



**Australian Government**

**Australian Maritime Safety Authority**

# **CORPORATE PLAN 2008 - 2011**





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# Chairman's Foreword

The Australian Maritime Safety Authority is the national safety agency with a primary role in maritime safety, protection of the marine environment and maritime and aviation search and rescue. It is governed by the *Australian Maritime Safety Authority Act 1990* and is a Commonwealth Authority under the *Commonwealth Authorities and Companies Act 1997*.

The *Australian Maritime Safety Authority Act 1990* requires the Board of Directors to submit an annual Corporate Plan to our Minister, the Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon. Anthony Albanese MP.

With such a broad portfolio of responsibility, it is vital that our planning processes are able to identify our objectives and priorities. This Corporate Plan highlights the six key achievement areas in which we will demonstrate our progress over the next three years. It is designed to inform the Minister, government, stakeholders and our staff of AMSA's strategies and the indicators by which we will measure our performance.

EDWARD G. ANSON AM  
CHAIRMAN  
May 2008

# Our Vision

Our vision is to be a superior provider of maritime safety, marine environment protection, and maritime and aviation search and rescue.

## What we value

We value a safe, caring, respectful, rewarding, diverse and environmentally responsible work environment and we are committed to:

- ▶ aspiring to excellence in work performance;
- ▶ demonstrating committed and responsive service delivery to all stakeholders;
- ▶ collaborating effectively to achieve results;
- ▶ demonstrating innovation and creativity; and
- ▶ showing leadership to the highest standard.

## What we seek to achieve

We seek to achieve our statutory and other obligations as well as address the needs of our stakeholders and interest groups by focusing on six key achievement areas:

1. Regulatory measures
2. Monitoring of compliance
3. Response to marine pollution risks
4. Systems aiding safe marine navigation
5. Maritime and aviation search and rescue
6. Our people

# Operating Environment

The following major external factors are expected to influence AMSA's delivery of its services and performance:

- ▶ **The International Maritime Organization (IMO)** promoting action by Member States to:
  - Participate in the IMO voluntary Member State Audit Scheme.
  - Ratify and implement its conventions to bring them into force internationally.
  - Extend the international regime of liability and compensation for damage from ship sourced pollution.
  - Strengthen regulation of human factors in ship safety by reviewing international standards for seafarer training, certification and watchkeeping.
  - Address climate change issues relating to the shipping industry.
  
- ▶ **The International Association of Marine Aids to Navigation and Lighthouse Authorities** work in developing new and upgraded standards for marine aids to navigation, including the Automatic Identification System and *E-navigation*.
  
- ▶ **The Cospas-Sarsat international satellite system** decision to cease satellite processing of 121.5 MHz distress beacons from February 2009 and the global campaign for the uptake and registration of the 406 MHz distress beacons.
  
- ▶ **The International Labour Organization** promoting adoption of its instruments governing maritime industry labour standards, including the Consolidated Maritime Labour Convention and Fishing Labour Convention.
  
- ▶ **Australian Government** support for:
  - Australian representation at international and regional forums.
  - Australia having a robust port State control program to identify and detain defective foreign flag ships that do not meet relevant safety or marine environment protection standards.

- A review of Australian shipping with the aim of improving international competitiveness and fostering maritime skills development.
- Development of a national transport plan and policy framework, including a new inter-governmental agreement for its implementation and governance and settlement of key work priorities and timetable.
- Consistency in maritime safety and environment protection regulatory regimes across Commonwealth, State and Territory jurisdictions.
- Emergency response arrangements being maintained for a shipping casualty near or in Australian waters, including pollution preparedness and response, emergency towage, incident management and powers of intervention.
- Strong working relations between agencies providing search and rescue coordination in line with agreed arrangements and maintaining maritime distress and safety communications services in line with international conventions.
- A high level of protection for the environmental and cultural values of the Torres Strait and Great Barrier Reef from the impact of shipping operations and strengthening the maritime safety culture in the Torres Strait region.
- Strengthening of Australia's maritime domain awareness regime to benefit maritime security, safety and environment protection.
- Capacity building in the Asia-Pacific and Indian Ocean regions to monitor ships for compliance with international standards, to respond to ship sourced marine pollution, to provide aids to navigation and search and rescue services.
- Promotion of fishing vessel safety both in Australian waters and internationally.

► **Stakeholder and community** expectation that:

- The national shipping regulatory system will be based on contemporary safety management systems, facilitate business and support international competitiveness.



- Ship safety and environment protection standards will be effectively enforced and law breakers prosecuted, convicted and punished within the Australian jurisdiction.
- Compensation will be available for damage from ship sourced marine pollution in line with international compensation and liability schemes.
- A national network of aids to navigation will be provided to assist safe navigation of commercial shipping and historic lighthouses and will have their heritage values maintained.
- Search and rescue services will be coordinated to the extent of Australia's search and rescue region, including Antarctica and other remote locations.

► **Industry** trends impacting on AMSA include:

- Changes in the maritime workforce demographic and global increases in labour demands leading to a potential maritime/aviation skills shortage in Australia.
- Traditional recruitment methods and training and qualification requirements need to be reviewed for seafarers, marine pilots and aviation crews.
- Continuing strong growth in activity levels, particularly for the bulk and liner trades, with tight charter markets encouraging operators to retain old, higher-risk ships.
- An increasing focus on safety issues involved with cargo stowage and handling and improved occupational health and safety outcomes for crews.
- Changes in Australia's marine pollution risk profile with new and expanded port developments and increased importation of oil and chemical cargoes.
- Technological developments to improve ship navigational safety, emergency and pollution response techniques and search and rescue services.

# Risk Management

We are committed to an active risk management program extending to all aspects of our operations, including measures to respond to our risk profile. We have identified and are addressing the following major risk issues:

- ▶ The occurrence of a serious shipping incident, such as a collision, grounding or ship damage near or in Australian waters, particularly if this occurred in the Torres Strait or Great Barrier Reef region.
- ▶ The need for a robust governance regime for private sector operation of under keel clearance management services for ships transiting the Torres Strait.
- ▶ The potential impact of global and national skills shortages on the delivery of our core safety and environment protection services.
- ▶ The external national regulatory arrangements, including the legislative program's priority for enactment of maritime legislation, promotion of uniformity in ship safety regulation between State/Territory jurisdictions and resolving the basis for the division between the Commonwealth and State/Territory ship safety regulatory jurisdictions.
- ▶ The importance of maintaining Australia's system of marine pilotage for larger commercial ships transiting the Torres Strait.
- ▶ The capability of Commonwealth departments and authorities maintaining compliance with safety standards governing their vessels, particularly small vessels.
- ▶ Increased shipping activity in Antarctic waters raising the risk of an incident requiring delivery to this remote region of emergency response services.



## 1. Regulatory Measures

Our objectives are to:

- ▶ Influence the development, implementation, monitoring and enforcement of international ship safety and environment protection standards and the operation of international liability and compensation schemes.
- ▶ Modernise Australia's maritime safety and environment protection regulatory system consistent with international standards and contemporary safety and environmental management systems.
- ▶ Promote national consistency across maritime safety and environment protection regulatory systems in Australia providing flexibility for business and fostering competitive shipping services.
- ▶ Provide an effective enforcement regime, including an appropriate level of penalties, for Australian ship safety and pollution laws within the Commonwealth jurisdiction.
- ▶ Maintain a comprehensive liability and compensation regime in Australia for loss or damage caused by shipping incidents consistent with international schemes.
- ▶ Promote an Australian maritime safety culture where parties accept responsibility for ship safety and pollution prevention and recognise their duty of care in achieving safety outcomes.

We plan to meet our objectives by:

- ▶ Promoting reform of our administered legislation (*Navigation Act 1912*, *Protection of the Sea legislation (penalties)* and *Shipping Registration Act 1981*) in cooperation with the Department of Infrastructure, Transport, Regional Development and Local Government (the Department).





- ▶ Assisting the Department in implementing improved international standards into Australian law and administrative arrangements.
- ▶ Implementing work plans in cooperation with the Department for Australian ratification of conventions on safety in the fishing industry (Torremolinos Protocol for the Safety of Fishing Vessels and International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel).
- ▶ Addressing ship safety and environment protection issues relevant to State/Territory jurisdictions in a nationally consistent manner through the Australian Maritime Group (AGM) and National Marine Safety Committee (NMSC), in collaboration with the Department.
- ▶ Providing technical and operational advice to Departments and agencies to facilitate Australia's ratification of international conventions on safety, compensation and environment protection measures.
- ▶ Maintaining relevance and currency of the national regulatory system in line with international standards, in collaboration with the Department.
- ▶ Investigating and prosecuting potential offences in line with our prosecution policy.
- ▶ Coordinating Australia's participation in the IMO Voluntary Member State Audit Scheme to assess effective implementation and administration of mandatory IMO instruments.
- ▶ Implementing the Torres Strait Marine Safety Program jointly with Maritime Safety Queensland to promote maritime safety culture in Torres Strait.
- ▶ Providing Vessel Tracking System (VTS) capabilities to deliver Navigational Assistance Service throughout the Great Barrier Reef and Torres Strait.
- ▶ Consolidating Australia's implementation of the Long Range Identification and Tracking of Ships system in line with international timetable.



- ▶ Encouraging provision of adequate port waste reception facilities in line with international requirements.
- ▶ Ensuring compliance of Australia's extension of coastal pilotage to the Torres Strait in relevant international forums, in cooperation with the Department, Department of Foreign Affairs and Trade and Attorney-General's Department.
- ▶ Delivering maritime safety elements of the Indonesian Transport Safety Assistance Program in cooperation with the Department and Department of Foreign Affairs and Trade.
- ▶ Representing Australia's interests in the IMO and progressing ship safety, environment protection and pollution liability/compensation issues in cooperation with the Department and other relevant Departments.

## Our Performance

We will measure our performance in achieving our Regulatory Measures by ensuring:

- ▶ That 100% of issues raised by AMSA are satisfactorily addressed at relevant international forums;
- ▶ That all regulatory measures introduced by the IMO or as required for domestic purposes are given effect in Marine Orders within the specified timeframe;
- ▶ That technical and operational advice provided in support of the portfolio legislation program is timely and does not result in any delay in the program; and
- ▶ That the cost of providing AMSA's regulatory standards regime be delivered within a 2008/09 budget of \$8.6 million.



## 2. Monitoring Compliance

Our objectives are to:

- ▶ Identify and deter unseaworthy and substandard ships operating in Australian waters.
- ▶ Reduce work related injury and illness of crew on ships covered by the *Occupational Health and Safety (Maritime Industry) Act 1993*.
- ▶ Provide Australia with a system of seagoing training and certification consistent with international standards and highly regarded worldwide for its integrity and quality.
- ▶ Promote skills development by seafarers and their career path progression from small vessels to commercial ships.
- ▶ Provide a regulatory system for safe delivery of coastal pilotage services in the Torres Strait and Great Barrier Reef region.

We plan to meet our objectives by:

- ▶ Refining our risk assessments of foreign ships to further improve our inspection targeting system so as to allow tailoring of inspections according to a ships risk profile with a focus on priority safety and environmental hazards.
- ▶ Improving surveillance of cargo including dangerous goods and securing of containers.
- ▶ Implementing measures agreed in international forums to strengthen port State control performance.
- ▶ Continuing the inspection and auditing programs of Australian ships to assess compliance with international and domestic safety and pollution standards.
- ▶ Strengthening performance of our inspectorate functions under the *Occupational Health and Safety (Maritime Industry) Act 1993*.



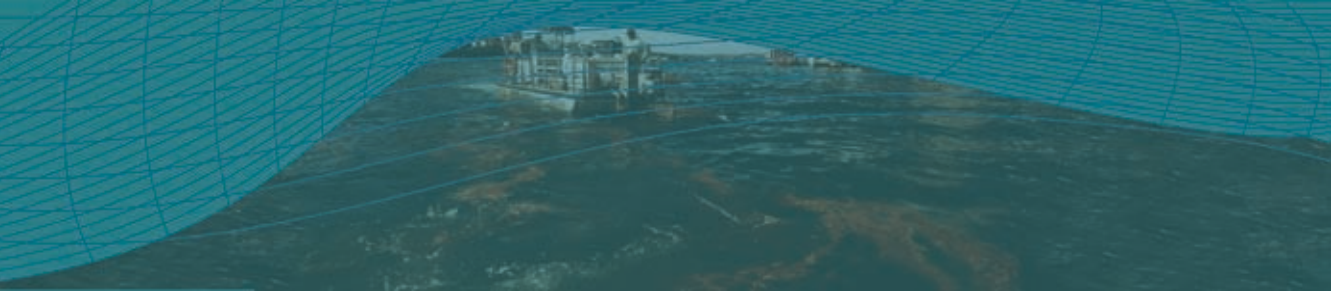


- ▶ Continuing to align the Australian seafarer training and qualifications system with the current Standards of Training Certification and Watchkeeping (STCW) for Seafarers Convention.
- ▶ Reviewing processes and requirements for issuing seafarer qualifications to facilitate career path progression from smaller vessels and from Navy and Customs service to large ocean going ships.
- ▶ Participating in the Australian Government's maritime training and skills development initiatives.

## Our Performance

We will measure our performance in Monitoring Compliance by ensuring:

- ▶ That improvement in the standard of foreign flag ships operating in Australian waters is demonstrated through a declining average of deficiencies per inspection;
- ▶ That the inspection rate of risk assessed eligible ships under the Port State Control program meet the following targets:
  - Single hull tankers - 100%
  - Priority one ships - 80%
  - Priority two ships - 60%
  - Priority three ships - 40%
  - Priority four ships - 20%
- ▶ That the number of Port and Flag State Control inspections meet the following targets:
  - PSC inspections - 2,800
  - FSC inspections - 95
- ▶ That the cost of providing compliance monitoring infrastructure and industry awareness of compliance matters be delivered within a 2008/09 budget of \$17.3 million.



### 3. Responding to Marine Pollution Risks

Our objectives are to:

- ▶ Manage ship sourced pollution response services consistent with international obligations, regional arrangements and the inter-governmental agreement.
- ▶ Manage emergency towage services consistent with the inter-governmental agreement.
- ▶ Provide effective management of emergency response, including coordinated search and rescue, pollution and emergency towage responses, to shipping incidents in Australian waters and around the Australian coast.

We plan to meet our objectives by:

- ▶ Progressing strategic management issues through the National Plan Management Committee.
- ▶ Progressing operational issues through the National Plan Operations Group.
- ▶ Planning and participating in the biennial exercises in 2008 and 2010 testing response arrangements under the National Plan and application of the National Maritime Place of Refuge Risk Assessment Guidelines.
- ▶ Planning and convening the triennial International Oil Spill Conference, *Spillcon 2010*, to promote information sharing on pollution response.
- ▶ Reviewing existing bilateral oil pollution response arrangements with regional countries to encompass response to chemical pollution.







- ▶ Delivery of outcomes from projects being undertaken as part of the approved National Plan Research Development and Technology program.
- ▶ Maintaining an effective public awareness strategy, including developing and distributing a revised National Plan DVD and printed material.
- ▶ Developing and implementing a national casualty response plan incorporating powers of intervention, provision of pollution response and emergency response services in line with the National Plan and National Maritime Emergency Response Arrangements.
- ▶ Contributing to the review of National Maritime Emergency Response Arrangements Inter-Governmental Agreement by the Australian Maritime Group in 2008.
- ▶ Managing contracts with emergency towage vessels service providers.
- ▶ Participating in exercises and training programs testing the National Maritime Emergency Response Arrangements.

## Our Performance

We will measure our performance in Responding to Marine Pollution Risks by ensuring:

- ▶ That pollution response resources and equipment be made available at least 95% of the time;
- ▶ That emergency response capability be made available 100% of the time; and
- ▶ That the cost of providing a pollution risk response capability be delivered within a 2008/09 budget of \$18.9 million.



## 4. Systems for Aiding Safe Marine Navigation

Our objectives are to:

- ▶ Maintain a national network of integrated marine aids to navigation systems consistent with international standards.
- ▶ Maintain a vessel traffic management system in the Great Barrier Reef and Torres Strait consistent with international standards.
- ▶ Maintain vessel tracking systems consistent with international standards.
- ▶ Maximise the benefit of communications and technological advances to improve navigational and ship safety.
- ▶ Contribute to whole of government initiatives to improve maritime domain awareness for the benefit of maritime safety and environment protection.
- ▶ Provide Maritime Safety Information (MSI) to ships consistent with international standards.

We will achieve these objectives by:

- ▶ Conducting annual review and implement updated Five Year Strategic Plan for Marine Aids to Navigation to ensure international standards and the requirements of commercial ships are met.
- ▶ Implementing in Australia relevant international standards for new developments in aids to navigation and navigation systems.
- ▶ Integrating technological and communication advances to improve ship monitoring in the Great Barrier Reef/Torres Strait, in particular the management of the Reef Vessel Tracking System (REEFVTS) Coastal Vessel Traffic Service in consultation with Maritime Safety Queensland.
- ▶ Assisting in providing maritime domain awareness necessary to enhance our marine safety and environmental protection capability.





- ▶ Examining the impact on maritime safety and operational efficiency through the broadening of satellite communications systems and options for an independent backup of satellite systems.
- ▶ Review potential new measures to address impact on navigational safety in waters off the north-west coast of Australia resulting from the expansion of offshore and onshore resource developments.
- ▶ Preserving the heritage values of aids to navigation property under our control through implementation of the Heritage Strategy.

## Our Performance

We will measure our performance in delivering Systems for Aiding Safe Marine Navigation by ensuring:

- ▶ That the marine aids to navigation network be made available in accordance with the following targets:
  - Visual: Category 1 – 99.8%
  - Category 2 – 99.0%
  - Category 3 – 97.0%
  - Racons: 99.6%
  - Tidegauges: 99.6%
  - DGPS: 99.6%
  - REEFVTS: 98.0%
  - AIS (Non REEFVTS): 99.8%
  - Unlit Beacons: 95.0%
  - Topmarks / Daymarks: 95.0%
- ▶ That the marine navigation aids network meets the requirements of the five year Navigation Safety Strategic Plan for Marine Aids to Navigation; and
- ▶ That the cost of providing a network of aids to navigation be delivered within a 2008/09 budget of \$21.4 million.



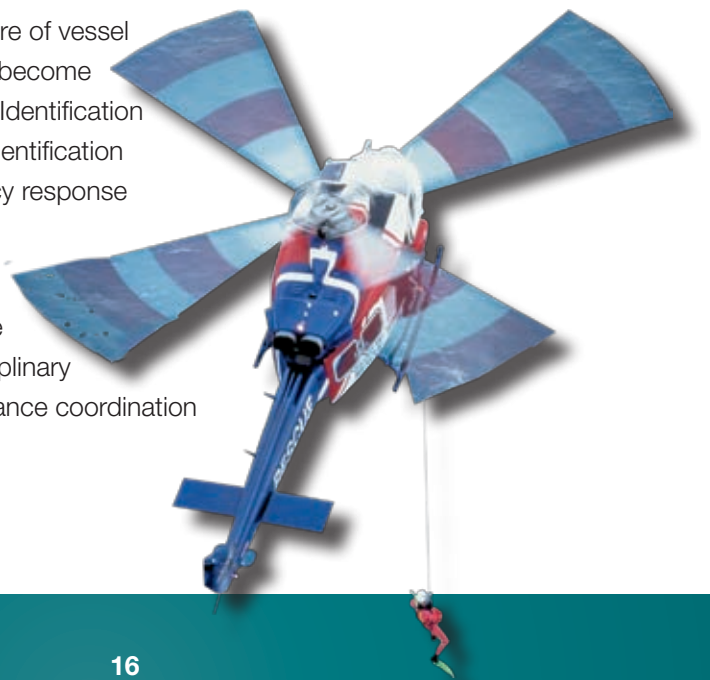
## 5. Maritime and Aviation Search and Rescue

Our objectives are to:

- ▶ Coordinate maritime and aviation search and rescue and maintain maritime safety and distress communication services consistent with Australia's international obligations and the relevant inter-governmental agreement.
- ▶ Maximise the benefit of communications and technological advances to improve the effectiveness of search and rescue operations and communications.
- ▶ Contribute to whole of government initiatives to fully utilise search and rescue assets.

We will meet our objectives by:

- ▶ Operating Australia's 24 hour Rescue Coordination Centre and facilitating additional maritime emergency response roles (emergency towage, casualty coordination, pollution response and environment protection).
- ▶ Developing an integrated picture of vessel movements, including data to become available through Long Range Identification and Tracking and Automatic Identification Systems, for marine emergency response purposes.
- ▶ Operating communications and automated data exchange systems to facilitate multi disciplinary emergency response and enhance coordination with other agencies.





- ▶ Managing contracts with external providers to ensure maximum availability of distress and safety communication services in line with international standards.
- ▶ Reviewing developing technologies and international developments that have an impact on communications services and assess the potential for integration with other systems to improve search and rescue and emergency response.
- ▶ Managing contracts for the five turbine engine Dornier aircraft dedicated to search and rescue operations at Darwin, Perth, Cairns, Melbourne and Brisbane.
- ▶ Identifying the scope for further 'whole of government' efficiencies by facilitating other government agencies to integrate their use of AMSA's dedicated aircraft, while recognising the aircraft's primary search and rescue role.
- ▶ Utilising new equipment to enhance search and rescue operations and assessing the impact of new technologies on improving search capabilities.
- ▶ Conducting a strategic review of the remainder of the Search and Rescue (SAR) Unit Program to anticipate any changing requirements after the cessation of the 121.5 MHz distress beacons on 1 February 2009, and to incorporate experience gained with the Dornier aircraft.
- ▶ Progressing the public education campaigns for the phasing out of the 121.5 MHz distress beacons.
- ▶ Facilitating uptake and registration of 406 MHz distress beacons, including management of the registration database.
- ▶ Continuing to work with the Australian Antarctic Division, Civil Aviation Safety Authority, Airservices Australia and the Australian Defence Force to ensure continued effectiveness of search and rescue in remote areas, particularly in Antarctica.





- ▶ Conducting regular operational debriefs, meetings, workshops and exercises to strengthen coordination between search and rescue agencies.
- ▶ Expanding the use of automated data exchanges and improved communication technologies.

## Our Performance

We will measure our performance in delivering Maritime and Aviation Search and Rescue functions by ensuring:

- ▶ That the Emergency Response Centre (ERC) make resources available to deal with:
  - 15,000 incidents;
  - 500 searches; and
  - 300,000 AUSREP reports.
- ▶ That systems providing distress and safety communication services be made available at least 99.5% of the time;
- ▶ That 5 dedicated search and rescue units and 58 available on an opportunity basis be made available;
- ▶ That the ERC initiate a response within a median time of 30 minutes; and
- ▶ That the cost of delivering a search and rescue capability within a 2008/09 budget of \$54.3 million.



## 6. Our People

### We aim to:

- ▶ Foster a safe, encouraging, rewarding and productive working environment.
- ▶ Enhance organisational capability and capacity.
- ▶ Increase efficiency of organisational processes.
- ▶ Maintain confidence of the AMSA Board in AMSA's management.

### We will meet our objectives by:

- ▶ Creating a positive culture, where staff feel challenged in their work, valued and respected.
- ▶ Promoting a continuous improvement work culture that welcomes external input and review.
- ▶ Developing skills and systems to support the effective and appropriate use of internal and external resources to complement organisational capacity.
- ▶ Attracting, developing and retaining an appropriately skilled workforce.
- ▶ Using staff performance scheme to ensure development of employees' skills and performance is closely linked to individual, divisional and corporate objectives.
- ▶ Enhancing project management capabilities.
- ▶ Encouraging diversity of views and actively seeking staff engagement and contribution.
- ▶ Ensuring workforce planning aligns the organisational skill base with priorities and strategic objectives.



- ▶ Maintaining certification of ISO9001 (quality), ISO14001 (environmental) and AS/NZS4801 (occupational health and safety) management systems.
- ▶ Ensuring corporate governance is maintained through full compliance with statutory requirements.

## Our Performance

We will measure our performance of Our People Strategies by ensuring:

- ▶ That certification of AMSA's ISO9001 (quality), ISO14001 (environmental) and AS/NZS4801 (OH&S) management system is maintained;
- ▶ That 100% compliance is maintained with statutory requirements;
- ▶ That all AMSA staff have in-place Performance and Learning Agreements;
- ▶ That the level of staff satisfaction reported through staff surveys exceeds public sector benchmarks; and
- ▶ That staff turn-over shows a declining trend from previous years.



# Review of Performance Against Previous Year (1 July 2007 to 31 March 2008)

## Regulatory Measures

- ▶ Four Marine Orders have been amended throughout 2007/08 to give effect to primary changes to the IMO International Convention for the Safety of Life at Sea (SOLAS) Convention. These include:
  - Marine Orders Part 21 - Safety of Navigation and Emergency procedures, the introduction of Long Range Identification and Tracking (LRIT); and
  - Marine Orders Part 18 - Measures to Enhance Maritime Safety, amendments to the guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers.
- ▶ A new Marine Order, Part 97 - Marine Pollution Prevention - Air Pollution, was also developed to give effect to Annex VI of the International Convention for the Prevention of Pollution from Ships (MARPOL) - Regulations for the Prevention of Air Pollution from Ships.

## Monitoring Compliance

- ▶ AMSA monitors compliance with international standards by conducting ship and cargo inspections in Australian ports, as well as overseeing ship operations and the issuing of certificates of competency to seafarers.
- ▶ To 31 March 2008, 2,158 Port State Control (PSC) inspections and 99 Flag State Control (FSC) inspections were conducted in accordance with expected activity estimates. For the same period, 559 certificates of competency and 440 oral examinations were also conducted.
- ▶ Inspection rates to 31 March 2008 for eligible ships were:
  - Single hull tankers - 100% against a target of 100%
  - Priority One Ships - 93% against a target of 80%
  - Priority Two Ships - 82% against a target of 60%
  - Priority Three Ships - 67% against a target of 40%
  - Priority Four Ships - 51% against a target of 20%

- ▶ 96 per cent of inspections of Priority One Ships, compared to a target of 90 per cent, were carried out within the first two port visits after the ships became eligible for inspection.
- ▶ There was a declining trend in the average deficiencies per inspection, with 2.59 recorded to March 2008 compared to 2.95 for the corresponding period to March 2007. This is due to the overall improvements in the quality of the fleet calling at Australian ports.
- ▶ The average number of non-conformance notices issued per ISM audit was 1.0, which is a reduction from 1.2 in the previous year.
- ▶ 11,840 hours were spent processing qualifications in the nine months to March. This is a reduction of approximately 10 per cent from the same period last year due to improved efficiency of procedures and variation in certificate numbers.

## Responding to Marine Pollution Risks

- ▶ There have been no major pollution incidents to 31 March 2008. However, the National Plan responded to the threat of pollution following the grounding of the *Pasha Bulker* at Newcastle, with the vessel being successfully refloated with no loss of oil on 2 July 2007. Three AMSA response personnel attended the grounding of the *MT Breakthrough* in February on Cocos – Keeling Island. This vessel was also successfully refloated with no loss of oil.
- ▶ AMSA invoked the National Maritime Emergency Response Arrangements to provide emergency towage for the drifting marine casualty, *MSC Lugano* off Esperance from 31 March to 3 April 2008. This intervention kept the ship safely at sea rather than risking a grounding in the environmentally sensitive Recherche Archipelago.
- ▶ A program of audit and regular maintenance ensures that the pollution response equipment in the nine National Plan regional stockpiles and other smaller stockpiles are fully operational and ready for use. To 31 March 2008, 19 audits were conducted covering all stockpiles.

- ▶ The following courses and workshops were conducted as part of the National Plan training program:
  - National Response Team (Cairns, September and Thursday Island, May);
  - Oiled Wildlife (Gold Coast, October);
  - Oil Spill Management (Perth, December and Cairns, April);
  - Equipment Operator (Darwin, March) and Equipment Familiarisation (Darwin, October);
  - Environmental and Scientific Coordinator Workshop (Melbourne, May).
  - A total of 193 personnel attended these courses, of which 190 were non-AMSA staff.
  - The emergency towage capability was maintained in accordance with National Maritime Emergency Response Arrangements and contractual conditions across all nine strategic regions. Audits were conducted of all emergency towage contractors to 31 March 2008.

## Systems for Aiding Safe Marine Navigation

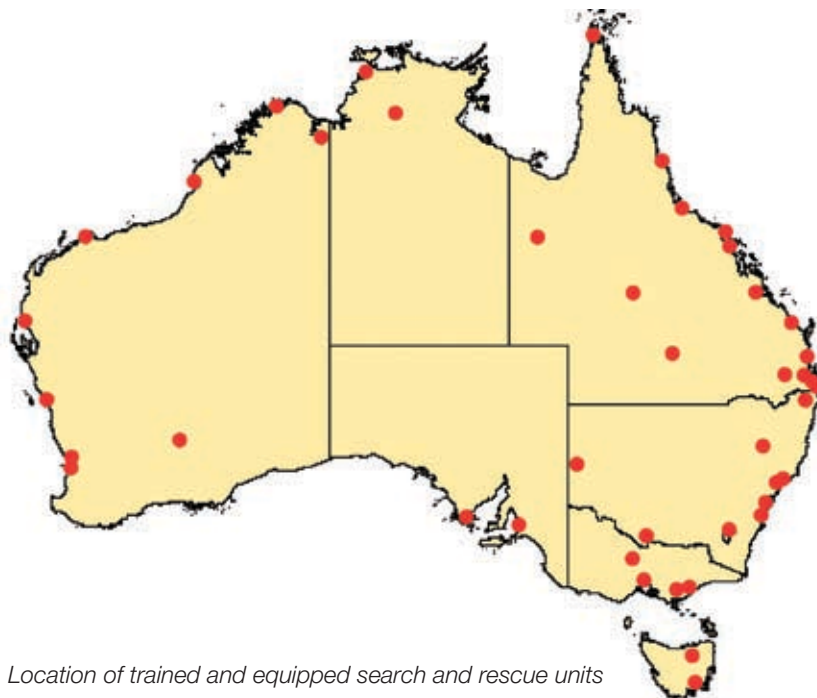
- ▶ The aids to navigation availability targets are being consistently met and the outcomes of maintenance audits conducted to date confirm that the aids to navigation are being maintained to the required standard.
- ▶ Key projects completed or currently underway include a replacement low maintenance tower at Cape Bowling Green (Qld), new pile structures at Joan Reef and Miles Reef in the Great Barrier Reef and replacement of a damaged spar buoy at Port Hedland.
- ▶ REEFVTS' vessel tracking capability has been enhanced by expansion of Automated Identification System (AIS) coverage south of Cairns and replacement of the existing radars. AMSA is working closely with Infrastructure and Border Protection Command to develop a National AIS Strategy which would see significant development of AIS coverage around Australia, with radar ground truthing options.

- ▶ SOLAS amendments for the Long Range Identification and Tracking (LRIT) came into force on 1 January 2008. Marine Order 21 has been amended to include LRIT. LRIT issues are being dealt with in a whole-of-government approach, and Border Protection Command, on behalf of Australia, has contracted with Pole Star Global to provide a National LRIT Data Centre. The data centre went live on 11 February 2008. Australia is the second contracting government in the world to implement the requirements of the SOLAS amendment, and is now well placed to meet its LRIT obligations and to participate in further international development and testing of the system.

## Maritime and Aviation Search and Rescue

- ▶ The Emergency Response Centre (ERC) to 31 March 2008 has maintained 100% availability. Resilience has been reduced due to the ERC having to re-locate to the Disaster Recovery Facility (DRF) because of partial failure of ERC systems. Based on statistics for first six months of 2007/2008 it can be projected that there will be a small reduction in the number of incidents and searches as compared to 2006/2007.
- ▶ The High Frequency and Inmarsat satellite services performed well during the period providing high levels of availability. The contract with Stratos for the provision of Inmarsat satellite services was varied and extended in August 2007 and now expires in June 2012. The Australian Cospas-Sarsat ground segment continues to provide a high level of availability.
- ▶ AMSA maintained 64 trained aviation Search and Rescue Units, against a target of 64 units, which were provided with specialist equipment and training as appropriate. During the period to 31 March 2008, 66 training/auditing sessions were undertaken with these Units. The dedicated Dornier aircraft continued to participate in the Australian Customs Service's Civil Maritime Surveillance Program and have flown some 1,100 hours on surveillance flights during the period.

The Australia-wide shortage of pilots and licensed aircraft maintenance engineers started to impact on the availability and experience of the Search and Rescue Units.



- ▶ AMSA continues to engage IMO and the International Civil Aviation Organisation (ICAO) effectively on search and rescue related matters. The aviation search and rescue function was audited by ICAO during the period with a good outcome. Work continues on the 121.5 MHz distress beacon phase out campaign. Successful meetings of the National SAR Council and the AusSAR Consultative Forum were held during the period.
- ▶ Overall median response times for 2007/2008 are expected to be reduced in comparison to 2006/2007 and will be well within the set target response times. In contrast to response times, it is projected that the median cost per search will substantially increase. A major factor in this increase is the continuing rise in the cost of fuel.

## Corporate Services

- ▶ Our Corporate Services Division supports delivery of AMSA's corporate-wide functions including information technology, human resources, finance and other business services. The Division achieved its objectives and targets to March 2008, including:
  - The incorporation of international accounting standards into the financial statements and other statutory reporting requirements;
  - The completion of six monthly risk assessment reviews and business continuity plan testing;
  - Continued certification to AMSA's integrated Management System (quality, environmental and OH&S); and
  - Development of a draft Information Services Strategic Plan.
- ▶ AMSA's employment framework was also reviewed, however with the new Government, the emphasis has now moved from internal bargaining to collective arrangements. The framework will be further refined to accommodate the direction of the new Government.



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