15/11/2012	41	96	40	42	36	41	26	93	65	131	611
15/12/2012	42	94	40	39	35	41	25	92	62	129	599
15/01/2013	41	97	41	39	34	41	25	90	71	129	608
15/02/2013	44	95	44	38	35	41	25	94	65	127	608

8. The AFP does not undertake economic modelling of the impacts of government decisions on the broader Australian economy or individual sectors therein. Therefore, the AFP is not in a position to answer this question.
9. The AFP participated in an AGD briefing and consultation meeting with representatives of the Australian Airports Association and several airport operators in Canberra on 14 June 2012.

A Consultation Paper proposing four options for the cost recovery mechanism was disseminated to industry and a consultation meeting in which the AFP participated was held on 30 July 2012. Industry stakeholders have received updates from the AGD through the Tourism Access Working Group meeting on 6 December 2012. The AGD will engage further with industry stakeholders on implementation.

10. There is no reduction of FTE staffing positions at Australian major airports due to the efficiency dividend during the FY2012-13.
11. The AFP provided information concerning the cost of performing the community policing functions at the 10 designated airports to the AGD. Questions concerning the application of the cost recovery for the community policing functions should be directed to the AGD.