



PORT OF MACKAY – SECURITY INFORMATION

From 1st July, 2004 the Port of Mackay has been compliant with the requirements of the ISPS Code and the Maritime Transport and Offshore Facilities Security Act and Regulations, which applies to all ships over 500grt trading internationally, and ports serving such vessels.

The ISPS Code establishes a robust security regime within the port and is designed to prevent the incursion of any person or object which may be a security threat, particularly with respect to terrorism.

There are three security threat assessment levels:

- Level 1 is the first level of alert, which is likely to be the 'normal' level for some time;
- Level 2 means that there is a heightened risk of a non-site-specific security threat;
- Level 3 means that a security incident has occurred, or a site-specific threat is probable or imminent.

These levels of response are declared to us by the Executive of the Office of Transport Security, which is part of the Department of Transport and Regional Services (DoTaRS).

The level at which the port is operating will be advised by signs at the entrance gates.

To comply with the Code, the core portion of the Port of Mackay operations area has been fenced to create a security cordon requiring formal authorisation to enter. This area is known as the Security Regulated Port (SRP) and all areas within the SRP are designated as Landside Restricted Zones (LSR), or Waterside Restricted Zones (WRZ)

PERSONAL IDENTIFICATION

A key feature of the Code is the requirement for all persons requesting entry to the SRP to be authorised and identified before entry into the Port at all security threat alert levels. The Maritime Security Identification Card (MSIC) is the process used to comply with this requirement, and the card must show your photograph, your name, the name of the issuing authority and be tamper-proof. For emergency access, the Port of Mackay will accept any of the following forms of identification from Government agencies:

- An ID card issued by Mackay Port Authority, or
- A military ID card, or
- An ID card issued by the Australian or Queensland Government, or
- A Seafarer's ID card issued by a contracting government or flag state.

Only those persons actively engaged in port operations activities, either for the MPA or Port Facilities, will be considered as eligible to apply for an MSIC..

MARITIME SECURITY IDENTIFICATION CARD (MSIC)

The provision for introduction of an Australia wide identification card, known as the Maritime Security Identification Card (MSIC), has been passed into legislation. An MSIC will have to be worn by every person entering a restricted zone, who is not escorted from January 1st 2007.

Australian seaports have been collected into seven groups for the rollout of the MSIC issue. Mackay is in the seventh and last group, and is likely to commence processing applications, at this stage, by the end of May 2006, with an initial shut off date of 4th September 2006.

Mackay Port Authority is acting as an Authorised Agency of the Port of Brisbane Corporation, and will accept applications for MSIC at our Operations Office during office hours 0800 – 1500 Monday to Friday.

Appointments will need to be made, and can be arranged by ringing Port Operations on ph 49558171 or 49555107.

All applicants will need to complete an induction process online, complete an application, accompanied by:

1. proof of Australian citizenship or residency
2. identification (passport, driver's licence, birth certificate etc)
3. consent to have Federal, State and or Territory Police criminal history checks, Immigration checks and ASIO checks
4. payment for processing the card, including cost of background checks of \$149.00 for a five year card. If the applicant also requires his MSIC to be an access card for the Port of Mackay, and has a valid reason for access to the Port of Mackay, an additional \$8.00 will be charged to include this facility.

Following stage one of the application process, applicants will then need to forward the second part of the application to Federal Police to have background checks completed.

At the conclusion of this process, the Issuing Body will be advised by DoTaRS whether a card can, or cannot be issued.

If DoTaRS give the "green light" for issuance of a card, the card will be printed for the applicant, who will then be required to signify they are familiar with the rules and conditions applicable to the use of the card.

To facilitate the familiarisation process, an online awareness and induction process is available on line at http://www.portbris.com.au/inductions/MSIC_Mackay/index.html

VEHICLE ACCESS

Vehicular access to the port will only be permitted to those drivers who possess a MSIC, or who have arranged to have had an MPA visitor's card issued to them by the agency they are working for.

TEMPORARY ACCESS

Short term visitors, tradesmen, contractors etc., who require access to the restricted zones within the security perimeter, will either need to be holders of a MSIC, or be escorted by a MSIC holder whilst on site. In addition they will also be required to be issued with a Port of Mackay specific visitor's card. Application for issue of a Port specific visitor's card must be made through the agency the visitor is working for.

ACCESS BY HOLDERS OF MSIC NOT ISSUED BY MPA

Holders of a MSIC issued by another IB, will not have access to MPA simply because they hold a MSIC. They will be required to make application to enter the port through their contracted agency, detailing reasons for seeking entry, and also make application for a Port of Mackay specific visitor's card. MSIC holders do not need to be escorted whilst within restricted zones.

Any person who has a valid and ongoing reason to access the Restricted Zones of the Port of Mackay, may elect to apply for an Personal Access Card. Cost for these cards is set at \$50.00 for five year access. Replacement cards if lost, stolen or destroyed will cost \$50.00.

PRE NOTIFICATION OF ENTRY

Any persons wishing to enter the Security Regulated Port (SRP), will need to have made prior application for a visitor's card, generally through the relevant port facility manager, detailing reasons for requesting entry. It is strongly recommended that Port Security be contacted at least 24 hours in advance of intended arrival. This will expedite the checking and validation process for temporary access approval and prevent unnecessary delays.

PRE NOTIFICATION – SHIP ARRIVALS

All ships are required to notify Port Security prior to arrival. The Ships Security Officer (SSO) will need to notify Port Security of:

- the Security Officer's name and contact details;
- crew listing and details of projected crew movements
- expected stores; visitors; and crew changes

Crew members seeking access through the cordon will need to be able to present a photographic ID card, which will be verified against the supplied crew list.

PORT SECURITY CONTACT DETAILS

Mackay Port Authority Port Officers have received training to Queensland Security Certificate II level, and will be the first point of contact for issues relating to security. Port Officers will be responsible for the monitoring of access and surveillance systems

24 hour phone number (07) 49555107 (07) 49558171
Mobile 0417 761 086
VHF Marine Ch 16
Email portoperations@mackayports.com

DELIVERY OF GOODS, CARGO, SUPPLIES TO VESSELS OR BUSINESSES WITHIN THE PORT

The pre-notification and ID process described above will apply to all deliveries. All goods may be subject to random search. It is strongly recommended that all goods arrive in a sealed condition as goods which, in the view of a Maritime Security Guard appear opened or possibly tampered with, will be isolated and subject to further controls. Unaccompanied baggage will not be accepted.

SHIPS' VISITORS

Visitors to a vessel must be holders of a MSIC and satisfy MPA ID requirements to gain access through the cordon and have a verifiable reason to enter the port. Only after satisfying the PSO of the need to visit a vessel will the visitor be permitted to enter the SRP. Visitors will also be subject to ship access controls.

FREQUENTLY ASKED QUESTIONS

I have heard of the ISPS Code — what does this mean?

This stands for the International Ship and Port Security Code. It is sometimes referred to simply as 'The Code'. It is a code against which signatory countries have prepared national security legislation and developed individual port security plans. Its purpose is to assist in the control of maritime industry terrorism attacks.

When did it take effect from?

From 1st July 2004 — not just for the Port of Mackay but for all Australian and International ports, and ships over 500 gross registered tonnes, trading internationally.

What Australian Act refers to Maritime Security?

The Maritime Transport and Offshore Facilities Security Act 2003 and the Maritime Transport and Offshore Facilities Security Regulations 2003

What is an MSIC?

The MSIC is a nationally consistent identification card which shows that the holder has met the minimum security requirements to remain unmonitored within a maritime security zone. Before an MSIC can be issued, applicants must undergo background checking conducted through the Australian Federal Police and the Australian Security Intelligence Organisation.

Who needs an MSIC?

People who may be affected by the MSIC Scheme include:

- port, port facility and port service workers,
- stevedores,
- transport operators such as train and truck drivers
- seafarers on Australian regulated ships and
- people who work on and/or supply offshore oil and gas facilities

Further information on the MSIC process is available from the Office of Transport Security website at http://www.dotars.gov.au/transsec/maritime/msic/msic_faq.aspx

How do I apply for a MSIC

Go to the Mackay Port Authority website at <http://www.mackayports.com/seaport/securitycardissue.php> for more information

What are the different levels of security and how will I know what level applies?

There are three security threat levels — 1, 2 and 3: Level 1 is the first level of alert and is likely to be the 'normal' port operational security level for the foreseeable future; Level 2 is implemented when there is a heightened risk of a terrorist event; Level 3 means that a security event is imminent. MPA does not declare these levels but is required to comply with legislated actions when Security Levels are declared by the Executive of DoTaRS. The level which currently applies will be indicated by a sign at the entrance gates and further changes will be communicated to each work site by the most expedient means.

Our security previously focused on the criminal aspect but now the focus has widened to include terrorist aspects — how can I help in this?

By looking at everything with new eyes — think about strange behaviours, strange and unfamiliar objects and packages, and bring anything considered unusual to the attention of Security especially if you notice that a container, package or object has been tampered with. Think of it this way:

Be aware, and look out for:

- Strange people
- Strange behaviours
- Strange vehicles
- Strange items
- Strange documents

Who administers the Security Plan at the Port of Mackay?

The MPA's Manager Operations and WHS, has been nominated as the MPA's Port Security Officer. All MPA's Port Officers have been trained to a level where they are authorised to operate MPA's Port Security Plan. They are responsible to the Port Security Officer for administering the Plan and for liaison with respective Ship's Security Officers.

Given that the new security environment covers vessels as well, who looks after security on board an international vessel?

A ship is required to have a Ship Security Officer (SSO). This is normally the vessel's Master but it could be another officer. Passenger vessels carry dedicated security teams.

Is a small fishing vessel required to comply?

The Code covers vessels over 500 tonnes trading internationally. A fishing vessel may have a lesser tonnage and therefore does not need its own Security Plan. However, it is a condition of entry to the SRP that the Master accepts the security conditions required by the Port Security Plan and all directions from the Port Security Officer if the vessel wishes to enter the Security Regulated Port or use port facilities.

What changes has the port made to the physical layout?

MPA has a new primary entrance to the Port adjacent to its workshop complex on Harbour road. This entrance has 2 inward lanes and currently 1 exit lane. A second exit lane may be installed at a later date. All entrances / exits are fitted with control gates, electronic sensors and surveillance cameras. A second electronically controlled gate has been installed on the northern side of the Port, at the eastern end of Edmund Casey Drive. Pedestrian access gates have been installed connecting to the Marina complex, and at Harbour Road and Edmund Casey Drive access points. These gates will be electronically controlled and under constant CCTV surveillance.

At security level 1 these gates and checkpoints will be controlled remotely. At security threat levels 2 and 3, all access points will be manned.

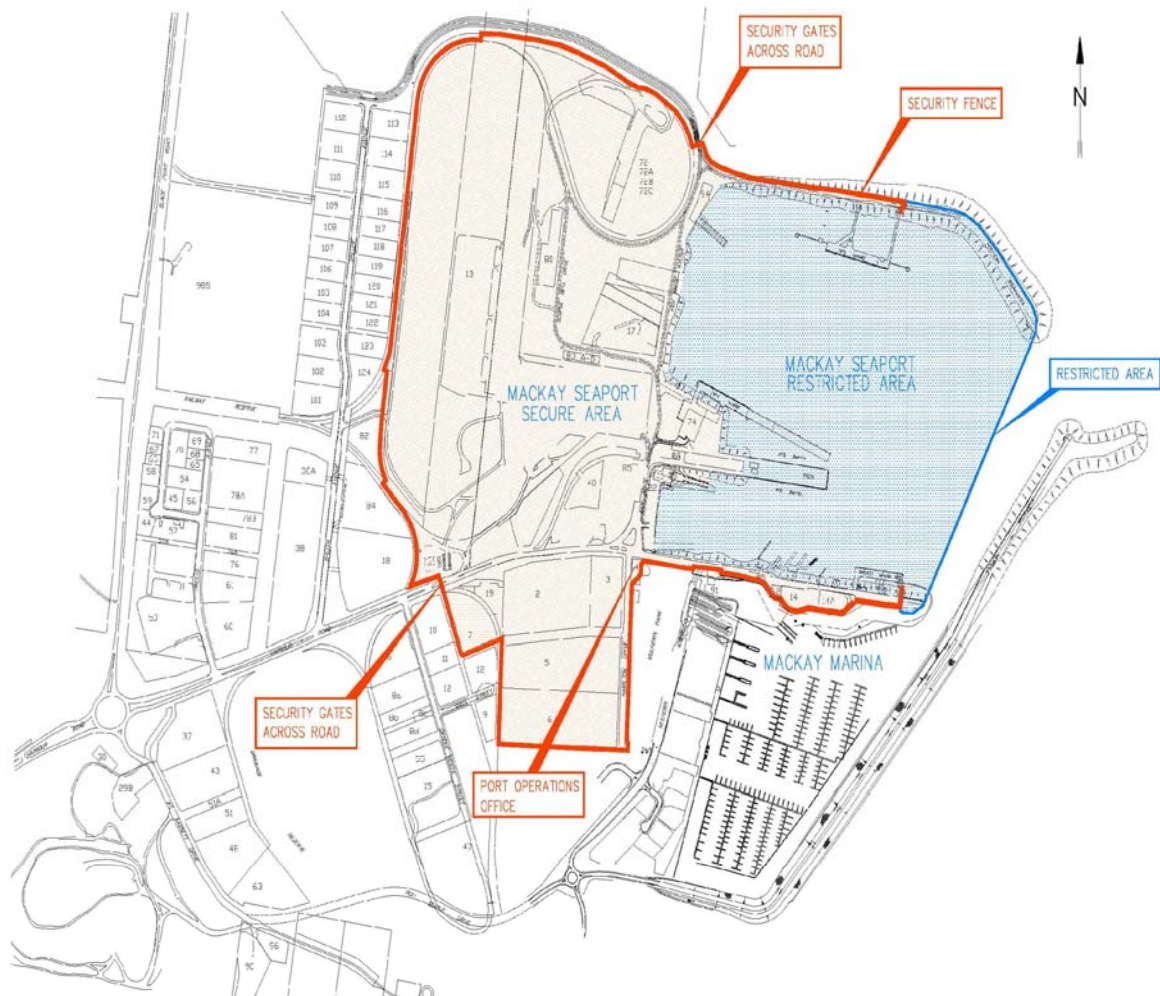
New security fencing has been installed, creating a security cordon around the entire Port operations area. Sophisticated CCTV surveillance equipment has been installed to monitor that cordon as well as waterside and landside activities within the SRP.

What are the Restricted Zones?

The core operations area of the Port of Mackay is considered to be the Security Regulated Port (SRP). This extends from the eastern approach to #5 wharf on the northern side, around the fence line surrounding Graincorp and the Bulk Sugar Terminal, along the western boundary of the MPA Workshop complex, across Harbour road, around the Crokers' site, along the western side of the Shell and Mobil terminals, along the southern boundary of the Mobil terminal, north along Hamilton Drive to the Port Operations office, eastward along the south side of Harbour Road, along the fence line south of the tallow, invert and molasses terminals, eastward along the south side of the inner breakwater and northward to the eastern approach of #1 wharf.

All land areas marked in pink on the attached plan, and all water areas marked in blue, are Security Restricted Zones.

See the attached plan.



Will I be able to gain access to the operational area of the port?

Only if you have a verifiable reason for entering this area and hold a MSIC or you have arranged to have a visitor's card issued by Port Security or by the port facility with which your visit is associated, and you are escorted or monitored by an MSIC holder. You will be required to carry and display the MSIC or visitor's card whilst on site, and also be able to provide acceptable photo ID (driver's licence, passport etc) if challenged by Maritime Security Guards.

Will these changes affect Cruise ships / Warships and access to them?

Yes. Unauthorised access is not permitted to the SRP under any circumstances. Cruise vessel and warship access may be accessible by visitors, but only under strict predetermined arrangements (eg if they are bussed by an authorised carrier to the berth, and out of the SRP areas under the control of a PSG). Prior arrangements for such visits will be coordinated between the PSO and the SSO.

What controls are on water side access to the Port?

All areas of the SRP of the Port of Mackay are off limits to all but authorised commercial vessels, unless permissions has been obtained from the Regional Harbour Master for the conduct of an Aquatic Event and the relevant application has been lodged and approved. Such permission will incorporate the specific areas for which access is authorised. In any event, any directions issued by the Port Security Officer must be obeyed.

Will I be able to fish in the harbour?

No – with the exception of from the Southern Breakwater. All unauthorised access to the SRP is disallowed.

Will I be able to fish from the Northern Breakwater?

No . The Northern Breakwater is an integral part of the SRP's security cordon

Will the Southern Breakwater be accessible?

Yes. Under normal conditions. At security threat assessment level 1, access to the Southern Breakwater will remain unchanged. At security threat assessment level 2, access to the Southern Breakwater may be restricted during some shipping movements. At security threat assessment level 3 access to the Southern Breakwater will be denied.

Will I be able to be dropped off at work inside the security cordon?

No. Unauthorised vehicles will not be permitted within the SRP. If for example, an authorised person is driven to work by a family member, the authorised person will be permitted pedestrian access only. The vehicle will not be permitted to enter or exit if containing any unauthorised person/s.

What is an authorised vehicle?

This is a vehicle being driven by the holder of a MSIC, a port specific visitor's card, or a vehicle under the control of Statutory Government emergency or security services, such as QAS, QFRS, Police, or Customs and only containing authorised persons.

Given these new controls how can I, as having a verifiable reason to enter the security regulated port (as a contractor working on the port, oil company employee etc) expedite my entry into the port?

By having the agency you are working for fax, phone or email Port Security, 24 hours in advance, your reasons for seeking entry to the port including your ID and vehicle details.

I need to call in a contractor urgently to fix a problem with a piece of my plant — how do I expedite his entry?

The process is covered above. For genuine emergency breakdown call outs, the 24 hour requirement for pre-notification may be waived by the Port Security Officer. There are no exceptions to the entry checking process.

I have a business and verifiable reason to visit a ship, what is the process for entering the port?

You will need to make application for a MSIC, and if requiring access to the Port of Mackay, make application for a Port of Mackay access card.

Do ship's crew have the same controls?

Definitely — they have to undergo the same ID check process. The Ship's Security Officer will provide the PSO with the ship's crew list prior to arrival. Australian Customs and Australian Immigration officers may be involved in cross-checking crew members identification details.

If I am not allowed to take my car into the Restricted Zone, where do I park and how do I get to the ship or work area?

Pedestrian gates are installed at the Harbour Road gate entrance to the SRP, and authorised persons may elect to either walk to their destination, or arrange someone from their onsite work area to pick them up.

What are the alternative IDs accepted by Security Officers for visitor card issue?

The minimum requirements for an ID are simple — it must have the name of the issuing authority, your photo, your name and it must be tamper proof. Most people carry a Driver's Licence — this is an acceptable item of personal identification. Other alternatives are (1) a passport (2) a Queensland or Australian Government ID card (3) A Seafarer's Card

Can my car be searched?

Yes — this is known as screening. We are required to randomly search a minimum number of all vehicles entering the SRP at security threat assessment level 1. At other levels this frequency of search increases. This procedure is a non-negotiable condition of entry to the SRP. Signage will reinforce this so that a visitor is not surprised.

What about stores and equipment going to a vessel?

These are liable to the same screening and pre-notification as described above.

Will I have to show ID when boarding a vessel?

Each vessel over 500 tonnes trading internationally is required to have an approved Security Plan. This will also require anyone seeking to board the vessel to be subject to similar ID controls as the Port Security Plan.

Can minors enter the port?

Minors are discouraged from entering operational areas, primarily from the Workplace Health and Safety perspective. Minors may temporarily enter the SRP if they remain in a vehicle but they will still need to satisfy the port's ID requirements.

I have heard someone mention 'Marine Exclusion Zones' — isn't this going a bit overboard?

No. It is a legislative compliance obligation to implement a special boundary around certain ship types or areas. This would generally be on the basis of the presence of a tanker, passenger vessel warship or vessel requiring a Declaration of Security in the port, special intelligence being received, or security threat levels being elevated to levels 2 or 3.

If a security alert requires evacuation of an area, how will this be accommodated?

The emergency evacuation procedure will be initiated by the Duty Port Officer. All facilities within the SRP will be notified by phone and or radio. A siren situated at #1 wharf and at the Operations Office will sound continuously. At this point all persons within the cordon will be required to make their way to the assembly point (MPA workshop car park) and await further instructions.

Can I be fined for breaching security?

Yes. The Maritime Transport and Offshore Facilities Security Act and Regulations gives the Federal Government the power to impose very large fines on persons in breach of security regulations.

Who do I contact if I have further questions about the new security measures?

Operations Support Officer	Bernie Hayes 0749555107 0434604351 bhayes@mackayports.com
Duty Port Officer	074955 8171 074955 5107 (24 hr) 0417 761 086 VHF Ch 16 portoperations@mackayports.com
Port Security Officer	John Kraft 074955 8174 0408 558 174 jkraft@mackayports.com