



SECTION 23
Security, Property and Infrastructure



23.0 Security, Property and Infrastructure

23.1 Introduction

The Port of Townsville is recognised as essential infrastructure which, if destroyed, degraded or rendered unavailable for a short or an extended period, would significantly impact social and economic values (NCTC, 2005). The nature of maritime business and infrastructure associated with the Port of Townsville Limited (POTL) falls within statutory requirements that provide safeguards against unlawful interference with maritime transport and establishes security levels for POTL projects and infrastructure.

Chapter B.21 (Security, Property and Infrastructure) of the Environmental Impact Statement (EIS) informs the design and operation of risk management and contingency systems. The construction and operation of the PEP will require variation and modification of the existing security, property and infrastructure management arrangements to suit the operational nature of the PEP, risk of security events and degree of preparedness required to mitigate the risk.

This section provides information to address submissions received in response to the EIS relevant to security, property and infrastructure and the implications of the revised design on these values. One submission was received regarding emergency management, vulnerability and potential for explosions proximate to the Townsville city.

23.2 Response to Submissions

23.2.1 Management of Project security risks proximate to Townsville city

One submission raised the vulnerability of the PEP to human interactive events such as fire, terrorism and sabotage, and the impact of such disasters on Townsville city given the proximity of the Port to highly populated areas.

Management of security risks are addressed in Chapters B.21 (Security, Property and Infrastructure) and Chapter B.22 (Emergency Management) of the EIS. The PEP is to be located on reclaimed land on the seaward boundary of the existing port further away from residential areas than current port operations. POTL manages security risks associated with operations and land through the Maritime Security Plan. This plan was developed in accordance with the *Maritime Transport and Offshore Facilities Security Act 2003* and is routinely audited by the Commonwealth Office of Transport Security. This plan will be updated and incorporated in the PEP in accordance with the *Maritime Transport and Offshore Facilities Security Act 2003* and the *Customs Act 1901*.

Project specific security management plans will be developed and implemented as required regarding mitigation of the potential adverse effects of security or terrorist events, including preparation for managing the effects of an event and effectively responding to, and recovering from, an event. POTL management systems as discussed in Chapter B.22 (Emergency Management) of the EIS are in place and identify, prevent and respond to emergency situations at the Port. Changes to security management in association with the PEP will be communicated in conjunction with the POTL Emergency Risk Management Committee and the Townsville Local Disaster Management Group for translation into the Townsville District Disaster Management Plan and, where applicable, the State Disaster Management Plan.

23.3 Revised Environmental Impact Assessment

23.3.1 Legislation and policy

The Commonwealth *Maritime Transport and Offshore Facilities Security Act 2003* and the *National Counter Terrorism Plan* (2005, 2nd edition) have undergone amendments. The Queensland government approved a new *2013-2018 Queensland Counter-Terrorism Strategy*. Current legislation and strategy will not directly impact on the function of the PEP.

23.3.2 Design refinement

The project design has been refined as described in Section 2.0 of the AEIS. This design refinement focusses on amendments to the extent of dredging and reclamation works and will not impact upon the adequacy of measures to manage security associated with the PEP.

23.3.3 Supporting studies

No additional studies were required to assess the revised design and address submissions received from respondents relating to security, property and infrastructure of the PEP.

23.3.4 Revised assessment

23.3.4.1 Impact assessment

Impacts of the PEP on security management remain consistent with that identified in Section B.21.4 of the EIS.

23.3.4.2 Mitigation measures

POTL has an approved Maritime Security Plan in place which will be updated to include the PEP. Mitigation measures for security management for the PEP are consistent with that identified in Section B.21.5 of the EIS.

23.3.5 Summary

Section B.21.4 of the EIS provided an assessment of potential impacts from a range of natural and human interaction events. The revised design is consistent with the assessment provided in the EIS. Management of security risks will be updated in the Maritime Security Plan and POTL management systems prior to construction of each stage.

23.4 Conclusion

POTL currently manages security risks associated with essential infrastructure through their Maritime Security Plan and Emergency Management Plan in accordance with regulatory requirements. With the implementation of mitigation measures described in Section B.21.5 of the EIS, the PEP is not expected to significantly impact upon existing procedures and framework, response to emergency situations or maintenance of secure infrastructure and facilities.