

Maritime Security Guard Online Training Package

Accompanying Handbook



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INTRODUCTION

Welcome to the Auctoritas Group Maritime Security Guard Training Package. This booklet has been designed to accompany our comprehensive online training package for Maritime Security Guards.

This booklet covers the three different sections to the training package and includes the learning objectives for each section and an outline of the major headings. There is also a notes page following each section for you to use.

We encourage you to follow the links within the training package to obtain more information relevant to employment as a Maritime Security Guard.

PART ONE:

UNDERSTANDING RELEVANT ISSUES IN THE MARITIME SECURITY ENVIRONMENT.

Objectives

- To understand the Risk Associated with Operating in the Maritime Environment
- Understanding Terrorism, Organised Crime
- Defining Terrorism
- Awareness Levels

Understanding Maritime Security Regulations

- The Australian Government implemented a range of security protocols to protect maritime transport and offshore facilities from terrorism and unlawful interference.
- Under this regime all security regulated ports, port facilities, offshore facilities, port and offshore service providers and regulated Australian vessels undertake security risk assessments and implement security plans to address identified risks. This includes, but is not limited to:
 - Measures that need to be in place at different security levels.
 - The powers and responsibilities of officials reporting incidents and events.
 - Measures for screening and clearing, weapons and prohibited items.
- The Maritime Security Identification Card (MSIC) scheme, and enforcement of the Maritime Transport and Offshore Facilities Security Act 2003 and Regulations.

Definition of Terrorism

In Australia, what constitutes an act of terrorism is defined in Commonwealth

Legislation.

The Criminal Code Act 1995 states that a terrorist act means an action or threat of action where the action causes certain defined forms of harm or interference and the action is done or the threat is made with the intention of advancing a political, religious or ideological cause.

The Criminal Code makes it an offence if a person commits a terrorist act, provides or receives training connected with terrorist acts, possesses a thing connected with terrorist acts, collects or makes documents likely to facilitate terrorist acts, or does any act in preparation for or planning of terrorist acts. The penalty for engaging in a terrorist act is life imprisonment.

Maritime Security Alert Levels

Level One – Normal

Level Two – Heightened risk of a security incident based on credible information

Level Three – Specific threat based on credible information that a security incident is probable or imminent.

Reporting Maritime Crime

Reporting maritime crime is an essential part of a robust security regime just as important as physical barriers and alarms incident reports allow security organisations to review port and infrastructure vulnerability.

PART TWO: LEVELS OF ALERTNESS

Introduction

During this part of the training we will discuss how you will be affected by your ability to maintain higher levels of Alertness on prolonged security operations.

People who practice situational awareness can often spot this planning process as it unfolds and then take appropriate steps to avoid the dangerous situation or prevent it from happening altogether. Because of this, situational awareness is one of the key building blocks of effective personal security — and when exercised by large numbers of people, it can also be an important facet of national security.

Objectives

Understand the Five levels of Alertness

The Awareness levels

Tuned out is similar to;

- Driving in a familiar environment.
- Being engrossed in a song on the radio or thinking about what you will be doing that day.
- Increasingly, mobile phone calls and texting are also causing people to tune out .
- Have you ever arrived in your car somewhere without even really thinking about your drive there?

Engrossed Awareness is similar to;

- Driving in hazardous road conditions.
- You need to practice this level of awareness when you are driving on icy or

slushy roads.

- When you are driving in such an environment, you need to keep two hands on the wheel at all times and have your attention totally focused on the road and the other drivers.

Spent Alertness is similar to;

what happens when you literally freeze at the wheel and cannot respond to stimuli, either because you have fallen asleep, or, at the other end of the spectrum, because you are petrified from panic.

Comfortable Awareness is similar to;

- Defensive driving.
- you are relaxed but you are also watching the other cars on the road and are looking well ahead for potential road hazards.
- When you receive an adrenaline rush,
- Similar to when a car that you are watching doesn't stop at the stop sign and pulls out right in front of you.

The levels

Finding the right level is primarily dictated by the situation.

Trying to maintain too high a level will ultimately result in a lower level of alertness in the long run

Too low a level and you become ineffective in your ability to see the early signs of a situation developing

Regular changes of alert status is common and you may not even be aware of the change, but know you are aware of the different levels you should be able to identify if you are on a too high alert level or too low.

PART THREE: UNDERSTANDING MARITIME SECURITY REGULATIONS

Objectives

- Understanding your obligations under MOTFSA
- Responsibilities of Maritime Security Identification Card holders
- Defining Maritime Security Zones
- Roles and Responsibilities of Maritime Security Guards
- Official Powers of Maritime Security Guards under the Act

Your Role as a Maritime Security Guard

Primary Operational Functions of an MSG include:

- Comply with Port/Facility SOP's
- Access Control
- CCTV Surveillance
- Safety Compliance
- Legislative Compliance
- Public Relations
- Emergency Coordination

Maritime Security Zones

Maritime Security Zones are defined areas within a regulated Port that are identified as part of the Port risk assessment that have the potential to interface with security regulated vessels.

Types of Zones:

- Landside Restricted Zones
- Cleared Zones
- Waterside Restricted Zones
- Ship Security Zones
- Offshore Facility Security Zones

- On Board Security Zones

Screening and Clearing

Once a Cleared Zone is established the Port Facility operator is responsible to ensure that persons boarding a security regulated passenger ship have been screened and cleared at the time they board the ship; or are screened and cleared immediately after they board the ship. This includes baggage.

There are a variety of persons exempt from being screened at different MARSEC Levels. Those persons are identified within the presentation and you should have an understanding of who they are.

Maritime Security Identification Card (MSIC)

An MSIC is a nationally consistent identification card which is issued to identify a person who has been the subject of a background check. It shows that the holder has met the minimum security requirements and needs to work unescorted or unmonitored in a maritime security zone.

The MSIC is not an access card and the relevant authority at each port or facility still controls access to its maritime security zones. MSICs are valid for up to four years, with a background check required every two years. Those requiring an MSIC may apply for a four year or two year MSIC.

Who needs an MSIC

A person has an operational need to hold an MSIC if his or her occupation or business interests require, or will require, him or her to have unmonitored access to a maritime security zone at least once a year.

Displaying your MSIC

An MSIC must always be properly displayed when the holder is in a relevant secure area. An MSIC is properly displayed if:

- It's attached to a person's outer clothing
- At or above waist height
- At the front or side of his or her body or on a band around the holder's upper arm
- With the whole front of the MSIC clearly visible

A person is not properly displaying the MSIC if the whole of the front of the MSIC is not clearly visible at all times when it is being worn.

If someone has an invalid MSIC, incorrectly displays or misuses an MSIC, then they may be fined or prosecuted.

Powers of Maritime Security Guards

Under the Act, Maritime Security Guards have the following powers:

- Power to physically restrain persons.
- Power to require production of ID.
- Power to request information.
- Power to request a person to leave a Maritime Security Zone.
- Power to remove vehicles from maritime security zones.
- Power to remove vessels from maritime security zones.

REMEMBER: If time permits you should always seek advice from your Supervisor or the PFSO before exercising the above powers.

Executing a Lawful Detention

Each state and territory have common law requirements in regard to the lawful arrest of a person by non law enforcement persons.

It is recommended that you become familiar with the requirements of the law within your state or territory. As a general rule an arrest will only be lawful if the arrestor has a power to arrest and the arrest is lawfully executed. Three things should be considered before any arrest is undertaken:

- Reasonable suspicion that a crime or criminal activity is likely or has taken place.
- The use of force in making an arrest.
- The reasons as to why you are detaining the person.

Weapons in Maritime Security Zones

Definitions

Prohibited items

The definition of a prohibited item under the Act is,

- An imitation or replica of a firearm;
- An imitation or replica of a bomb, grenade, rocket, missile or mine.

Weapons

- Bombs and grenades Live rockets or missiles
- Flame throwers.
- Crossbows or other similar devices.
- Electromagnetic weapons.
- Acoustic or light emitting anti personnel devices.
- Rocket launchers, recoilless rifles, antitank rifles, bazookas or rocket-propelled-grenade-type launchers

Unless you are an exempt person it is an offence to carry a weapon in a maritime security zone

Maritime Security Incidents

A maritime security incident occurs if

- A threat of unlawful interference with maritime transport or offshore facilities is made and the threat is, or is likely to be, a terrorist act.
- It causes serious harm that is physical harm to a person; or causes serious damage to property;
- It causes a person's death; or endangers a person's life, other than the life of the person taking the action
- It creates a serious risk to the health and safety of the public or a section of the public
- The action is done or the threat is made with the intention of advancing a political, religious or ideological cause
- The action is done or the threat is made with the intention of: coercing, or influencing by intimidation, the government of the Commonwealth or a State, Territory or foreign country, or of part of a State, Territory or foreign country.

- If it is intimidating the public or a section of the public.

Other maritime security events include:

- Unauthorised or attempted unauthorised access to a maritime or offshore facility or ship, including a maritime or ship security zone.
- Failure of a screening point.
- Theft of a security identity card.
- Damage to security equipment (eg. CCTV unit or signage) through sabotage or vandalism;

Who must report a maritime transport security incident?

- Port operators
- Ship masters
- Ship operators
- Port facility operators
- Offshore facility operators
- Maritime security inspectors
- Duly authorised officers
- Maritime security guards
- Screening officers

A maritime transport or offshore facility security incident must be reported as soon as possible after becoming aware of its occurrence.

A Maritime Security Incident Report must include:

- To whom the report relates the date and time of the incident
- The location of the incident
- If the incident involved a ship
- Information regarding the ship including: name, type, size, flag, IMO number, ISSC number, and type of cargo;
- If the incident involved a building or other infrastructure
- Information sufficient to identify the building or other infrastructure, such as the building number, or other identifier

- The nature of the incident
- If the incident involved any other Maritime Industry Participants
- Details of the parties involved;

After an incident has occurred always ensure you:

- Fill in an incident report form.
- Use the Company or Facility report form where available.
- Use the OTS standard report form if no other form has been provided.
- Always ensure the information is passed on to an appropriate person.

Security Measures and Procedures

- Security Measures and procedures will vary depending on the facility you are working at.
- Always ensure you have read and understand the procedures that are in place at each Facility you work at.
- Remember security measures will change at different security level.
- Always make yourself aware of the safety requirements and emergency procedures at the Facilities you work at.

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