Slide 1 + 2 Overview:

Distinguished speakers, guests, ladies and gentlemen. I sincerely thank you for inviting me to the World Port Safety and Security Summit. I have replaced George Davis who retired at the start of 2007, and who spoke highly of the summit he attended in May 2006 in Shanghai.

As an overview, my presentation today will touch on the following areas:

- a snapshot of Port of Melbourne Corporation and its operations
- the Security and Emergency Management Section’s Setup
- the Port of Melbourne Corporation, or PoMC, Security Control System we have in place
- a snapshot of our cruise shipping operations and security procedures that we have in place
- and talk about some important topics in the area of environmental management and safety.

Slide 3 Our place in the world:

Just to show were we are in the world, Australia is an island nation. It has a population of just over 20 million people with 3.5 million located in Melbourne. From a shipping point of view, the total TEU for the country is 5.3 million.

Slide 4 Port of Melbourne Corporation

Port of Melbourne Corporation was established in July 2003 under the Victorian Port Services Act 1995.

PoMC was established as a government owned corporation with two shareholding ministers being the Minister for Roads and Ports and the Treasurer.

Our specific charter requires PoMC to:

- manage and develop the port in an economically, socially and environmentally sustainable manner
- ensure essential port services are available and cost effective
- ensure the effective integration of the port with other systems of infrastructure in the state
- facilitate sustainable trade growth
- manage the channels in the port for use on a fair and equitable basis.

Slide 5

The Port of Melbourne is Australia’s largest container and general cargo port, handling almost 40% of the nation’s container trade. It is also the largest automotive port in Australia.
The port is vital to Victoria’s and Australia’s economies, handling nearly $60 billion worth of trade each year and contributing more than $5.4 billion each year to the Victorian economy.

Tens of thousands of people depend directly or indirectly on the operations of the port for their employment.

Over 40 container shipping lines, as well as a number of other general cargo carriers, make around 3,500 calls a year to Melbourne, providing services to ports of call in all major parts of the world.

At 2.2 million TEU per year it handles a greater volume than Adelaide, Brisbane and Fremantle combined.

**Slide 6 Port boundary**

PoMC owns and manages 510 hectares of port land including 34 commercial berths at five docks and at river wharves, with a total length of nearly seven kilometres.

Two modern, purpose-built international container terminals at Swanson Dock are the centrepiece for Australia’s international container trade and a number of multipurpose terminals handle cargo including timber, paper, iron and steel.

In terms of international container trade, Patrick Corporation operates berths 1-4 at the Swanson Dock East terminal with a total land area of 40 hectares. DP World operates berths 1-4 at the Swanson Dock West terminal with a land area of around 30 hectares.

The port also provides specialised berths for motor vehicles and dry bulk cargo including cement, sugar, grain and gypsum, as well as berths for handling bulk liquids from petrochemicals to crude oil and molasses.

The Station Pier facilities cater for both international and domestic passenger trades and visiting navy vessels.

Security issues arise from the port being in a central city location and the urban encroachment and development upstream from the port on the Yarra River.

The port boundaries also cross over four local government areas, being the cities of Melbourne, Port Phillip, Maribyrnong and Hobsons Bay.

The police regions are City Central and South Melbourne plus the Water Police based in Williamstown.

**Slide 7 Security and Emergency Management Team**

The internal team is small as all services are contracted out. We are responsible for the Security, Oil Response, Emergency Liaison and enforcement on land and water (in PoMC’s area of operations).
Slide 8 PoMC Security Control System

As you are aware, the International Ship and Port Facilities Code (ISPS Code) resolution was adopted on 12 December 2002. This came about from the events of 9/11. The code became mandatory on 1 July 2004 for Contracting Governments (Australia being one of the 156 from Feb 2007). Australia’s response to this requirement was the introduction of the Maritime Transport and Offshore Facilities Security Act and Regulation’s 2003 (MTOFSA). The MTOFSA is currently under review with specific focus on areas such as:

- the risk assessment approach and the current security plans in place, (PoMC will be part of the pilot program)
- the training of the Maritime Security Guards
- the way the regulator enforces the act and
- the way cruise ships operate in regional ports compared to security regulated ports in Australia.

PoMC is a Maritime Industry Participant both in its role as port operator and port facility operator under the MTOFSA. It has two Maritime Security Plans (MSP) in place, one being the general plan for our common user and liquid berths and water side areas. The other plan is a joint plan between PoMC and TT-Line (the Spirit of Tasmania domestic ferry service) at Station Pier. For your information, there are about 30 plans in the PoMC area of operation. Underneath these plans is our own, well established Security Procedures Manual incorporating Standard Operating Procedures (SOP)

Slide 9

As outlined in the MTOFSA the purpose is that it “Establishes a scheme to safeguard against unlawful interference with marine transport or offshore facilities”

In response, PoMC’s guiding principle when establishing and maintaining a security regime is that “The Port of Melbourne will be available for shipping at every Maritime Security Level”

Slide 10

As you would be aware, the Security Alert Levels are:

- Security Level 1: Normal: the level at which ships and port facilities normally operate;
- Security Level 2: Heightened: the level applying for as long as there is a heightened risk of a security incident; and
- Security Level 3: Exceptional: the level applying for a period of time when there is a probable or imminent risk of a security incident

In Australia, they can only be changed by the secretary of the Department of Transport and Regional Services (DOTARS). Australia’s National Threat Level is at medium. (Medium means: A terrorist attack could well occur) which has been in place since 9/11.
Slide 11 Port security

Protecting critical economic infrastructure is a responsibility PoMC takes seriously. As leaders in Australian port maritime security, we have continued to invest in new technologies and systems to help safeguard the Port of Melbourne.

CCTV Project and security infrastructure

As part of PoMC’s total port security project commitment of $7.9 million, the design for an extensive upgrade to the port’s CCTV apparatus has been completed with installation of the system well advanced. This project improves the port’s security surveillance capacity at all common user, bulk liquid and passenger terminals and complements the systems already in place.

Additionally, the system provides enhanced capability for environmental management within PoMC-managed terminals by providing surveillance of shipping operations.

The concept used as part of the risk control process are broken down to five key areas

- Deterrence
- Detection
- Communication
- Response
- Prevention

Slide 12 Deterrence

Station Pier, as an example, has “Truck Stoppers” in place which ensures that vehicles that come onto the berth are meant to be there.

For this site we have 24-hour staffing in placing using Maritime Security Guards. Worth noting, there were 130,000 security hours worked in the port last financial year as part of our plan and security measures in place.

Slide 13 Detection

Over 150 CCTV cameras are now in place, and as an example are used not only for security but also for picking up environmental breaches on port land and waters.

Land based patrols are in place with a 3 x 24-hour service in place and have proven to be effective in picking up problems, and assisting from a response point of view.

Random water based patrols are also in place as part of our plan as well as safety patrols. They are used for keeping small craft out of the shipping lanes.

Slide 14 Communication

The Port Security Committee (PSC) consists of over 50 members including representatives from various Victorian and Australian Government agencies and authorities. Chaired by PoMC, meetings are held bi-monthly and provide a valuable
conduit for security matters regarding the wider port. The PSC also provides a valuable forum for DoTARS to provide information on national issues concerning the implementation of the Maritime Transport and Offshore Facilities Security Act.

**Slide 15 Response**

In conjunction with the relevant authorities, a 24-hour response service is in place which allows the Security and Emergency Coordination Team to quickly respond to incidents in the port precinct. This includes extensive patrol coverage on both land and in port waters.

We also carry out domain awareness training for the Police and Fire Brigade to ensure that when they respond to an incident in the port, they have an idea on the location of the main areas.

**Slide 16 Prevention**

We have an excellent security network in place with close links with ASIO (Australian Security Intelligence Organisation), Police, Customs and other government agencies. We also have good working relationships with the unions.

**Slide 17 Cruise shipping security**

The security of Station Pier, Victoria’s international cruise passenger terminal, is a high priority for PoMC.

PoMC received positive feedback from cruise ship Masters and Ship Security Officers during the 2006-07 cruise ship season. PoMC was complimented on the security measures and facilities provided at Station Pier as being at least equal to or better than similar passenger terminals across the globe.

**Snapshot - International:**

- 2006 the industry grew 18%
- Global industry worth US$30b
- Over 200,000 Australians Travelled

**Snapshot - Melbourne:**

- Station Pier is Victoria’s cruise gateway
- 45 ship visits this season (increasing)
- Season runs October to April
- Procedures are well rehearsed

**Slide 18 Key security challenges:**

- Joint Maritime Security Plan
- Iconic site: Heritage listed
- Public access ‘non-cruise days’
- Vehicles/Buses on berth face
- Stores and passengers embarking

**Slide 19 Measures:**
- Physical barriers
- Airport style screening
- Explosive trace
- CCTV Network
- Declaration of Security
- Set Security Operating Procedures

**Slide 20 Sustainability and safety**

In keeping with its commitment to the sustainable development and management of the Port of Melbourne, PoMC has developed and implemented a range of strategies and initiatives for the responsible environmental management and safety of the port.

**Water and energy management**

In 2006-07, PoMC focused on efforts to address water and energy management within the Port of Melbourne. Key achievements in water and energy management in 2006-07 include:

- completion of a draft Water and Energy Management Strategy
- completion of baseline water and energy audits for areas under PoMC control, across the Port of Melbourne
- development of water and energy management guidelines for PoMC and port users
- implementation of capital works to improve water and energy efficiency at common user berths
- engagement with port tenants through the Whole of Port Health, Safety and Environment Committee to encourage a ‘whole of port’ approach to water conservation.

**Boosting Melbourne’s water savings**

In response to the severe drought conditions exacerbated by lower than expected rainfall, PoMC initiated voluntary water savings measures for shipping lines in line with the introduction of increased water use restrictions in Melbourne on 1 January 2007.

Working with shipping lines to reduce the supply of potable water to a maximum of 25 kilolitres during each access period, the intake by ships reduced by over 80% in the last six months of financial year 2006-07 compared with the same period the previous year.
This represents water savings of 44 million litres, equivalent to around 44 Olympic size swimming pools.

Melbourne has taken the lead among Australian ports in introducing this voluntary framework and PoMC commends shipping lines for their cooperation and strong adherence to the new water conservation measures.

Working with land-based port tenants, PoMC is also encouraging a cooperative ‘whole of port’ approach to reducing water consumption by addressing water conservation in areas under its direct control through water audits, identification of water conservation opportunities and changes to current practices including minor capital works.

**Safety and Environmental Management Plan (SEMP)**

Applying a whole of port approach to improving the safety and environmental performance of port operations, PoMC’s integrated Safety and Environmental Management Plan (SEMP) was fully compliant with the requirements under the Victorian Port Services Act in the 2006-07 mid-term audit.

**Land remediation**

A good proportion of port land, particularly historically reclaimed land dating back to the late nineteenth century using poor fill, is potentially contaminated to some extent. As a result, PoMC has developed a Contaminated Land Management Strategy which includes protocols and procedures for land assessment, management and potential remediation. Based on a preliminary risk assessment, PoMC is undertaking a comprehensive environmental assessment program for all sites, including soil and ground water testing. PoMC works closely with the Victorian Environment Protection Authority in these undertakings.

**Improving health and safety guidelines**

To address and reduce workplace risk and injuries, PoMC is participating in the Victorian Work Cover Authority’s program to develop guidelines for port operational safety and is represented on the steering committee. PoMC staff are also represented on various working groups.

**Whole of Port Health, Safety and Environmental Management Committee**

PoMC is the convenor for the Whole of Port Health, Safety and Environmental Management Committee which brings together the key port service providers and operators to develop, coordinate and promote safe and sustainable operations in the Port of Melbourne.

This committee is an important focal point for information sharing and understanding trends and changes in best practice and compliance regimes across a broad range of issues including environment policy, workplace safety, emergency and incident management and security and continue to benefit the daily operations of Australia’s largest container and general cargo port.
Slide 21 Conclusion:

PoMC is well advanced with development plans for the port to take it into the 2030s and security is a vital part of the present and future operations of the port. and PoMC has invested significantly in security infrastructure, expertise and services to ensure the port will continue to be a vital part of Victoria’s economy and we continue to work closely with the Australian security regulator to achieve our common goal - keeping our port safe and secure now and into the future.

Thank you for your time today.
World Ports Summit

‘The Port of Melbourne - delivering a safe, secure and sustainable port’

11-12 March 2008

Steven Sullivan
Manager, Security & Emergency Management
Port of Melbourne Corporation
Overview

• Port of Melbourne
• Section Setup
• Security Control System
• Cruise Shipping
• Environmental Management and Safety
Our place in the world

- Australia is an island nation
- Population = 20m
- Total TEU volume = 5.3m
- Population of Melbourne = 3.5m
Port of Melbourne

• Manage & develop the port in an economically, socially & environmentally sustainable manner.

• Ensure essential services are available & cost effective.

• Ensure effective integration of the port with other systems of infrastructure.

• Facilitate trade growth.

• Manage the channels in the port for use on a fair & equitable basis.
Port of Melbourne – an overview

- Australia’s largest container and general cargo port
- Around 2.2mTEU
- Handles greater TEU volume than Adelaide, Brisbane and Fremantle combined
Port boundary

PoMC area:
- Over 500 hectares
- 21 kilometres of waterfront
- 34 commercial berths
- Multi-purpose container facilities

PoMC internal operations
- 7 common-user berths
- 2 bulk liquid terminals
- Station Pier

Security issues arise from:
- City port location
- Urban encroachment
- Adjacent four municipal areas
- Served by two separate police regions
Security / Emergency Management Section Setup

Steven Sullivan (PSO)
Manager Security & Emergency Management

Peter Halvorsen (PFSO)
Senior Response Officer

Greg Cotsworth (PFSO)
Maritime Security Officer

Paul Welshe
Emergency Management Coordinator

Allison Ellis
Administration Coordinator

Security Contractor
- Manager
- Supervisor 1 x 24 Hr
- MSIC office / Admin
- Control room 2 x 24 Hr
- Station Pier 2 x Day 1 x Night
- Landside Patrol 2 x 24 Hr
- Coxswain 1 x 24hour
- Waterside Patrol 6 hours a day
- Cruise Ships
- Ships at Berth

Emergency Coordination
- Regional Response Coordinator
- Regional Incident Controller
- Regional Control Agency
- MSV Response (ORCA Response)

Land and Water Enforcement
- Land: Maribyrnong City Council
- Water: Setup in 2008
PoMC Security Control System

- (ISPS Code) XI-2 (IMO) part of Safety of Life at Sea (SOLAS).


- PoMC is a Maritime Industry Participant (MIP).


- Standard Operating Procedures (SOP).
PoMC Security Control System

(MTOFSA Purpose)

“Establishes a scheme to safeguard against unlawful interference with marine transport or offshore facilities”

PoMC Guiding principle

“The Port of Melbourne will be available for shipping at every Maritime Security Level”
Security Alert Levels

- **Security Level 1**
  Normal. The level for which standard security measures shall be maintained at all times

- **Security Level 2**
  Heightened. The level for which appropriate additional security measures shall be maintained for a period of time as a result of heightened risk of a security incident

- **Security Level 3**
  Exceptional. The level for which further additional measures shall be maintained for a limited period of time when a security incident is probable or imminent, although it may not be possible to identify the specific target
PoMC Security Control System

Control Measures

• Deterrence
• Detection
• Communication
• Response
• Prevention
Deterrence

- Visual protection
- Vehicle intrusion Barriers
- Uniformed Guard presence
- CCTV Cameras fitted overtly
Detection

- Monitored CCTV
- Perimeter Alarms
- Mobile patrols both on land & water
Communication

- Port Security Committee
- Harbour Control
- Water Police links
- Government Agencies
- Secure Website / SMS Paging System
Response

- Assessment by control room via CCTV
- Security guard response
- Police response – Domain awareness training
Prevention

• Security Intelligence network
• Government Agencies
  – Police
  – ASIO
  – Customs
• Unions
Cruise Shipping

Snapshot - International:
• 2006 the industry grew 18%
• Global industry worth US30b
• Over 200,000 Australians in 2006

Snapshot - Melbourne:
• Station Pier is Victoria’s cruise gateway
• 45 ships this season (increasing)
• Season runs October to April
• Procedures are well rehearsed
Cruise Shipping

Key security challenges:

• Joint Maritime Security Plan
• Iconic site: Heritage listed
• Public access ‘non-cruise days’
• Vehicles/Buses on berth face
• Stores and passengers embarking
Cruise Shipping

Measures:

• Physical barriers
• Airport style screening
• Explosive trace
• CCTV Network
• Declaration of Security
• Set Security Operating Procedures
Environmental Management and Safety

- Water and energy management
- Safety and Environmental Management Plans (SEMP)
- Land Remediation
- Improving Health and Safety Guidelines
- WOPSEC Committee