

**Senate Standing Committee on Rural and Regional Affairs and Transport**  
ANSWERS TO QUESTIONS ON NOTICE  
Additional Estimates February 2008  
**Infrastructure, Transport, Regional Development and Local Government**

**Question:** OTS 01

**Division/Agency:** Office of Transport Security

**Topic:** Laser Light Incidents at Major and Regional Airports

**Hansard Pages:** 86-87 (19/02/08)

**Senator Adams asked:**

**Senator ADAMS**—Thank you. Are the majority of attacks coming from the major airports or smaller regional ones?

**Ms Georgee**—In order to answer that question, I should probably take it on notice. It is generally the case that obviously the larger airports are more likely to be attacked simply because there are more planes flying in and out of larger airports. If you want a regional versus major airport breakdown, I would prefer to take that on notice.

**Answer:**

The Department of Infrastructure's Office of Transport Security receives incident reporting on 185 security controlled airports in Australia. Of these 185 security controlled airports, eleven are international airports. International airports can be considered 'major' airports and the remainder as 'regional'.

Of a total 324 laser light incidents reported in 2007, major airports reported 278 while regional airports reported 46.

**Senate Standing Committee on Rural and Regional Affairs and Transport**  
ANSWERS TO QUESTIONS ON NOTICE  
Additional Estimates February 2008  
**Infrastructure, Transport, Regional Development and Local Government**

**Question:** OTS 02

**Division/Agency:** Office of Transport Security

**Topic:** Screening of Foreign Dignitaries at Australian Airports

**Hansard Page:** 87 (19/02/08)

**Senator Adams asked:**

I have another question on something different but it is still related to security. I would like to know how many foreign dignitaries were exempted from screening during APEC.

**Senator Conroy**—Does that include *The Chaser* dignitaries?

**Senator ADAMS**—We will not worry about them. This is going through an airport. I do not think they went through an airport.

**Senator Conroy**—Goodness knows.

**Mr Tongue**—Could I clarify that question a bit. There were certain classes of people who were exempted—for example, Heads of State. Do you want us to count how many individuals were exempted or just the classes of people?

**Senator ADAMS**—No, I would like to know just how many individuals went through without being screened.

**Mr Retter**—Senator, can I just add to that issue? The fact is a number of Heads of State arrived and departed on State aircraft—their own national State aircraft—and therefore had no requirement to be exempt from screening because they did not need to be screened in that case. There were only a number of foreign dignitaries, Heads of State, Prime Ministers, etcetera who arrived on commercial aircraft where arrangements were made for the screening of those persons or the exemption of those persons in accordance with the policy that existed at the time. We can get you the numbers that apply to commercial aircraft if you want them.

**Answer:**

Five.

**Senate Standing Committee on Rural and Regional Affairs and Transport**  
ANSWERS TO QUESTIONS ON NOTICE  
Additional Estimates February 2008  
**Infrastructure, Transport, Regional Development and Local Government**

**Question:** OTS 03

**Division/Agency:** Office of Transport Security

**Topic:** Maritime Traffic – Port Security

**Hansard Page:** 90 (19/02/08)

**Senator Scullion asked:**

**Senator SCULLION**—Is there any particular report or information you can provide to the Committee upon which you rely to give the statement that there has been no change in the security or the nature of the port over the last six months or before that?

**Mr Retter**—In that, I have access to and see on a regular basis threat assessments and other material that relates to those matters, I think I can speak with confidence that I am unaware of any information that would suggest otherwise.

**Senator SCULLION**—Are you able to provide the reports that you are referring to the Committee?

**Mr Retter**—I will have to take some advice on that, Senator. I am not sure. In terms of classified material, I am not sure what the process would be.

**Senator SCULLION**—Well, obviously there would be a caveat on some of that material, and I am not—

**Mr Retter**—I am referring to classified intelligence material which, as I state, has not changed substantively in terms of the areas that we are talking about.

**Answer:**

The Office of Transport Security routinely receives, from the relevant intelligence and security agencies, information relating to international issues and events. OTS is not authorised to release this information to third parties, however, as it is the property of the originating agency.