



Australian Government
Australian Maritime Safety Authority

Annual Report 2018–19



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Australian Government

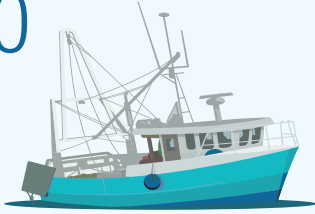
Australian Maritime Safety Authority

Annual Report 2018–19

There are approximately

27,000

domestic commercial vessels in Australia



More than

600,000

emergency distress beacons are registered with AMSA



There are approximately

66,500

domestic seafarers in Australia

Australia is the

largest

island nation in the world



The Australian coastline spans

60,000

kilometres

0 significant pollution incidents were reported during the year



99% of Australia's trade in goods by volume and

74% of trade in goods by value is transported by ship



3,017,039

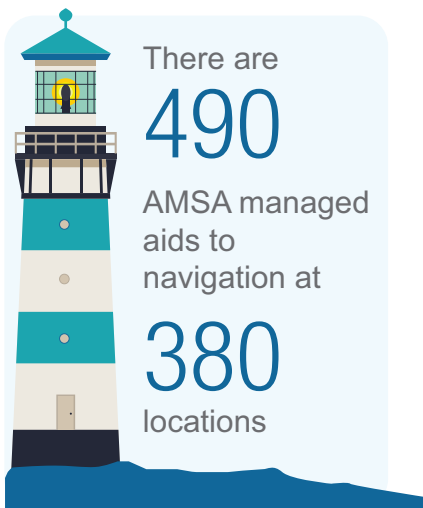
AMSA website visits

f 51,679

Facebook followers

t 23,211

Twitter followers



There are **490**

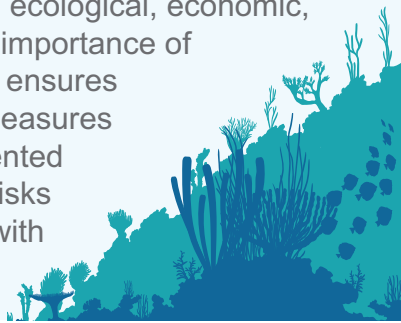
AMSA managed aids to navigation at

380 locations

The Great Barrier Reef, Torres Strait and Coral Sea Particularly Sensitive Sea Areas (PSSAs) cover more than

968,000 square kilometres.

PSSA designation recognises the ecological, economic, and cultural importance of an area and ensures protective measures are implemented to manage risks associated with shipping.



9672
incidents reported

411
searches conducted

Median on-scene response times



Day:
88
minutes

Night:
120
minutes



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Purpose

As Australia's national maritime regulatory body, we promote the safety and protection of our marine environment and combat ship-sourced pollution. We provide the infrastructure for safety of navigation in Australian waters, and maintain a national search and rescue service for the maritime and aviation sectors.

Vision

Safe and clean seas, saving lives

Mission

Ensuring safe vessel operations, combatting marine pollution, and rescuing people in distress

Role

AMSA is a statutory authority established under the *Australian Maritime Safety Authority Act 1990* (AMSA Act), with the primary role to:

- promote maritime safety and protection of the marine environment
- prevent and combat ship-sourced pollution in the marine environment
- provide infrastructure to support safe navigation in Australian waters
- provide a national search and rescue service to the maritime and aviation sectors
- provide, on request, services to the maritime industry on a commercial basis
- provide, on request, services of a maritime nature on a commercial basis to the Commonwealth and/or states and territories

Values

Professional: we act with integrity and are pragmatic in our approach

Collaborative: we value and respect others and work together to achieve our objectives

Dedicated: we are committed to Australian Maritime Safety Authority's (AMSA's) mission and responsive to the needs of our customers and stakeholders

Accountable: we take responsibility for our decisions and actions.

Plan on a page

An abridged version of AMSA's Plan on a Page is detailed on the following page.

AMSA's 2018–19 Corporate Plan has a full version, available at: amsa.gov.au/about-us/corporate-publications

Everything AMSA does—as described in this annual report—is in response to our strategic challenges.

Plan on a page

Strategic challenge 1: Managing risks to safety and the environment

Focus areas

- Ensuring regulated vessels are operated safely and meet standards
- Preventing pollution from shipping
- Supporting safe navigation
- Contributing to and implementing international conventions
- Ensuring seafarer standards and welfare

Strategic challenge 2: Delivering, implementing and enhancing the national system for domestic commercial vessel safety

Focus areas

- Operating model
- Service delivery
- Regulatory framework
- Information technology and funding arrangements

Strategic challenge 3: Providing incident preparedness and response

Focus areas

- Pre-emptively intervening to assure vessel safety
- Saving lives daily through search and rescue
- Delivering an effective incident response capability
- Delivering an effective marine pollution response capability

Strategic challenge 4: Ensuring a vibrant and progressive organisation

Focus areas

- Workforce engagement, development and safety
- Good governance
- Sound financial management
- Reliable and responsive information technology

Strategic enabler: Collaborating with our community

Focus areas

- Working with international organisations and other nations
- Working with partner organisations
- Developing stakeholder relationships
- Community education

Transmittal letter



Australian Government
Australian Maritime Safety Authority



CHAIRMAN

The Hon Michael McCormack MP
Deputy Prime Minister
Minister for Infrastructure, Transport and Regional Development
Parliament House
CANBERRA ACT 2600

Dear Minister

On behalf of the Australian Maritime Safety Authority (AMSA), I present to you the Annual Report for the reporting year 1 July 2018 to 30 June 2019.

The report provides a detailed description of AMSA's operations during the year as well as financial statements and the Auditor-General's report on those financial statements. This report has been prepared in accordance with the requirements set out in the *Public Governance, Performance and Accountability Act 2013*, the *Public Governance, Performance and Accountability Rule 2014*, and in accordance with the *Australian Maritime Safety Authority Act 1990*.

The report is made in accordance with a resolution on 18 September 2019 of the Directors who are responsible, under section 46(1) of the *Public Governance, Performance and Accountability Act 2013* for its preparation and content.

Yours sincerely

Stuart Richey AM
Chairman

18 September 2019

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Reporting requirements and responsible minister

The *Public Governance, Performance and Accountability Act 2013* (PGPA Act) requires that corporate Commonwealth entities prepare an annual report in accordance with the relevant rule.

The AMSA Annual Report 2018–19 is presented in accordance with the Public Governance, Performance and Accountability Rule 2014 and the *Australian Maritime Safety Authority Act 1990* (AMSA Act).

The report is to be presented to the responsible minister by 15 October and requires the minister to table the report in both Houses of the Parliament as soon as practicable after receiving it. It is the government’s preferred policy that the reports be tabled by 31 October. This is the first year that AMSA will also publish its annual report on the Transparency Portal using the digital reporting tool (section 17BCA of the PGPA Rule). You can find the digital report here: transparency.gov.au

AMSA reports to the Australian Parliament and Government through the Minister for Infrastructure, Transport and Regional Development the Hon Michael McCormack MP.

Under the PGPA and AMSA Acts, members of the AMSA Board, as the accountable authority, are responsible for this annual report.

This report provides a review of activities undertaken in 2018–19, using the reporting arrangements set out in the Portfolio Budget Statements 2018–19 and the AMSA Corporate Plan 2018–19 (covering the period 2018–19 to 2020–21).



The Hon Michael McCormack MP, Deputy Prime Minister and Minister for Infrastructure, Transport and Regional Development



Stuart Richey, AM
Chairman

Chairman's foreword

Taking on full service delivery for the National System for Domestic Commercial Vessel Safety (national system) has been our biggest change—and challenge—over the past year. It has been quite a learning experience for us and with the data collected we are now in a better position to assess the reality of safety practices around the country.

While we recorded lower fatalities attributable to domestic commercial vessel operations this year than in recent years, any fatality is a tragedy and should be unacceptable to the industry. Vessel stability and the age and condition of many vessels—combined with fatigue, lifestyle and economic pressures—are a dangerous combination. AMSA is committed to work with industry to reduce the number of people who are injured or die on vessels to zero.

AMSA's responses to the challenge of the national system have been many and varied over the year.

Our customer service capability has expanded across the country. AMSA Connect—our contact centre—has developed to offer rapid support online and over the phone to commercial operators and crew. In ports across Australia, our offices have welcomed new customer service staff to provide face-to-face service in local communities. This expanded customer service capability is helping AMSA support regulated industries, getting to know the people who work with us, and understand what guidance they need to follow the rules and stay safe when working on the water.

Looking to the future, developing a better understanding of the domestic commercial maritime industry is the first step toward having a significant impact on safety. Our task is to use improved data to find and target areas of high risk. To this end, several new marine safety inspectors started in our regional offices this year. With better incident and safety data, these bolstered regional teams will focus their efforts on the industry sectors where safety must improve.

Through ongoing consultation, industry outreach programs and targeted compliance activities we will be looking for a collaborative effort to improve safety practices. We know we will need to be pragmatic and responsive. Australia's diverse and geographically dispersed maritime business community means one size will never fit all.

We will make it easier for our stakeholders to be part of shaping safety standards and education by offering more face-to-face opportunities in regional locations—75 staff are currently located outside the capital cities—and asking for feedback as we develop new systems and processes—including working with the community to modernise the national standard for commercial vessels.

We will continue to work with Australian governments and industries to address complex jurisdictional issues affecting maritime safety outcomes—particularly in the area of work health and safety.

Preparing for significant change has also been a theme in international shipping this year.

We have been working to support the Australian industry prepare for new fuel sulphur limits which come into force worldwide in 2020. By reducing sulphur emissions from shipping these new limits will have great benefits for the environment and human health. I am pleased AMSA has continued its long tradition of close engagement with the International Maritime Organization (IMO) to support and shape this global change.

AMSA's emergency response teams have also had a busy year. Our marine environment experts responded to the grounding of the vessel Solomon Trader and subsequent oil spill in the Solomon Islands (see case study p. 51). AMSA's deployment of equipment and personnel to the response effort helped limit the environmental damage, and was an opportunity to show our Pacific neighbours that we have the ability and the will to help in times of emergency.

AMSA's Challenger search and rescue aircraft continue to impress with their technological sophistication. Our flight crews and search and rescue officers worked round the clock this year, as they always do, to rescue people in distress. I admire their dedication and professionalism.

As Chairman, I have been impressed by the professionalism all AMSA staff have shown taking on new responsibilities and challenges. On behalf of the Board, I would like to thank the staff for their work this year and in particular, CEO Mick Kinley and his Executive team for the leadership they have shown through these changing and challenging times.



Stuart Richey AM
18 September 2019

Financial summary

AMSA recorded an operating deficit of \$20.5 million for the 2018–19 financial year compared to \$8.4 million in 2017–18. The net decrease of \$28.9 million is largely due to a one-off exceptional provision of \$27.1 million towards the expected cost of clean-up operations arising from a pollution incident that occurred in June 2018. The operating result, excluding this exceptional provision, is a surplus of \$6.6 million, which is lower than the previous year’s results by \$1.8 million.

Figure 1 provides the net movements in revenue and operating expenses for the 2018–19 financial year in comparison to 2017–18. It shows the cumulative and sequential effect for each of the movements in revenue and expense accounts, excluding the impact of the one-off provision.



Figure 1: Waterfall diagram of movements for 2018-19 (excluding one-off exceptional provision)

AMSA’s revenue and operating expenses from 2014–15 to 2018–19 are shown in Figure 2. Revenue has steadily increased year-on-year from 2014–15 to 2017–18, largely driven by the growth in levy revenue, with the increase in 2018–19 driven by an increase in appropriation funding, jurisdiction contributions, and fee-based revenue associated with full service delivery of the national system for domestic commercial vessels.

From 2014–15 to 2017–18, operating expenses remained relatively stable, despite increases in wage and price indexation. The marginal decrease in operating expenses in 2016–17 was due to the delayed transition to a new provider for the dedicated airborne search and rescue service, with the increase in 2018–19 predominately the result of full service delivery of the national system.

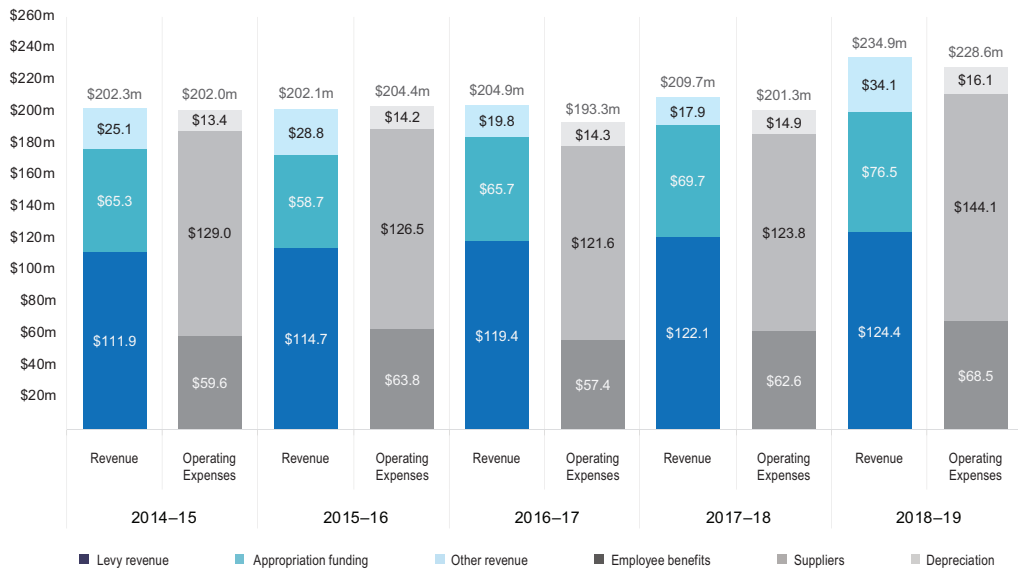


Figure 2: Revenue and operating expenses from 2014-15 to 2018-19 (excluding the exceptional one-off provision of \$27.1 million)

Comprehensive income

Revenue

Revenue for 2018-19 is \$234.9 million, an increase of \$25.2 million, compared with 2017-18 (\$209.7 million). This increase is largely due to the receipt of \$20.5 million ongoing funding from the Commonwealth (\$7.3 million), and States and Northern Territory (\$13.2 million) for service delivery for the national system. In addition, levy revenue increased driven by annual activity growth (\$2.3 million), with additional funding for the Indonesia Transport Safety Assistance Package (\$2.6 million) received in 2018-19.

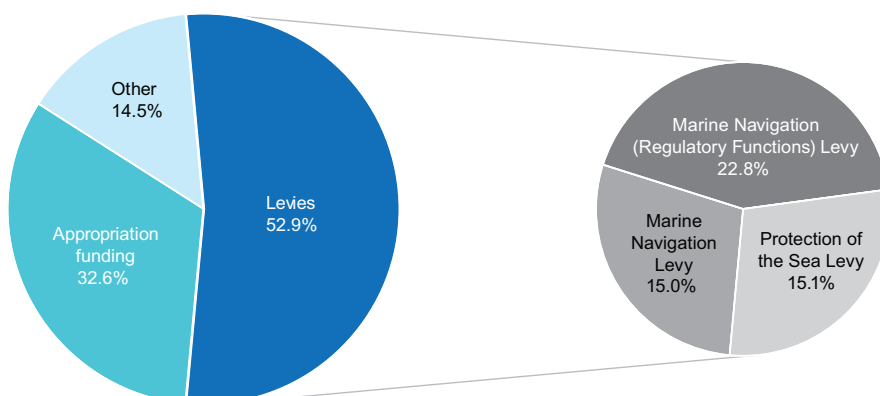


Figure 3: Source of revenue for 2018-19

For the 2018–19 financial year, approximately 52.9 per cent of revenue (\$124.4 million) was derived from levies (2017–18: 58.2 %) and 32.6 per cent (\$76.5 million) from federal funding (appropriations) (2017–18: 33.2%).

The remainder of revenue, being 14.5% (\$34.2 million), is derived from the sale of goods, rendering of services, interest received, and other revenues (2016–17: 8.6%).

Levy revenue volumes

As shown in Figure 4, total net tonnage for levy revenue has been steadily rising, from 285 million tonnes in 2014–15 to 316 million tonnes in 2018–19. Over this same period, the number of vessels being charged levies also marginally increased from 10,023 (2014–15) to 10,511 (2018–19).

The majority of AMSA’s levy revenue is derived from bulk cargo vessels, as illustrated in Figure 5. This vessel classification generated approximately 79.6% of net tonnage volumes in 2018–19 (2017–18: 80.8%), with iron ore and coal bulk cargo vessels contributing 63.2 per cent of total net tonnage.

The driver for consistent increases in net tonnage and levy revenue is larger vessels visiting Australian ports, represented by the average net tonnage per vessel increasing from 28,410 tonnes in 2014–15 to 30,081 tonnes in 2018–19, after a peak of 30,260 tonnes in 2017–18.

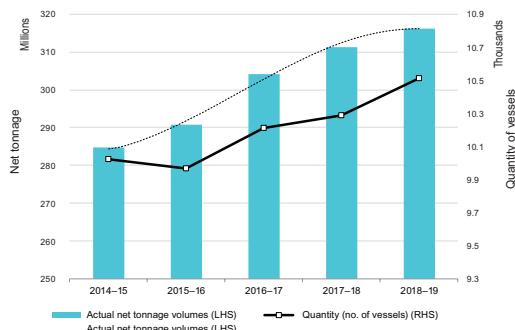


Figure 4: Levy revenue volumetric data

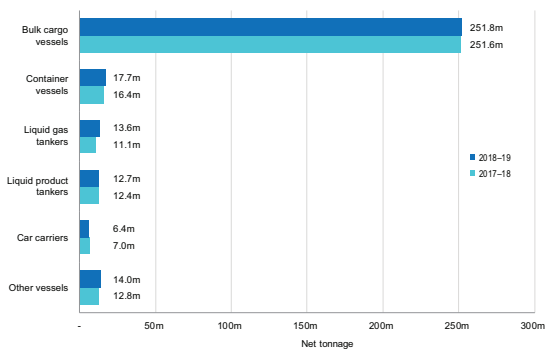


Figure 5: Net tonnage by vessel classification

Operating expenses

Operating expense for 2018–19 is \$255.7 million, compared with \$201.3 million for 2017–18, an increase of \$54.4 million (or \$27.3 million excluding the exceptional one-off provision of \$27.1 million). Figure 6 provides an overview of the operating expenses from 2016–17 to 2018–19, excluding the one-off provision.

Employee benefits increased by \$5.9 million mainly due to an increase in the number of staff for service delivery of the national system.

Suppliers rose by \$20.0 million (excluding the one-off provision), with the increase in expenses driven by the national system delivery (\$6.1 million), dedicated airborne search and rescue services (\$3.0 million), Indonesia Transport Safety Assistance Package (\$2.6 million), information system related services (\$3.4 million), and pollution incident management (\$1.5 million).

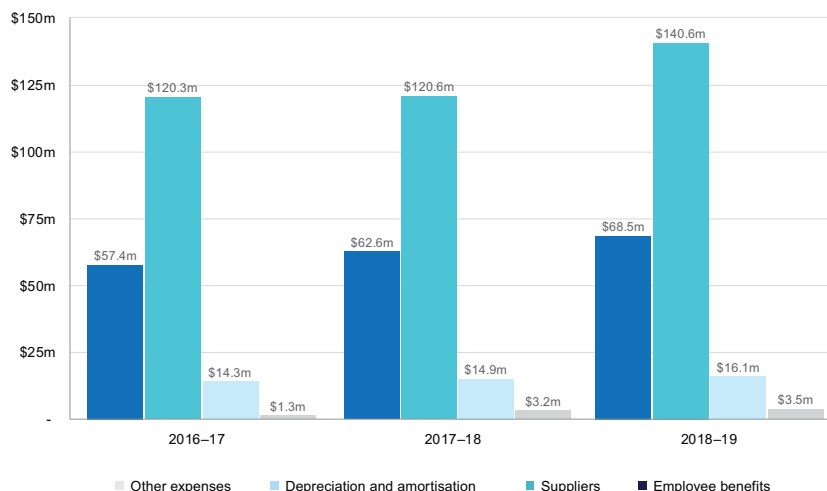


Figure 6: Breakdown of operating expenses

Cash position

AMSA's cash position (cash and cash equivalents) as at 30 June 2019 is \$19.8 million. This is backed by investments of \$90.0 million, including \$50.0 million that constitutes the Pollution Response Reserve set aside for supporting AMSA's rapid response to major pollution incidents and to meet the costs of such incidents not recoverable from ship owner/operator insurers.

The investments earned a weighted average yield of 2.375 per cent for 2018-19.

The movement in the cash flow is represented by net cash generated from operating activities of \$23.8 million (2017-18: \$29.3 million), offset by cash used for the purchase of property, plant and equipment and intangibles of \$14.4 million (2017-18: \$20.8 million).

A comprehensive asset management plan is being refined to identify capital-funding requirements for the next 10 years in line with AMSA's strategic goals and objectives.

Financial outlook

AMSA has effectively budgeted for an operating break-even result in 2019-20, with marginal surpluses projected in each of the forward year estimates. The budget and estimates incorporate full funding and expenses for the national system, which AMSA took full responsibility from 1 July 2018 from jurisdictions.

AMSA's cash flow and balances are expected to be impacted in the budget and forward year estimates as costs and insurance recoveries are incurred for clean-up operations from pollution incidents. It will continue to fund AMSA's asset replacement program in line with the asset management plan, future net payables and provisions.





1

Annual performance
Statements

Annual performance statements

The PGPA Rule section 16F requires corporate Commonwealth entities to provide annual performance statements as part of their annual report.

The annual performance statements describe how AMSA performed against the non-financial performance measures set out in the relevant Corporate Plan (2018–19) and Portfolio Budget Statements for the reporting period (2018–19), including a summary of progress for the key projects listed in the Corporate Plan. These documents are available on our website (amsa.gov.au). Essentially, the annual performance statements are the ‘bookend’ to the Corporate Plan.

The 2018–19 annual performance statements of AMSA, as required under paragraph 39(1)(a) (b) of the PGPA Act and the AMSA Act, are presented in tables by strategic challenge and by focus area as they appear in the 2018–19 Corporate Plan.

Purpose

AMSA’s purpose, vision and mission are described on page V. All performance criteria are attributed and aligned to the key elements of our vision—safe and clean seas, saving lives—and with our strategic enabler, collaborating with our community. The rationale statements for each measure establish the linkage between the detailed measure and AMSA’s purpose.

Reading the AMSA 2018–19 annual performance statements

The annual performance statements are introduced by a summary snapshot.

AMSA has a rich and detailed performance story, evidenced by the number and breadth of non-financial measures detailed in our annual performance statements. To bring these detailed measures to life and show how the agency delivers its vision, the snapshot is followed by selection of qualitative case studies. The case studies are cross-referenced to the relevant detailed measure.

X.X.X	PERFORMANCE CRITERION	TARGET	RESULTS			
			2015–16	2016–17	2017–18	2018–19
<i>Name of measure</i>						
RATIONALE:						
ANALYSIS OF PERFORMANCE:						
CASE STUDY:		SOURCE: 2018–19 Corporate Plan: page XX				RPF KPI: X,X
FOOTNOTE:						

Performance criterion

Details the measure number (X.X.X), name, the rationale underpinning the measure, and the target for the year.

Results

Details our annual result for the measure. The results can be an average or cumulative total, depending on the nature of the measure. For comparative purposes, the past three year's results are also provided.

The 'traffic light' indicates:

- Green: Target met or exceeded
- Amber: Minor negative variance to target
- Red: Major negative variance to target
- Grey: New or revised measure, insufficient evidence for result

For projects and programs, the 'traffic light' indicates:

- Green: On track
- Amber: Minor issues, but recoverable
- Red: Major issues, management intervention required
- Blue: Complete

Analysis of performance

Provides the contextual commentary on the result. If the result is 'green', then this section may be omitted.

Case study

If there is a case study related to this measure, the page number is provided for cross-reference.

Source

Details:

- the page number in the AMSA 2018–22 Corporate Plan where you can find the measure.
- the page number in the 2018–19 Portfolio Budget Statement (Infrastructure, Regional Development and Cities) where you can find the measure.

Regulator performance framework (RPF)

As a regulator AMSA is subject to the Commonwealth RPF. The RPF encourages regulators to undertake their functions with the minimum impact necessary to achieve regulatory objectives and to effect positive ongoing and lasting cultural change.

The RPF framework consists of six outcomes-based key performance indicators (KPI):

- KPI 1: Regulators do not unnecessarily impede the efficient operations of regulated entities.
- KPI 2: Communication with regulated entities is clear, targeted and efficient.
- KPI 3: Actions undertaken by regulators are proportionate to the regulatory risk being managed.
- KPI 4: Compliance and monitoring approaches are streamlined and coordinated.
- KPI 5: Regulators are open and transparent in the dealings with regulated entities.
- KPI 6: Regulators actively contribute to the continuous improvement of regulatory frameworks.

If relevant, this column indicates which RPF key performance indicator (KPI) the measure relates to.

More information on the RPF can be found at: www.cuttingredtape.gov.au/resources/rpf

Previous AMSA RPF reporting can be found at: www.amsa.gov.au/about-us/corporate-publications

Footnote

Provides supporting detail, which may include any significant updates or changes made to the performance measure during the year.

Statement by the accountable authority

As the accountable authority of the Australian Maritime Safety Authority (AMSA), the Board presents AMSA's 2018–19 annual performance statement, as required under paragraph 39(1)(a) of the *Public Governance, Performance and Accountability Act 2013* (PGPA Act). In the opinion of the Board, based on advice from AMSA management and the Board Audit Committee, the annual performance statement accurately reflects AMSA's performance and complies with subsection 39(2) of the PGPA Act.

A handwritten signature in black ink, appearing to read 'Stuart Richey', with a stylized flourish at the end.

Stuart Richey AM Chairman

18 September 2019

Snapshot summary

SNAPSHOT SUMMARY				Page
Key:	Target met or exceeded	Minor negative variance to target	Major negative variance to target	
1.1.1	The inspection rate of risk assessed eligible foreign-flagged ships under the port State control (PSC) program meets the following targets:			
	Priority one ships			56
	Priority two ships			56
	Priority three ships			56
	Priority four ships			56
1.1.2	Extent to which inspections of high risk ships are within targeted timeframes			56
1.1.3	The annual number of port and flag State control (FSC) ship inspections meets the following targets:			
	All inspections			57
	FSC inspections			57
1.1.4	Improvement in the standard of foreign-flagged ships and Australian-flagged ships (under the <i>Navigation Act 2012</i>) operating in Australian waters is demonstrated through the:			
1.1.4.1	Average number of deficiencies per inspection compared to a rolling 10-year average			57
1.1.4.2	Percentage of ships detained as a proportion of all PSC inspections			57
1.1.4.3	Proportion of serious incidents to total port arrivals			57
1.1.4.4	The age of ships coming to Australia relative to the age of ships in the worldwide fleet			57
1.1.5	Improvement in the standard of domestic commercial vessels is demonstrated through:			
1.1.5.1	Fatalities in domestic vessel seafarers trend towards zero			58
1.1.5.2	The number of very serious and serious incident reports as a percentage of the total number of incidents reported, decreasing and trending towards zero			58
1.2.1	There is a reduction over time in the ratio of reports to AMSA under the <i>Protection of the Sea (Prevention of Pollution) Act 1983</i> of serious pollution incidents compared to the total number of ship arrivals.			59
1.3.1	The marine aids to navigation network's availability complies with the targets set out in the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) guidelines.			60
1.4.1	Regulatory measures are introduced consistent with international effect dates.			60

SNAPSHOT SUMMARY <i>continued</i>		Page
1.5.1	Improvement in the standard of foreign-flagged ships and Australian-flagged ships (under the <i>Navigation Act 2012</i>) operating in Australian waters is demonstrated through the:	
1.5.1.1	Average number of Maritime Labour Convention deficiencies per inspection	61
1.5.1.2	Onshore complaints made under the Maritime Labour Convention investigated	61
R Monitor overall regulatory performance through:		
R.1	Regular formal and informal feedback through:	62
R1.1	National System Customer Service	62
R1.2	Regulator Performance Framework Survey	62
R1.3	Email campaigns from AMSA	62
3.2.1	Maximise percentage of saved lives as a proportion of lives at risk (a person is defined as being at risk if the person has a chance of surviving the initial maritime or aviation incident)	65
3.2.2	Provision of capacity to conduct search and rescue search and rescue (SAR) operations (incidents and searches)	65
3.2.3	Median time (minutes) for the AMSA Response Centre to initiate a response	66
3.2.4	For incidents that AMSA has SAR coordination responsibility, the median time (minutes) for an asset to be on-scene (day and night)	66
3.4.1	Maritime environmental response capability is available to respond to a pollution incident	66
E1.1	Satisfactory progress of issues either sponsored directly or supported by Australia at the International Maritime Organization, International Civil Aviation Organization (ICAO), IALA and other relevant international bodies	69





2

Case studies
Safe seas

National system service delivery— 12 months in

<p>Strategic challenge/s addressed:</p> <p>SC1: Managing risks to safety and the environment SC2: Delivering, implementing and enhancing the national system for domestic commercial vessel safety SE: Collaborating with our community</p>
<p>Strategic goals addressed:</p> <p>1.1 Ensure safe shipping in Australian waters 2.1 Promote continuous improvement in marine safety and public confidence in the safety of marine operators</p>
<p>Strategic risks addressed:</p> <p>SR1: Failure to deliver a national system SR2: Failure as a regulator</p>

AMSA assumed responsibility for delivering national system services from the states and Northern Territory on 1 July 2018. As the national regulator, AMSA now administers all functions involved in the operation of the national system. This includes the inspection and enforcement functions, and administering certificates and permissions, while maintaining the existing functions including making subordinate regulations (marine orders), developing and maintaining standards, and accrediting marine surveyors.

One year of full service delivery has given AMSA greater visibility of the size, demographics and diversity of the domestic commercial fleet. It is estimated that there are approximately 27,000 vessels, of which approximately:

- 9% are passenger vessels
- 45% are non-passenger vessels (this includes trading vessels that can carry up to 12 passengers)
- 35% are fishing vessels, and
- 11% are hire and drive vessels.

During the last 12 months, AMSA has:

- conducted more than 5,000 vessel inspections, in conjunction with affiliated state partners
- delivered more than 20,000 certificates and permissions, for seafarers, vessels and operators
- reissued more than 9,000 certificates of survey to reflect the new risk based survey regime
- received and managed more than 25,000 enquiries
- conducted more than 100 accredited surveyor audits
- verified more than 400 separate safety management systems.



National system advertisement: Art direction by Cre8ive Agency, 2018.

AMSA also became solely responsible for managing the data for the national system. A key issue for AMSA in developing and maintaining a database was the lack of a consistent methodology across the state and territory regulatory bodies.

As a result of AMSA managing the data directly we have reduced the administrative burden for fleet operators by actively combining all certificates of operation into one covering all their vessels. We estimate that this has saved these operators \$1.8 million in fees this year alone and we will continue to deliver this benefit over the next four years for future renewals.

Grandfathering arrangements agreed by Council of Australian Governments (COAG) as part of the reform continue to provide challenges as many grandfathered vessels are not required to have a certificate of survey and therefore restrict AMSA's visibility of the fleet and the demographics.

Incident data indicates that grandfathering arrangements that allow operators to continue operating in accordance with laws predating the national law, in many cases, are not sustainable. In addition, our experience in administering the national system has shown us that there is added complexity for high risk vessels where standards differ depending on age and location.

In 2016–17 there were 11 fatalities due to accidents on domestic commercial vessels. In 2017–18 this reduced to nine and this year there were three fatalities (two seafarers and one passenger)—three too many.

AMSA has taken clear and significant steps to lift safety standards across the industry in general. AMSA has instituted requirements for new and existing vessels to have safety management systems addressing contemporary safety requirements, as well

as consistent periodic survey requirements for most vessels. Transitional requirements have been applied for vessels to have contemporary safety equipment, including mandatory carriage of float free emergency position indicating beacons (EPIRBs) for certain vessels.

While it is too soon to accurately quantify safety outcomes, particularly given the lack of consistent reliable historic data, and the transition arrangements that were applied, the long term trends identified through national incident data accumulated over time will be used to inform further safety measures.

Joint vessel inspections improving safety outcomes

<p>Strategic challenge/s addressed:</p> <p>SC1: Managing risks to safety and the environment SC2: Delivering, implementing and enhancing the national system for domestic commercial vessel safety SE: Collaborating with our community</p>
<p>Strategic goals addressed:</p> <p>SG1.1: Ensure safe shipping in Australian waters SC2.1: Promote continuous improvement in marine safety</p>
<p>Enabler goals addressed:</p> <p>EG2: Improve and promote maritime safety and environmental protection in our region EG5: Informed and engaged community on maritime issues, search and rescue issues, and our role EG6: Effective engagement with communities to promote maritime safety EG8: Increase stakeholders' understanding of their responsibilities under the national system EG10: Increase safety knowledge and practices among people who work with commercial vessels</p>
<p>Measure addressed:</p> <p>1.1.5: Improvement in the standard of commercial domestic vessels</p>
<p>Strategic risks addressed:</p> <p>SR1: Failure to deliver a national system SR2: Failure as a regulator</p>



Police Vessel *Mick Read* in the Apsley Strait, Tiwi Island.

AMSA and NT Police Force (NTPF) have in place a memorandum of understanding (MOU) aimed at collaboratively delivering safety and regulatory compliance.

Our domestic commercial vessel (DCV) inspection program is important to ensure vessels are fit for purpose and being operated safely. Under the MOU, AMSA and the Northern Territory Water Police have been undertaking joint vessel inspections throughout the Territory.

These joint inspections proved to be highly effective in targeting sectors and inspecting vessels at the time of operation giving us greater and more representative views of safety in practice. Combined inspections also allowed effective use of resources and likely less impact for industry. In addition, these joint inspections have helped AMSA staff to gain a greater understanding of policy operations, and in return police have gained more detailed knowledge of vessel standards.

Joint patrols have taken place in locations such as Tiwi Islands (Pirlangimpi, Milikapiti and Wurrumiyanga), Dundee Beach, Crab Claw Island and Maningrida during 2019. Further patrols are planned to areas including Roper River, Daly River, Nhulunbuy, Elizabeth Bay and Wadey.

A total of 39 vessels have been inspected during these trips. Owners and crew have been briefed on the importance of maintaining a safety management system and at Maningrida, the team presented to a class of maritime students studying for their coxswain qualifications.

Getting to some locations is not easy and AMSA is grateful to NTPF for their cooperation and for access to Police Air Wing aircraft, local police vehicles and vessels.

Similar joint patrols and operations were also conducted in Queensland and New South Wales.

Restoring one of Australia's most important historic maritime sites

<p>Strategic challenge/s addressed:</p> <p>SC1: Managing risks to safety and the environment</p>
<p>Strategic goals addressed:</p> <p>SG1.1: Ensure safe shipping in Australian waters</p>
<p>Enabler goals addressed:</p> <p>EG2: Improve and promote maritime safety and environmental protection in our region</p>
<p>Measure addressed:</p> <p>1.3.1: The marine aids to navigation network's availability complies with the targets set out in the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) guidelines</p>
<p>Strategic risks addressed:</p> <p>SR3: Failure as a response organisation</p>



Cape Wickham Lighthouse: © Peter Marquis Kyle, 2006.

Cape Wickham Lighthouse, Australia's tallest at 48-metres, is one of our most historically significant aids to navigation, helping vessels safely negotiate some of Bass Strait's most treacherous waters for almost 160 years. The lighthouse is listed on the Commonwealth Heritage Register and considered one of Australia's most important historic maritime sites.

Built in 1861, it is one of a series erected to light the dangers of King Island and the western entrance to Bass Strait.

The tower is built of solid granite which was quarried nearby. The original lantern was supplied by W Wilkins & Co of London, with an L Sautter & Cie first order 920 mm fixed lens.

It was one of the first sites to have a radio beacon installed in 1941, a great innovation at the time. In July 1918 an automatic light commenced on Cape Wickham, marking the start of the de-manning of Australia's First Order lighthouses.

Our Aids to Navigation (AtoN) team is overseeing work to ensure that it can keep lighting the way for many more decades while also preserving its extraordinary heritage value.

An extensive renovation program includes:

- stripping back the tower's exterior painted surface to bare stone in some areas prior to repainting
- inside the structure, the old lead paint will be removed, with a fresh (non-lead) coat applied throughout.
- the lantern room's asbestos blanking panels will also be removed and internal staircase upgraded.

A temporary AtoN has been established while the contractor is on site.

Navigation services in Australian waters—outlook to 2030

<p>Strategic challenge/s addressed:</p> <p>SC1: Managing risks to safety and the environment SE1: Collaborating with our community</p>
<p>Strategic goals addressed:</p> <p>SG1.1: Ensure safe shipping in Australian waters</p>
<p>Measure addressed:</p> <p>1.3.1 Marine aids to navigation network’s availability complies with the targets set out in the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) guidelines</p>
<p>Strategic risks addressed:</p> <p>SR2: Failure as a regulator</p>



Report cover: *Navigation services in Australian waters—outlook to 2030*.

In 2019, AMSA published *Navigation services in Australian waters—outlook to 2030* (Outlook 2030) www.amsa.gov.au/safety-navigation/navigating-coastal-waters/navigation-services-australian-waters-outlook-2030. Outlook 2030 provides an insight into, and a set of guiding principles for, delivering navigation services and AtoNs. It takes into account emerging trends and drivers in technology and communications for marine navigation and outlines their impact on the maritime industry. It also details AMSA’s policy response to these changes and projected response timeframes.

AMSA anticipates that the pace of change in technology will be significant, and in keeping with its maritime safety and environmental protection responsibilities, AMSA will need to be agile and innovative in response.

Visual AtoNs will remain essential for safe navigation. However, by 2030 they may be secondary to the way in which many (but not all) vessels will navigate.

AMSA’s policy response will include enhancing the efficiency and effectiveness of its AtoN network, and putting measures in place to protect it (and future navigation networks) from cybercrime.

Key to Outlook 2030 is a set of principles to guide AMSA in delivering these new practices and technologies to enhance the ongoing appropriateness and reliability of navigation services.

These principles reaffirm AMSA’s commitment to stakeholder and community engagement, and observance of the relevant conventions and obligations.

Outlook 2030 provides a prioritised response framework for AMSA so that it can continue fostering a safe, efficient, sustainable and secure maritime transport system for Australia.

Remotely operated and autonomous vessels

<p>Strategic challenge/s addressed:</p> <p>SC1: Managing risks to safety and the environment</p>
<p>Strategic goals addressed:</p> <p>SG1.1: Ensure safe shipping in Australian waters</p>
<p>Enabler goals addressed:</p> <p>EG2: Improve and promote maritime safety and environmental protection in our region EG10: Increase safety knowledge and practices among people who work with commercial vessels</p>
<p>Measure addressed:</p> <p>1.4.1: Regulatory measures are introduced consistent with international effect dates</p>
<p>Strategic risks addressed:</p> <p>SR2: Failure as a regulator</p>

The international maritime industry and maritime safety regulators around the world are grappling with advances in technology that have the potential to fundamentally change the way in which ships, boats and vessels are regulated and operated in national and international waters. For AMSA this represents challenges, as well as opportunities, to ensure our regulatory framework is able to accommodate future systems, technology and infrastructure.

The IMO is carrying out a regulatory scoping exercise to identify the gaps in its regulatory instruments that preclude the operation of remotely operated or autonomous ships around the world. AMSA is participating in this work so that we can anticipate any changes that will be needed to Australia's maritime regulation for the safe and environmentally friendly operation of remotely operated and/or autonomous vessels in our waters.



Image supplied by: © Australian Dept. Defence. Maritime Autonomy Surface Testbed and OCIUS Bluebottle at Autonomous Warrior 2018.

AMSA is aware of several operators in Australia who are already using small vessels with high levels of automation, many of which are remotely operated. Consistent with our statement of regulatory approach these vessels require AMSA to use flexibility when applying current regulations as autonomous or remotely operated operations were not considered when the regulations were written.

To ensure AMSA remains abreast of developments in technology and autonomy, we have established an internal working group to progress initiatives related to the safe and environmentally friendly operation of autonomous or remotely operated vessels.

We have developed a good understanding of the increased use of automation in general, and the growing use of autonomous and remotely operated vessels in particular. We are also working on how best to regulate operations that make use of these new applications of technology.

AMSA's autonomous or remotely operated vessels policy focuses on regulating vessels based on the operational risks they present, prioritising safety and protection of the environment. The policy also prompts the development of effective regulatory treatments through collaboration with our stakeholders.

AMSA recognises the challenges in developing an adaptive, fit-for-purpose, and objective approach to regulating shipping of the future; but we are excited to be at the forefront of a safer, more efficient, and technology-enabled maritime industry in Australia and around the world.



Image supplied by: © Australian Dept. Defence. DriX and Felix off the coast of Dieppe France.

Keeping the seas safe after the storm

<p>Strategic challenge/s addressed:</p> <p>SC1: Managing risks to safety and the environment</p>
<p>Strategic goals addressed:</p> <p>SG1.1: Ensure safe shipping in Australian waters</p>
<p>Enabler goals addressed:</p> <p>EG2: Improve and promote maritime safety and environmental protection in our region</p>
<p>Measure addressed:</p> <p>1.3.1: The marine aids to navigation network's availability complies with the targets set out in the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) guidelines</p>
<p>Strategic risks addressed:</p> <p>SR3: Failure as a response organisation</p>

In March 2019, Australia was hit by two tropical cyclones which caused significant damage to our AtoN network. Tropical Cyclone Trevor made landfall on the far north east Queensland coast as a Category 3 severe tropical cyclone and crossed Cape York Peninsular on 19 March. Trevor moved south west across the Gulf of Carpentaria while developing from a category 1 to a category 4 severe tropical cyclone, and again made landfall, this time on the south east coast of the Gulf of Carpentaria in the Northern Territory on Saturday 23 March 2019.

Meanwhile on 20 March 2019, Tropical Cyclone Veronica formed and developed to category 2 level off the northern coast of Western Australia (Pilbara region). Veronica moved south west before turning towards the Western Australian coast and developing into a category 4 severe tropical cyclone. Severe Tropical Cyclone Veronica travelled very close to the coast near Port Hedland as a category 3 cyclone on Sunday 24 March. Veronica weakened as it moved south west along the coast over 25 and 26 March 2019.

AtoNs in the Lockhart River in Queensland and Port Hedland and Port Walcott in Western Australia regions were particularly hard hit by these severe weather events.

AMSA provides AtoNs in accordance with IMO obligations and internationally accepted best practice. This means that even after significant weather events such as these, AMSA is obligated to provide safe navigation through Australia's territorial waters. Our AtoN maintenance service provider visited the affected sites in the days following the events, damage was assessed, and temporary signals were put in place while structural repairs got under way. As is normally the case, full repairs will take some time, but safe navigation is assured in the meantime.



Damage to an AtoN caused by tropical cyclone.





3

Case studies
Clean seas

Sulphur 2020

<p>Strategic challenge/s addressed:</p> <p>SC1: Managing risks to safety and the environment</p>
<p>Strategic goals addressed:</p> <p>SG1.2: minimise emissions and discharges from ships in the marine environment</p>
<p>Enabler goals addressed:</p> <p>EG2: Improve and promote maritime safety and environmental protection in our region</p>
<p>Measure addressed:</p> <p>1.4.1: Regulatory measures are introduced consistent with international effect dates</p>
<p>Strategic risks addressed:</p> <p>SR2: Failure as regulator</p>

From 1 January 2020, the maximum sulphur content allowed in fuel oil used on ships will reduce from 3.5 per cent to 0.5 per cent. This is a global requirement which will reduce the amount of sulphur oxides released into the atmosphere from ships' exhausts by nearly 85 per cent. Sulphur oxides are known to be harmful to human health and the environment.

Work to support the globally consistent implementation of this 0.5 per cent limit has been undertaken by the IMO, with Australia—through AMSA—actively participating in the work. This has included developing:

- regulatory guidance and standards to address preparatory and transitional issues
- guidance to support compliance through port State control
- a procedure for reporting fuel oil non-availability if compliant fuel cannot be obtained
- best practice guidance for assuring the quality of fuel oil delivered for use on ships
- consideration of safety issues related to the use of compliant fuel oils.

AMSA is also engaging with the shipping industry, ports, marine fuel oil suppliers, alternative fuel producers, engine manufacturers, and relevant Commonwealth and state governments on this new requirement. AMSA has jointly convened six stakeholder roundtable meetings with Maritime Industry Australia Limited since 2017, and further meetings will be held throughout 2019.

To support the consistent implementation of the new regulation, from 1 March 2020, the carriage for use of non-compliant fuel oil will also be prohibited. While the 0.5 per cent sulphur content limit will already be in place on 1 January 2020, this carriage ban will ensure the new limit is adhered to on the high seas



Report cover: *IMO 2020*.

and contribute to a level playing field for the maritime industry globally.

Under the IMO rules, an alternative to using 0.5 per cent sulphur fuel will be to instead use an Exhaust Gas Cleaning System, which effectively 'scrubs' a ships' air exhaust to achieve the same improvement in air quality as low sulphur fuel. These systems are already used widely in North America and northern European waters. We have been engaging with Australia's State and Northern Territory authorities and the Great Barrier Reef Marine Park Authority regarding the potential impacts of discharges of wash water from these systems. AMSA will also engage in discussions set to occur in the IMO to evaluate and harmonise the development of rules and guidance on the discharge of liquid effluents from these systems.

In the lead up to 1 January 2020 a key focus will be compliance with the new requirements. AMSA has produced an advisory letter, which our port State control officers began distributing onboard during inspections from 1 February 2019. This letter provides general information on how compliance will be checked, in accordance with the new regulations and aims to ensure that operators are aware of the new sulphur limit and are beginning to prepare.

In addition, AMSA is considering supporting compliance and enforcement frameworks and tools associated with the use of compliant fuel oil, such as hand-held analysers and sampling for compliance. AMSA is still considering the use of such equipment in port State and flag State control inspections.

It is expected that ships will report any issues with compliance preparations to their flag State, Recognised Organisation (RO) and the port State in the lead up to 1 January 2020.

Using remote drones to locate debris from the *YM Efficiency*

Strategic challenge/s addressed:
SC3: Providing incident preparedness and response
Strategic goals addressed:
SG3.3: Respond efficiently and effectively to maritime environmental emergencies
Enabler goals addressed:
EG2: Improve and promote maritime safety and environmental protection in our region
Measure addressed:
3.4.1: Maritime environmental emergency response capability is available to respond to a pollution incident
Strategic risks addressed:
SR3: Failure as a response organisation

On 1 June 2018, the container ship *YM Efficiency* encountered bad weather about 30 kilometres southeast of Newcastle and lost 81 containers overboard. Soon afterwards, a large amount of debris began washing up on beaches to the north of Newcastle. Under the National Plan for Maritime Environmental Emergencies (the National Plan), New South Wales Roads and Maritime Services (RMS) led the initial clean-up with the ship’s insurer and contractor, AusShip.

In an effort to locate and identify the lost containers, AMSA directed underwater side-scan sonar and Remote Operated Underwater Vehicle (ROUV) surveys be carried out. The side-scan surveys have so far covered an area of more than 500 square kilometres.

ROUV surveys provide images and footage of the containers and any associated debris that have been identified by the side-scan sonar. The images have been provided to salvage experts to assess how the items can be brought to the surface safely, without causing more damage to the environment.



YM Efficiency shipping container underwater.

The location of the lost containers has particularly affected the local trawl fishing industry, with a number of trawlers hooking up their nets on containers and debris, causing others to avoid the area for fear of snagging their nets.

Contents from the containers vary from plastics, nappies, rubber mats, home furnishings, toilet-paper packaging, to thousands of food packaging items and mountain bikes. Many of these items have washed up on beaches along the NSW coast, with debris found as far north as Coffs Harbour. While the containers were not reported to include any hazardous or noxious substances, which would have required a first response containment strategy, the large amount of plastics contained are a cause for concern. Plastic released from damaged containers creates a significant environmental and ecological threat, which could pose long-term implications for the local area as containers degrade and release their contents.

As at 30 June 2019, of the 81 containers lost overboard, five have washed ashore or were found in shallow water and have been recovered, and 61 have been positively identified on the sea floor by the ROUV surveys. AMSA is working to locate as many of the containers as possible to minimise environmental pollution and disruptions to the fishing industry. In consultation with all stakeholders, AMSA is exploring options to remove and appropriately dispose of the identified containers and their contents as soon as possible, and has set aside operational and financial resources accordingly.



YMA *Efficiency* shipping containers toppling overboard.

Testing multi-agency response to maritime emergencies

<p>Strategic challenge/s addressed:</p> <p>SC3: Providing incident preparedness and response</p>
<p>Strategic goals addressed:</p> <p>SG3.3: Respond efficiently and effectively to maritime environmental emergencies</p>
<p>Enabler goals addressed:</p> <p>EG2: Improve and promote maritime safety and environmental protection in our region</p> <p>EG5: Informed and engaged community on maritime issues, search and rescue issues and our role</p> <p>EG6: Effective engagement with communities to promote maritime safety</p> <p>EG9: Create opportunities for people to provide relevant information and feedback</p>
<p>Measure addressed:</p> <p>3.4.1: Maritime environmental emergency response capability is available to respond to a pollution incident</p>
<p>Strategic risks addressed:</p> <p>SR3: Failure as a response organisation</p>

Maritime emergencies can cause significant and complex disruptions, especially where communities rely on the marine environment for subsistence and where the environment itself is of significant cultural value to the Traditional Owners.

Exercise Torres 2018 was designed to explore the impact of a multiple release oil spill scenario occurring in waters adjacent to remote communities in the Torres Strait and Kaiwalagal Region. The exercise was designed to practice a multi-agency and multi-jurisdictional response, focusing on the interaction of the Queensland maritime incident and disaster management arrangements with the National Plan for Maritime Environmental Emergencies.

The exercise was a large undertaking that replicated the difficulties of remote area operation. Insights gained form a body of knowledge and experience that will contribute to future activities.



Participants in Exercise Torres 2018.

Broadening marine pollution incident management training

<p>Strategic challenge/s addressed:</p> <p>SC3: Providing incident preparedness and response</p>
<p>Strategic goals addressed:</p> <p>SC3.3: Respond efficiently and effectively to maritime environmental emergencies</p>
<p>Enabler goals addressed:</p> <p>EG2: Improve and promote maritime safety and environmental protection in our region</p> <p>EG5: Informed and engaged community on maritime issues, search and rescue issues, and our role</p> <p>EG6: Effective engagement with communities to promote maritime safety</p> <p>EG9: Create opportunities for people to provide relevant information and feedback</p>
<p>Measure addressed:</p> <p>3.4.1: Maritime environmental emergency response capability is available to respond to a pollution incident</p>
<p>Strategic risks addressed:</p> <p>SR3: Failure as a response organisation</p>

AMSA has redeveloped the Marine Pollution Response (MPR) Incident Management course, ensuring it offers the most relevant experience for responders to a maritime environmental emergency.

The course prepares responders to command human and physical resources to achieve the resolution of a Level 2 marine oil spill incident. It covers the functions of operations, planning and logistics. In the past AMSA and other training coordinators structured the MPR course towards a single function. While this model allows for specialised training, it misses a key element—providing responders with an understanding of how each role works together to effect an outcome. After consultation with stakeholders, AMSA decided to incorporate all management functions into the course.

The training culminates in a two-day exercise which allows responders to practise their roles and interact with other functional areas to respond to and manage a pollution incident.



Participants in AMSA's MPR Incident Management training exercise.





4

Case studies
Saving lives

Southern ocean rescue

<p>Strategic challenge/s addressed:</p> <p>SC3: Providing incident preparedness and response</p>
<p>Strategic goals addressed:</p> <p>SG3.2: Save lives by coordinating aviation and maritime search and rescue</p>
<p>Enabler goals addressed:</p> <p>EG2: Improve and promote maritime safety and environmental protection in our region</p>
<p>Measure addressed:</p> <p>3.2.1: Maximise percentage of saved lives as a proportion of lives at risk 3.2.2: Provision of capability to conduct search and rescue operations</p>
<p>Strategic risks addressed:</p> <p>SR3: Failure as a response organisation</p>

Late in the evening of 21 September 2018, AMSA received a call from the race director of the Golden Globe Race, advising that the 10-metre twin-masted sailing vessel *Thuriya* had been capsized and dismasted. At the time, the solo sailor was approximately 3420 kilometres west southwest of Perth and had suffered a back injury that left him unable to move.

AMSA issued a broadcast to shipping for vessels in the area, tasked the French Fisheries Patrol Vessel *Osiris*, and liaised with race control to coordinate any other race participants that may be able to assist. Over the next three days, we tasked a Royal Australian P8 Poseidon long-range maritime patrol aircraft, Global Express jet and *HMAS Ballart*. The Indian government also provided assistance in the form of an Indian Air Force P8 aircraft and the Indian naval vessel *INS Satpura*.

On the afternoon of 24 September the solo sailor was evacuated by stretcher from *Thuriya* to *Osiris* and then to Ile Amsterdam for medical assessment. At the request of the Indian Navy, the solo sailor, whose condition was improving, was recovered by the *INS Satpura* for repatriation direct to India.



Sailor being rescued from the sailing vessel *Thuriya*.

Missing ultra-light aircraft Burketown

<p>Strategic challenge/s addressed:</p> <p>SC3: Providing incident preparedness and response</p>
<p>Strategic goals addressed:</p> <p>SG3.2: Save lives by coordinating aviation and maritime search and rescue</p>
<p>Enabler goals addressed:</p> <p>EG2: Improve and promote maritime safety and environmental protection in our region</p>
<p>Measure addressed:</p> <p>3.2.2: Provision of capability to conduct search and rescue operations</p> <p>3.2.3: Median time (minutes) for the Rescue Coordination Centre to initiate a response</p> <p>3.2.4: For incidents that AMSA has SAR coordination responsibility, the median time (minutes) for an asset to be on-scene</p>
<p>Strategic risks addressed:</p> <p>SR3: Failure as a response organisation</p>

On 8 October 2018, Queensland police requested AMSA's help to search for a missing motorised hang-glider trike. The pilot had gone on a short flight north from Burketown to the coastal area to meet the "Morning Glory", a bank of cloud that passes through the area in spring. The pilot was reported overdue to police by a concerned member of the public.

AMSA tasked the Cairns-based AMSA Challenger jet, a Cairns rescue helicopter and one local fixed wing aircraft whose pilots were familiar with the nature of the cloud formation and its movement. The taskings occurred within target time frames and the first asset was on scene within 135 minutes. The missing pilot activated his distress beacon six hours after the search commenced. He was located to the south of Burketown uninjured, having landed safely after becoming disorientated.



Morning Glory cloud formation taken from a plane near Burketown, Queensland by Mick Petroff, CC BY-SA 3.0.

Broken down 4WD Western Australia

<p>Strategic challenge/s addressed:</p> <p>SC3: Providing incident preparedness and response</p>
<p>Strategic goals addressed:</p> <p>SG3.2: Save lives by coordinating aviation and maritime search and rescue</p>
<p>Enabler goals addressed:</p> <p>EG2: Have an informed and engaged community on maritime issues, search and rescue issues and our role</p>
<p>Measure addressed:</p> <p>3.2.2: Provision of capability to conduct search and rescue operations</p> <p>3.2.3: Median time (minutes) for the Rescue Coordination Centre to initiate a response</p>
<p>Strategic risks addressed:</p> <p>SR3: Failure as a response organisation</p>

On 23 November 2018, AMSA detected an unregistered distress beacon in remote Western Australia. Western Australian police held overall coordination, but requested our assistance with tasking of the AMSA Perth Challenger to find out the nature of distress.

The Challenger located two stationary vehicles with two people nearby. Western Australia Police prepared a ground response involving a local land owner. AMSA's Essendon Challenger was also tasked to provide ongoing communication support at the scene. The ground party reached the vehicles and provided assistance with tyre replacement, fuel and directions.



Image taken from AMSA's Challenger aircraft of the broken down 4WD.

Overdue banana boat Papua New Guinea

Strategic challenge/s addressed:
SC3: Providing incident preparedness and response
Strategic goals addressed:
SG3.2: Save lives by coordinating aviation and maritime search and rescue
Enabler goals addressed:
EG2: Improve and promote maritime safety and environmental protection in our region
Measure addressed:
3.2.2: Provision of capability to conduct search and rescue operations
Strategic risks addressed:
SR3: Failure as a response organisation

On 25 September 2018, at the request of the Maritime Rescue Coordination Centre (MRCC) Port Moresby, AMSA issued an urgent broadcast to shipping and conducted a net water movement drift model for an overdue banana boat. Two days later, the merchant vessel *Grace Acacia* advised that it had sighted a seven metre white vessel with four persons waving and requesting fuel for their outboard motor. The MV *Grace Acacia* was unable to resupply the vessel and advised MRCC Port Moresby of their position. MRCC Port Moresby released the *Grace Acacia*, and tasked smaller vessels to respond with fuel, however the banana boat was not re-located.

Later MRCC Port Moresby requested further assistance, and AMSA tasked the Cairns Challenger aircraft to search an area of 930 square nautical miles. The broadcast to shipping was updated, three merchant vessels were identified on AIS, and tasked to transit the search area. The fully laden Gas Carrier *Macoma*, bound for China, located the banana boat, and the Bulk Carrier *Century Wave* took the four survivors on board for transit to Mahur Island, Papua New Guinea.



The rescued banana boat.

Helicopter crash Northern Territory

<p>Strategic challenge/s addressed:</p> <p>SC3: Providing incident preparedness and response</p>
<p>Strategic goals addressed:</p> <p>SG3.2: Save lives by coordinating aviation and maritime search and rescue</p>
<p>Measure addressed:</p> <p>3.2.1: Maximise percentage of saved lives as a proportion of lives at risk</p> <p>3.2.2: Provision of capability to conduct search and rescue operations</p> <p>3.2.3: Median time (minutes) for the AMSA Response Centre to initiate a response</p> <p>3.2.4: For incidents that AMSA has SAR coordination responsibility, the median time (minutes) for an asset to be on-scene</p>
<p>Strategic risks addressed:</p> <p>SR3: Failure as a response organisation</p>

On 23 November 2018 the International Emergency Rescue Coordination Centre (IERCC) advised AMSA that a satellite enabled notification device (SEND) had been activated approximately 120 kilometres east of Alice Springs. The device owner details were unknown, however an emergency contact was reached and advised that it was associated with Robinson 22 helicopter VH-KZV.

An airborne fixed-wing Royal Flying Doctor Service (RFDS) aircraft was diverted to the distress position, and a helicopter with a paramedic was tasked from Alice Springs. A 'mail run' aircraft that was in the area also proceeded to the scene and provided communications relay. In addition, a 4WD with two persons and a medical kit was sent from the station which the missing helicopter had been operating.

The helicopter wreckage was located at the distress position. The passenger had survived the crash but was very badly injured and was transported to Alice Springs by helicopter. Sadly the pilot passed away within minutes of the first help arriving.



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5

Case studies
Collaborating with
our community

Domain Awareness enabling safer marine pilot transfers

<p>Strategic challenge/s addressed:</p> <p>SE: Collaborating with our community SC1: Managing risks to safety and the environment SC3: Providing incident preparedness and response</p>
<p>Strategic goals addressed:</p> <p>SG1.1 Ensure safe shipping in Australian waters SG1.3: Supporting safe navigation</p>
<p>Enabler goals addressed:</p> <p>EG2: Improve and promote maritime safety and environmental protection in our region</p>
<p>Measure addressed:</p> <p>3.2.1 Maximise percentage of lives saved</p>
<p>Strategic risks addressed:</p> <p>SR3: Failure as a response organisation</p>

Domain Awareness (DA) is a proven process and system that improves or enhances decision making. In an AMSA context it provides understanding of anything associated within the maritime domain that could impact safety and the environment while supporting partner agencies.

Organisations undertaking marine pilot transfers use AMSA’s Domain Awareness product daily. The Domain Awareness Information System (DAIS) has become ubiquitous—a trusted part of the toolset that marine pilot transportation companies use for flight planning and setting rendezvous points.

The helicopter company Aviator Group provide marine pilot transfers out to Hydrographers Passage. The rendezvous point occurs some 110 nautical miles offshore at Blossom Bank. Prior to departure, the pilot will operate AMSA’s DAIS application and gather intelligence on the upcoming transfer. There can be multiple vessels waiting for their Marine Pilot, DAIS helps the helicopter pilot identify the target vessel through its attributes, location and pictures. From this information, the helicopter pilot will coordinate a suitable rendezvous location with the target vessel’s Master.

Aviator Group also operate in a Search and Rescue capability on behalf of AMSA. Using DAIS, they are able to quickly plan for and deploy on search and rescue missions.



Domain Awareness enabling safer marine pilot transfers. Image: Aviator Group.

Marine safety technology tracks spawning coral slicks

<p>Strategic challenge/s addressed:</p> <p>SE: Collaborating with our community SC3: Providing incident preparedness and response</p>
<p>Strategic goals addressed:</p> <p>SG3.1: Prevent incidents occurring wherever possible with best use of domain awareness</p>
<p>Enabler goals addressed:</p> <p>EG2: Improve and promote maritime safety and environmental protection in our region EG5: Informed and engaged community on maritime issues, search and rescue issues, and our role</p>
<p>Measure addressed:</p> <p>3.4.1: Maritime environmental response capability is available to respond to a pollution incident</p>
<p>Strategic risks addressed:</p> <p>SR3: Failure as a response organisation</p>



The paths (red and green lines) of the tracking buoys in two major spawning slicks on the central Great Barrier Reef, from November 28 to December 7 2018 mapped by AIMS. [Map data: ©2018 Google Image Landsat/Copernicus. Data SIO, NOAA, U.S. Navy, NGA, GEBCO]

Self-locating datum marker buoys (SLDMBs)

are typically used to calculate surface drift and validate search areas in search and rescue operations. The real-time GPS feeds from the buoys give AMSA vital information and are an effective tool in determining where to start searching for people and vessels missing at sea. SLDMBs are proving to be great environmental tools as well.

In November 2018, AMSA worked with oceanographers from the Australian Institute of Marine Science (AIMS) to track coral spawn slicks on the Great Barrier Reef which were riding the East Australian Current.

By tracking the coral slicks, AMSA has been able to help AIMS better protect and understand our marine environment. The real-time information from the buoys revealed that the slicks had floated 52 km in five days. On-water observations found small slicks could form and move quickly across the reef, or dissipate if the wind was strong enough to create whitecaps. Gaining a better understanding of the connectivity of reefs, by observing surface currents using the satellite buoys was a rare opportunity.

The spawn slicks also provide a good proxy for an oil spill for the first 1 to 2 days after spawning, modelling these coral slick movements through the currents can help inform how to treat future oil-spill risks.

Search and rescue exercise with Indonesia

<p>Strategic challenge/s addressed:</p> <p>SE: Collaborating with our community SC3: Providing incident preparedness and response</p>
<p>Strategic goals addressed:</p> <p>SG3.2: Save lives by coordinating aviation and maritime search and rescue</p>
<p>Enabler goals addressed:</p> <p>EG2: Improve and promote maritime safety and environmental protection in our region EG5: Informed and engaged community on maritime issues, search and rescue issues, and our role</p>
<p>Measure addressed:</p> <p>3.2.2 Provision of capability to conduct search and rescue operations</p>
<p>Strategic risks addressed:</p> <p>SR3: Failure as a response organisation</p>

In March 2019 AMSA held its annual search and rescue exercise with Indonesia’s Search and Rescue Agency Badan Nasional Pencarian dan Pertolongan (BASARNAS). The team in Denpasar and AMSA’s Response Centre worked together during the exercise, supported by AMSA’s Challenger jet.

Australia shares a maritime border with Indonesia, and AMSA and BASARNAS often work together to respond to maritime incidents. This exercise helps to test our capabilities and strengthen our relationship with our neighbours.



An Indonesian BASARNAS SAR vessel and SAR aircraft participating in the exercise.

Improving boating safety in the Torres Strait

<p>Strategic challenge/s addressed:</p> <p>SE: Collaborating with our community SC1: Managing risks to safety and the environment SC2: Delivering, implementing and enhancing the national system for domestic commercial vessel safety SC3: Providing incident preparedness and response</p>
<p>Strategic goals addressed:</p> <p>SG3.2: Save lives by coordinating aviation and maritime search and rescue</p>
<p>Enabler goals addressed:</p> <p>EG6: Effective engagement with communities to promote maritime safety</p>
<p>Measure addressed:</p> <p>3.2.1 Maximise percentage of lives saved as a proportion of lives at risk</p>
<p>Strategic risks addressed:</p> <p>SR2: Failure as a regulator SR3: Failure as a response organisation</p>

the Torres Strait Marine Safety Program. The program aims to improve and promote boating safety in the Torres Strait region, reduce the number of search and rescue operations in the area, increase the survivability of persons lost at sea, and support development of the near-coastal maritime industry in the region.

Through collaboration, sharing expertise, combining resources and effectively engaging the Torres Strait community, a range of maritime safety education and training sub-projects have contributed to creating and maintaining a safety culture in the region.

AMSA's efforts with program partners have resulted in the lowest number of maritime search and rescue incidents since it began—down to 56 in 2017–18 from 202 in 2006–07, a 72 per cent decrease.

In 2018, the program was awarded the Safety Award at the Queensland Seafood Industry Awards and the Community Support Award at the Torres Strait and Northern Peninsula Area Employment and Training Recognition Awards.

Since 2006, AMSA has partnered with Maritime Safety Queensland, Torres Strait Regional Authority, Queensland Police Service and the National Maritime Safety Authority of Papua New Guinea to deliver

Appropriate risk management by vessel operators will continue to be a focus for AMSA in the Torres Strait. AMSA is helping industry to adopt a more contemporary approach to operational risk identification and control.

AMSA will continue to work closely in the region through a series of safety management system education workshops targeting fishing operations as start. The intent is to improve safety awareness and ensure compliance with the national law.

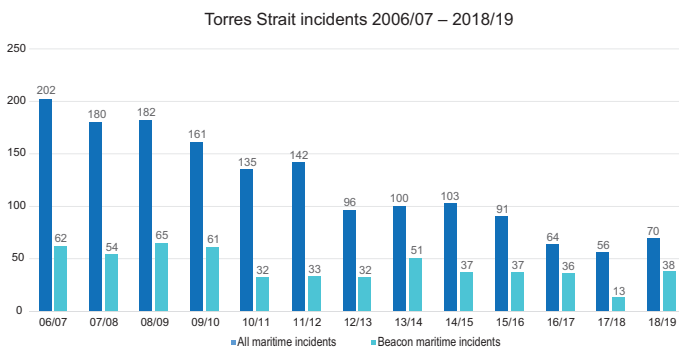


Figure 7: Torres Strait incidents FY 2006–07 to 2017–18.

Solomon Island officers training

<p>Strategic challenge/s addressed:</p> <p>SE: Collaborating with our community SC3: Providing incident preparedness and response</p>
<p>Strategic goals addressed:</p> <p>SG3.2: Save lives by coordinating aviation and maritime search and rescue</p>
<p>Enabler goals addressed:</p> <p>EG2: Improve and promote maritime safety and environmental protection in our region EG3: Have a strong regional voice in international fora EG5: Informed and engaged community on maritime issues, search and rescue issues, and our role EG6: Effective engagement with communities to promote maritime safety EG9: Create opportunities for people to provide relevant information and feedback</p>
<p>Measure addressed:</p> <p>3.2.2 Provision of capability to conduct search and rescue operations</p>
<p>Strategic risks addressed:</p> <p>SR3: Failure as a response organisation</p>

As part of the IMO Technical Cooperation Program, officers from the Solomon Islands Maritime Rescue Coordination Centre (MRCC) in Honiara completed a two-week attachment with the AMSA Response Centre (ARC).

The visit included practical search and rescue training and presentations on the arrangements underpinning Australia’s search and rescue (SAR) system. The officers also had the opportunity to visit the Victoria Police SAR unit in Williamstown, to understand how AMSA collaborates with state and territory authorities during a SAR operation.

The opportunity to experience first-hand the inner workings of the ARC and forge important relationships will continue to benefit both Australia and the Solomon Islands for future joint response operations.



MRCC officers tour the AMSA ARC.

International Maritime Organization Council reform

<p>Strategic challenge/s addressed:</p> <p>SE: Collaborating with our community</p>
<p>Strategic goals addressed:</p> <p>EG1: International standards reflect Australian expectations and international standards are reflected nationally</p> <p>EG3: Have a strong regional voice in international fora</p> <p>EG4: Regional approaches align with agreed international priorities</p>
<p>Measure addressed:</p> <p>E1.1: Satisfactorily progress issues either sponsored directly or supported by Australia at the IMO, ICAO, IALA and other relevant international bodies</p>
<p>Strategic risks addressed:</p> <p>SR2: Failure as a regulator</p> <p>SR3: Failure as a response organisation</p>

AMSA is the lead agency for Australia's engagement with the IMO. The standards developed by the IMO affect world trade and global environmental resources. Australia's work at the IMO influences international standards to achieve important domestic outcomes, such as the IMO-designated Particularly Sensitive Sea Area in the Great Barrier Reef, Torres Strait and Coral Sea.

Australia effectively championed the need to create a more inclusive, transparent and modern organisation. In June 2018, Australia and 11 other nations successfully called for the establishment of an open-ended working group to consider wide-ranging reforms of the Council and the IMO more broadly.

These reforms aim to make the IMO a more modern and dynamic regulator, which is better placed to meet the challenges of emerging technology, global trade expansion, and environmental developments.

Australia proposed four broad areas of reform to:

- increase openness and transparency of the Organization as a whole
- confirm the role of Council in setting and directing IMO priorities
- increase the size and reform the structure of Council to ensure a balance of member state interests is represented, improve regional representation and foster a more inclusive and democratic organisation and
- broaden the range of Non-Government Organisations (NGOs) able to contribute specialist expertise to the IMO.

The Council convened the first meeting of the working group during its 121st session in December 2018, with a broad mandate to consider IMO reform.

The working group agreed the size of the Council should be increased and terms extended from two to four years. The working group also agreed that Council should provide greater strategic policy guidance over the work of the Organization.

The second meeting of the working group will be held at the 122nd session of the Council in July 2019 to further discussions on the proposed reforms.

Engaging with the Asia-Pacific region

<p>Strategic challenge/s addressed:</p> <p>SE: Collaborating with our community</p>
<p>Enabler goals addressed:</p> <p>EG1: International standards reflect Australian expectations and international standards are reflected nationally</p> <p>EG3: Have a strong regional voice in international fora</p> <p>EG4: Regional approaches align with agreed international priorities</p> <p>EG6: Effective engagement with communities to promote maritime safety</p>
<p>Measure addressed:</p> <p>E1.1 Satisfactorily progress issues either sponsored directly or supported by Australia at the IMO, ICAO, IALA and other relevant international bodies</p>
<p>Strategic risks addressed:</p> <p>SR2: Failure as a regulator</p> <p>SR3: Failure as a response organisation</p> <p>SR7: Failure to listen and effectively engage with customers and stakeholders</p>

Australia attended the 20th session of the Asia-Pacific Heads of Maritime Safety Agencies (APHoMSA) forum in Seoul, Republic of Korea from 14–17 April 2019. AMSA has performed the role of APHoMSA secretariat since 2013 and continues to promote increased regional participation each year. The annual forum brought together senior maritime officials from across the Asia-Pacific region, with 22 member states and five observer organisations in attendance. The forum continues to enjoy increased participation from women and Pacific Island members, supported by generous funding from the IMO.

This year's forum was held in conjunction with Korea Maritime Week 2019, and was opened by Mr Kim Min-jong, Director General of Maritime Affairs and Safety Policy Bureau, Ministry of Oceans and Fisheries (MOF), Republic of Korea.

The forum welcomed discussion on significant maritime matters of interest to the region including the:

- efforts to prepare for the introduction of the 0.5 per cent sulphur limit from 1 January 2020
- promotion of the IMO's action plan to address marine plastic litter from ships
- plans to review and update the Pacific Islands Regional Marine Spill Contingency Plan (PACPLAN)
- sharing of information on recreational boat safety programs
- efforts to operationalise e-Navigation in the region
- progress of gender equality in the Pacific maritime sector
- value of the Pacific Search and Rescue Workshop (PACSAR) in helping to build SAR capability in the region; and
- efforts to ensure continuation of the IMO's regional presence in the Pacific.

The 21st session of APHoMSA will be held in Vancouver, Canada in 2020.

Assistance to the Solomon Islands

<p>Strategic challenge/s addressed:</p> <p>SE: Collaborating with our community SC3: Providing incident preparedness and response</p>
<p>Strategic goals addressed:</p> <p>SG3.3: Respond efficiently and effectively to maritime environmental emergencies</p>
<p>Enabler goals addressed:</p> <p>EG2: Improve and promote maritime safety and environmental protection in our region EG5: Informed and engaged community on maritime issues, search and rescue issues, and our role EG6: Effective engagement with communities to promote maritime safety</p>
<p>Measure addressed:</p> <p>3.4.1: Maritime environmental emergency response capability is available to respond to a pollution incident</p>
<p>Strategic risks addressed:</p> <p>SR3: Failure as a response organisation</p>



Solomon Trader aground at Rennel Island.

On 5 February 2019, the MV *Solomon Trader*, with an estimated 700 tonnes of heavy fuel oil on board, ran aground at Kangava Bay, Rennel Island in the Solomon Islands. AMSA conducted aerial assessments on behalf of the Solomon Islands government and confirmed extensive oil leakage around the ship.

The leaking oil was threatening the World Heritage-listed marine sanctuary, and the Solomon Islands government requested Australia's assistance under the Commonwealth Government Overseas Response Plan (AusAssist). AusAssist is managed by Emergency Management Australia (EMA) on behalf of the Department of Foreign Affairs and Trade (DFAT). Under DFAT, and working alongside the Solomon Island's National Disaster Management Office (NDMO), AMSA mobilised an offshore pollution response, including equipment, vessels and specialised personnel.

During the second week of operations, the Australian and Solomon Islands Governments agreed that the salvage contractor was making good progress with the removal of oil from the vessel and that there was little or no fresh oil leaking. Australia handed over on-water operations to the commercial salvage firm.

On 11 May the salvors successfully refloated the vessel. On behalf of the Solomon Islands Government, AMSA carried out pollution surveillance during and after the refloat, with little pollution observed. The vessel was prepared for towing and departed Solomon Islands on 12 June. The vessel was towed to Port Moresby where additional repairs were conducted prior to the vessel being towed to its final destination.





30 PERSONER

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Annual performance statements
Detailed performance
measures

Annual performance statements: detailed performance measures

Strategic Challenge 1: Managing risks to safety and the environment

Focus Area 1.1 Ensuring regulated vessels are operating safely and meeting standards

1.1.1	PERFORMANCE CRITERION	TARGET	RESULTS							
			2015–16		2016–17		2017–18		2018–19	
<i>The inspection rate of risk assessed eligible foreign-flagged ships under the port State control (PSC) program meets the following targets:</i>										
<i>Priority one ships (P1)</i>		80%	97%	●	93%	●	91%	●	93.2%	●
<i>Priority two ships (P2)</i>		60%	88%	●	80%	●	69%	●	64.7%	●
<i>Priority three ships (P3)</i>		40%	74%	●	57%	●	38%	●	41.4%	●
<i>Priority four ships (P4)</i>		20%	52%	●	36%	●	19%	●	27.8%	●
<p>RATIONALE: Using the risk profile (P1=high, P4=low) of individual ships as a basis, our inspection regime—as a preventative measure—ensures we concentrate our resources on those ships that pose the greatest threat to safety and the environment.</p>										
CASE STUDY: Page 20		SOURCE: 2018–19 Corporate Plan: Page 24						RPF KPI: 3,4		

1.1.2	PERFORMANCE CRITERION	TARGET	RESULTS							
			2015–16		2016–17		2017–18		2018–19	
<i>Extent to which inspections of high risk ships are within targeted timeframes</i>		100%	100%	●	100%	●	100%	●	100%	●
<p>RATIONALE: All eligible ships (P1–P4) are targeted for inspection every six months. Timely inspections of high-risk ships in particular, including passenger vessels, improves safety by identifying and rectifying faults (operator responsibility), and encouraging owners to operate vessels safely.</p>										
CASE STUDY: N/A		SOURCE: 2018–19 Corporate Plan: Page 24						RPF KPI: 3		

1.1.3	PERFORMANCE CRITERION	TARGET	RESULTS							
			2015–16		2016–17		2017–18		2018–19	
<i>The annual number of port and flag State control (FSC) ship inspections meets the following targets:</i>										
All inspections		7400	9501	●	9403	●	7368	●	8023	●
FSC inspections		60	86	●	74	●	74	●	83	●
RATIONALE: By establishing representative samples by ship inspection type, we can monitor the quality of ships in Australian waters with some certainty, and determine whether trends are emerging that may pose a risk to safety and the environment.										
CASE STUDY: N/A		SOURCE: 2018–19 Corporate Plan: Page 24						RPF KPI: 1		
FOOTNOTE: This includes all inspections undertaken by AMSA. It does not include inspections conducted on behalf of AMSA by our compliance partners.										

1.1.4	PERFORMANCE CRITERION	TARGET	RESULTS							
			2015–16		2016–17		2017–18		2018–19	
<i>Improvement in the standard of foreign-flagged ships and Australian-flagged ships (under the Navigation Act 2012) operating in Australian waters is demonstrated through the:</i>										
1.1.4.1 Average number of deficiencies per inspection compared to a rolling 10-year average		<3.25	2.3	●	2.4	●	2.2	●	1.48	●
1.1.4.2 Percentage of ships detained as a proportion of all PSC inspections		<7.5%	6.5%	●	5.5%	●	6.5%	●	4.49%	●
1.1.4.3 Proportion of serious ^{1,2} incidents to total port arrivals		<0.5%	0.008%	●	0.3%	●	0.3%	●	0.42%	●
1.1.4.4. The age of ships coming to Australia relative to the age of ships in the worldwide fleet		At least 50% below the average age of the worldwide fleet	8.4	●	9.6	●	10	●	10.3	●
RATIONALE: Overall: monitoring trends on vessel standards allows us to gauge the effectiveness of our inspection and regulatory regime, identify emerging trends, and determine whether action needs to be taken.										
1.1.4.1 Indicates whether the standard of ships operating in Australian waters is improving/worsening.										
1.1.4.2 Indicates the quality of the foreign-Flagged ship fleet visiting Australia.										
1.1.4.3 Indicates whether safety in the shipping industry is improving/worsening.										
1.1.4.4 Indicates: (1) the overall quality of the foreign Flag ship fleet visiting Australia. (2) increasing/decreasing risk of the foreign Flag fleet coming to Australia, e.g. younger vessels = lower risk, older = higher risk (lead indicator), (3) how successful we've been influencing ship owner/operators not to send older/higher risk ships to Australia (lag indicator). The average age of the worldwide fleet is 23 years.										

CASE STUDY: Page 20	SOURCE: 2018–19 Corporate Plan: Page 25 2018–19 PBS: Page 88	RPF KPI: 1.1.4.2: 1
FOOTNOTES: 1. Measure 1.1.4.3: 1. Several factors are considered by AMSA to determine whether an incident is deemed significant, including the cause of the incident; WHS considerations; impacts on the environment; other vessels, and the community; and potential impacts. Incidents are graded on a case-by-case basis. 2. The response to fatalities on foreign-flagged vessels depends on where the incident occurred, and whether the vessel was inbound or outbound from an Australian port. If the vessel was inbound and the fatality occurs in coastal waters (up to 3 nautical miles from the coast), State and Territory police will investigate. If the fatality occurs inbound in Australian territorial waters (between 3 and 12 nautical miles), the Australian Federal Police will investigate under federal law. AMSA may also attend the vessel to ensure international obligations are being met. If the fatality occurs outbound, or outside 12 nautical miles the flag state under which the vessel operates retains the capacity to investigate.		

1.1.5	PERFORMANCE CRITERION	TARGET	RESULTS							
			2015–16		2016–17		2017–18		2018–19	
<i>Improvement in the standard of domestic commercial vessels is demonstrated through:</i>										
1.1.5.1	<i>Fatalities in domestic vessel seafarers trend towards zero</i> ^{1,2}	0%	Not reported		Not reported		9	●	2	●
1.1.5.2	<i>The number of very serious and serious incident reports as a percentage of the total number of incidents reported, decreasing and trending towards zero</i> ³	0%	Not reported		Not reported		Not reported		12.31%	●

RATIONALE:

- 1.1.5.1 Indicates whether domestic vessel safety is improving or worsening, and prompts further investigation/ action
- 1.1.5.2 As the industry's safety culture matures, operators are more likely to report incidents. An overall increase in incident reporting is a positive as it indicates increasing levels of safety awareness. Further, as the regulatory system matures the number of very serious and serious incidents reported should decrease.

CASE STUDY: Page 22	SOURCE: 2018–19 Corporate Plan: Page 26	RPF KPI: No
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ANALYSIS OF PERFORMANCE: 1.1.5.1: measure changed from previous reporting period. While there has been a reduction from the 2017–18 result, it is too early to detect a trend.

From 2019–20, a new measure will be included which monitors passenger fatalities.

FOOTNOTES:

- 1. Measure 1.1.5.1:** change in measure/result. This measure and target was changed for 2018–19 to better reflect the complexity and challenge of reducing fatalities amongst domestic seafarers. The previous measures reported on fatalities as a percentage of the total size of the domestic commercial fleet workforce. The 2017–18 result was 0.01% (nine fatalities). The measure now reports on the number of fatalities. It does not include passengers.
- 2. Measure 1.1.5.1:** response to domestic vessel fatalities
State and Territory police investigate fatalities to establish whether State/Territory criminal laws have been broken, and to provide information for the State/Territory coroner. If foul play is suspected, police remain the lead agency.

In parallel, incidents that resulted in fatalities are also examined by AMSA and workplace health and safety (WHS) agencies for a variety of purposes.

AMSA reviews incidents to deal with immediate safety issues, to bring the operation into ongoing compliance, and to understand why the incident occurred to inform systemic improvements. Every fatality is also referred to AMSA's Enforcement and Inspector Support team to determine whether there has been a breach of laws administered by AMSA.

Depending on the nature of the incident and where it occurs, State and Territory agencies may investigate and prosecute under relevant WHS legislation, or in limited circumstances, AMSA may investigate and prosecute under the *Occupational Health and Safety (Maritime Industry) Act 1993* (OSHMI Act).

Also, in accordance with State/Territory legislation, a coroner may determine that an inquiry is warranted.

When the inquiry concludes, the coroner will deliver a report, which may include observations and recommendations (actions), some of which may be directed to AMSA. AMSA will in all cases, consider any recommendations from a State/Territory coroner and determine its responses. Actions committed to or taken will be reported and monitored.

AMSA does not have to wait for the outcomes of the coroner's inquiry and we may respond according to our own findings.

3. Measure 1.1.5.2 incidents: Measure has changed. The previous 1.1.5.2 measure associated with the number of serious incidents has been retired as it had limited utility/value given the very low number of serious incidents annually, and the separate reporting of fatalities through 1.1.5.1. The new measure has been introduced to demonstrate performance against AMSA's strategic goals of promoting improvements in marine safety and facilitating the development of an industry culture to ensure the effective identification and management of safety risks. There are three incident categories for all vessels:

- Category 1 Incidents—very serious: involve total loss of the vessel, loss of life, or severe pollution (severe pollution is a case of pollution which produces a major negative effect upon the environment, or which would have produced such an effect without preventive action—oil spill > 1000t; Level 3 chemical incident).
- Category 2 Incidents—serious: do not qualify as category 1 incidents and which involve a fire, explosion, collision, grounding, contact, heavy weather damage, ice damage, hull cracking, or suspected hull defect, etc, resulting in:
 - immobilisation of main engines, extensive accommodation damage, severe structural damage, such as penetration of the hull under water, etc, rendering the ship unfit to proceed, or
 - pollution (10–1000 t; Level 2 chemical incident); and/or
 - a breakdown necessitating towage or shore assistance.
- Category 3 Incidents—less serious: do not qualify as category 1 or category 2 incidents and for the purpose of recording useful information also include marine incidents which themselves include minor injury/illness, death due to illness, main engine stoppage for maintenance, medevacs, minor oil spills (< 10 t; Level 1 chemical incident), hazardous incidents, near misses, Cat 1–2 outside S&R zone outside (except if Australian Registered), pollution outside the exclusive economic zone reported to AMSA.

Focus Area 1.2 Preventing pollution from shipping

1.2.1	PERFORMANCE CRITERION	TARGET	RESULTS							
			2015–16		2016–17		2017–18		2018–19	
	<i>There is a reduction over time in the ratio of serious pollution incidents under the Protection of the Sea (Prevention of Pollution) Act 1983 to the total number of ship arrivals.</i>	<0.7%	0%	●	0%	●	0%	●	0%	●
RATIONALE: The rate of pollution per arrival is a measure of AMSA's success in combatting marine pollution.										
ANALYSIS OF PERFORMANCE: No significant pollution incidents were reported during the year.										
CASE STUDY: N/A		SOURCE: 2018–19 Corporate Plan: Page 26 2018–19 PBS: Page 88							RPF KPI: No	

Focus Area 1.3 Supporting safe navigation

1.3.1	PERFORMANCE CRITERION	TARGET	RESULTS							
			2015–16		2016–17		2017–18		2018–19	
	<i>The marine aids to navigation network's availability complies with the targets set out in the IALA guidelines.</i>	99%	99.97%	●	99.90%	●	99.96%	●	99.6%	●
<p>RATIONALE: A high rate of reliability and availability across our aids to navigation network has a direct, positive relationship with vessels operating safely. Also measures the extent to which our AtoN contractor is meeting KPIs.</p> <p>ANALYSIS OF PERFORMANCE: AMSA met all AtoN targets during 2018–19 with the following exceptions (note performance is calculated on a three year rolling average):</p> <ul style="list-style-type: none"> • Significant damage was sustained to AtoN in north Queensland and north-west WA in late March 2019 as a result of tropical cyclones Trevor and Veronica. • Differential Global Positioning Systems (DGPS) was below target due to stations being turned off ahead of approaching tropical cyclone Debbie in March 2017, an extended power outage at Sydney DGPS due to bushfires in April 2018 and suspected lightning strikes which damaged equipment at Corny Point in July 2018 and Ingham in April 2019. • Automatic Identification Systems (AIS) was below target due to the impact of outages from tropical cyclone Debbie in March 2017, an extended outage of the satellite communications link at Swain Reefs in February 2018, an extended outage at Fairway due to a hardware failure in February 2018, an outage at Sandy Cape due to Telstra network issues in July 2018, an outage at East Moncouer Island AIS due to a suspected lightning strike in August 2018 and an AIS AtoN outage at Alert Patches North due to Tropical Cyclone Trevor April 2019. • Met-ocean sensors were below target largely due to an extended outage of Varzin Passage wave rider buoy, Goods Island tide gauge communication link and Booby Island tide gauge in January 2019 following a severe weather event. 										
CASE STUDY: Pages 23, 24, 27		SOURCE: 2018–19 Corporate Plan: Page 27						RPF KPI: No		

Focus Area 1.4 Contributing to and implementing international conventions

1.4.1	PERFORMANCE CRITERION	TARGET	RESULTS							
			2015–16		2016–17		2017–18		2018–19	
	<i>Regulatory measures are introduced consistent with international effect dates</i>	100%	100%	●	85%	●	71%	●	100%	●
<p>RATIONALE: A current, up-to-date regulatory framework influences the way ships are operated, and promotes safe shipping.</p> <p>ANALYSIS OF PERFORMANCE: Marine Order 11 (Living and working conditions on vessels) was amended to implement the 2016 Maritime Labor Convention amendments on bullying and harassment and allow for the extension of the maritime labour certificate where the certificate cannot be immediately issued and made available on board following an inspection. The amendments came into effect on 8 January 2019.</p>										
CASE STUDY: Pages 25, 30		SOURCE: 2018–19 Corporate Plan: Page 27						RPF KPI: No		

Focus Area 1.5 Ensuring seafarer competency and welfare

1.5.1	PERFORMANCE CRITERION	TARGET	RESULTS							
			2015–16		2016–17		2017–18		2018–19	
	<i>Improvement in the standard of foreign-flagged ships and Australian-flagged ships (under the Navigation Act 2012) operating in Australian waters is demonstrated through the:</i>									
	<i>1.5.1.1 Average number of Maritime Labour Convention deficiencies per inspection</i>	<0.5	0.31	●	0.31	●	0.31	●	0.19	●
	<i>1.5.1.2 Onshore complaints made under the Maritime Labour Convention investigated</i>	100%	98%	●	85%	●	77%	●	100%	●
<p>RATIONALE: Monitoring trends on vessel standards allows us to gauge the effectiveness of our inspection and regulatory regime, identify emerging trends, and determine whether action needs to be taken.</p> <p>1.5.1.1 Indicates whether seafarer working and living conditions are improving or worsening, and prompts further investigation/action.</p> <p>1.5.1.2. Timely investigation and resolution of complaints improves seafarer working and living conditions immediately, and sends a clear message to vessel owners/operators that poor treatment will not be tolerated.</p>										
<p>ANALYSIS OF PERFORMANCE: 1.5.1.2 In previous years the results presented included both MLC complaints investigated and closed by AMSA, and those MLC complaints passed to the flag state for investigation—which happens when the vessel sails before AMSA can fully investigate and close the complaint. As AMSA has no control or influence over the flag state investigative process, from 2018–19 onwards performance reflects AMSA’s MLC complaints investigative performance only.</p>										
CASE STUDY: N/A		SOURCE: 2018–19 Corporate Plan: Page 27						RPF KPI: No		

Regulatory performance

R	PERFORMANCE CRITERION	TARGET	RESULTS							
			2015–16		2016–17		2017–18		2018–19	
<i>Monitor overall regulatory performance through:</i>										
<i>R.1 Regular formal and informal feedback:</i>										
<i>R.1.1: National System Customer Service</i>		90	90.5%	●	90%	●	90.5%	●	85%	●
<i>R.1.2: Regulator Stakeholder Survey¹</i>		Average greater than or equal to 3	Not reported		3.73	●	3.38	●	4.1	●
<i>R.1.3: Email campaigns from AMSA</i>		30% (open rate)	39%	●	34%	●	34%	●	39%	●
<p>RATIONALE: Monitoring how stakeholders perceive AMSA's performance on a regular basis is central to improving the services we deliver, and preventing issues from escalating.</p> <p>R.1.1 Indicates the level of customer satisfaction with the service delivered by our call centre, and whether their issue was resolved satisfactorily. Helps us to improve our services, and identify potential issues which may prompt further investigation/action.</p> <p>R.1.2 Online survey that provides stakeholders with the opportunity to rate our interaction as a regulator with them across six key performance areas on a scale of 1–6</p> <p>R.1.3 Indicates how successful our email campaigns have been in reaching target audiences</p>										
<p>ANALYSIS OF PERFORMANCE: R.1.1 AMSA has set an ambitious target for measure R.1.1 of 90% satisfaction with our call centre. Our results this year fall short of our target, but are still well above industry average (70%). The transition arrangements for full service delivery of the national system resulting in changes as to how industry accessed services contributed to this dip in satisfaction levels.</p>										
CASE STUDY: N/A		SOURCE: 2018–19 Corporate Plan: Page 28						RPF KPI: 1,2,3,4,5,6		
<p>FOOTNOTES:</p> <p>1. R.1.2 regulator stakeholder survey:</p> <ul style="list-style-type: none"> To streamline reporting the six individual key performance areas have been consolidated into an average overall score. In previous years results have been reported separately. For comparison an average score for the past two years is provided. The six contributing key performance areas—aligned to the six Regulator Performance Framework key performance areas—are (1) AMSA helps vessel owners and seafarers safely operate or work on a vessel without getting in the way, (2) Communications I get from AMSA are clear and useful (3) Given the risks involved in what I do, the level of regulation is about right, (4) AMSA's compliance and monitoring arrangements are well organised and efficient, (5) AMSA explains its decisions well, (6) AMSA is always trying to improve maritime regulations to create a safer and more efficient industry. Scale: 1 = strongly disagree, 2 = disagree, 3 = somewhat disagree, 4 = somewhat agree, 5 = agree, 6 = strongly agree. 										

Strategic challenge 1: Managing risks to safety and the environment

Capability Projects

2018–19 Corporate Plan: p.23

Project Name	Description	Status	Summary
Integrated Response Operational Design	Analyse requirements and design a future business operating model and supporting systems for a single integrated operations management capability	●	The analysis and development of high level business requirements for response operations have been completed. A market test was also run in December 2018 through AusTrade (Registration of Interest) and sourcing strategy also completed and approved. The next project phase for replacement of legacy systems will progress as a new program in 2019–20.
Looking ahead–AMSA's Operating Environment 2017–2027	Implementation of the plan to proactively assess and manage risks from shipping around Australia's coast	●	AMSA published Looking ahead–AMSA's Operating Environment 2017–2027 in 2017. The document originally aligned specifically to Focus area 1.1: Ensuring vessels are operated safely and meeting standards, AMSA has expanded the scope to cover the entirety of our operations for the next 10 to 20 years. The rolling update is used to inform detailed planning in the near and mid-term.
NAVIS Inspection and Registration 4.0	NAVIS is being upgraded to a new platform and the data from SHIPSYS is being migrated to that platform. This will provide better support for the management of vessel inspection functions	●	
Met-Ocean and Drift Modelling Tool	Development of a drift modelling tool that will predict drift trajectories of large ships and oil slicks, and provide support for search and rescue missions	●	Complete and operational. High resolution oceanic (wave and current) models over whole of Australian waters are complete. The AMSA Response Centre's vessel drift prediction tool is now fully operational, using these oceanic models, the vessel's parameters, and hydrographic data, to predict the track, threats and the time to respond.

Strategic Challenge 2: Delivering, implementing and enhancing the national system for domestic commercial vessel safety

Capability Projects

2018–19 Corporate Plan: p.35

Project Name	Description	Status	Summary
National System Transition program	Ensuring that systems and processes are developed to allow for the smooth transition of regulatory responsibility for domestic commercial vessels from the states and territories to AMSA	●	<p>The National System Transition program was designed to enable AMSA to assume service delivery of the national system with no gap to industry. This has been achieved.</p> <p>The program draws together projects from all AMSA business areas, and includes upgrades to our IT systems, improvements in data quality, changes to forms and reporting, industry engagement, finance, seafarer certification, operational integration and the AMSA contact centre (AMSA Connect).</p> <p>In the 2018-19 reporting period, AMSA took on service delivery of the National System. The National System Transition Program continues to enhance and refine AMSA's national system service delivery systems and processes through-out 2018–19.</p>
Web redesign	We are delivering a new AMSA website designed to make it easier to find information and do business with us online	●	<p>During the reporting period the redesign and changes to the AMSA website were successfully implemented to support users through AMSA's assumption of national system service delivery. The website redesign resulted in an increased prominence of national system information on the home page, changes to the website structure and navigation, redeveloped user-centric content, and technical redevelopment to the site to accommodate new forms and supporting instructions to ensure user needs are met. The redesign also encompassed a suite of data analytics based on website usage used to ensure continuous improvement.</p>

Strategic Challenge 3: Delivering incident preparedness and response

Focus Area 3.2: Saving lives daily through search and rescue

3.2.1	PERFORMANCE CRITERION	TARGET	RESULTS							
			2015–16		2016–17		2017–18		2018–19	
	<i>Maximise percentage of saved lives as a proportion of lives at risk (a person is defined as being at risk if the person has a chance of surviving the initial maritime or aviation incident)</i>	100%	98.6%	●	99%	●	94.8%	●	97%	●
RATIONALE: Measures the effectiveness of AMSA's ability to save lives.										
ANALYSIS OF PERFORMANCE: AMSA rescued a total of 190 lives in 2018–19. AMSA's intention is to save all lives at risk during distress incidents. In practice, the circumstances* surrounding individual incidents effect the possibility of success of the SAR response and as a result achieving 100% is not expected. *Circumstances such as severe medical conditions requiring specialist medical attention, or a person overboard in the offshore environment without safety equipment, locating device and/or in poor weather conditions who is not immediately recovered, significantly reduce timeframes for survivability.										
CASE STUDY: Pages 38, 42, 46, 49			SOURCE: 2018–19 Corporate Plan: Page 50						RPF KPI: No	

3.2.2	PERFORMANCE CRITERION	TARGET	RESULTS							
			2015–16		2016–17		2017–18		2018–19	
	<i>Provision of capacity to conduct search and rescue operations</i>									
	<i>incidents (annual)</i>	8500	7370	●	7595	●	7983	●	9672	●
	<i>searches (annual)</i>	740	436	●	412	●	401	●	411	●
RATIONALE: Indicates the effectiveness of resourcing search and rescue capability, which underpins saving lives.										
ANALYSIS OF PERFORMANCE: The implementation of AMSA's Integrated Response triage (receipt and initial assessment of incoming incident reports) has resulted in an overall increase of incidents processed by the AMSA Response Centre.										
CASE STUDY: Pages 38, 39, 40, 41, 42, 48, 50			SOURCE: 2018–19 Corporate Plan: Page 50						RPF KPI: No	
FOOTNOTE: This measure has been removed for 2019-20 . The number of annual incidents and searches are not relevant to the provision of search and rescuer capability, and are not relevant targets for AMSA. A new measure will be developed over the next year, potentially looking at asset (capability) availability through strategic contracts/providers.										

3.2.3	PERFORMANCE CRITERION	TARGET	RESULTS							
			2015–16		2016–17		2017–18		2018–19	
<i>Median time (minutes) for the AMSA Response Centre to initiate a response</i>		30	27	●	26	●	24	●	24	●
RATIONALE: Demonstrates that the AMSA Response Centre is tasking search and rescue assets responding to an incident in a timely, effective and appropriate manner to save lives.										
CASE STUDY: Pages 39, 40, 42			SOURCE: 2018–19 Corporate Plan: Page 50						RPF KPI: No	

3.2.4	PERFORMANCE CRITERION	TARGET	RESULTS							
			2015–16		2016–17		2017–18		2018–19	
<i>For incidents that AMSA has SAR coordination responsibility, the median time (minutes) for an asset to be on-scene is:</i>										
<i>Day</i>		150	90	●	103	●	110	●	88	●
<i>Night</i>		180	109	●	135	●	141	●	120	●
RATIONALE: Demonstrates that assets are in the right place on time. Also reflects performance against international on-scene response time standards										
ANALYSIS OF PERFORMANCE: AMSA's ongoing efforts in identification, contracting arrangements and training of fixed wing and rotary wing assets have enabled AMSA to provide a timely and appropriate response to incidents within the Australian search and rescue region.										
CASE STUDY: Pages 39, 42			SOURCE: 2018–19 Corporate Plan: Page 50						RPF KPI: No	

Focus Area 3.4: Delivering an effective marine pollution response capability

3.4.1	PERFORMANCE CRITERION	TARGET	RESULTS							
			2015–16		2016–17		2017–18		2018–19	
<i>Maritime environmental emergency response capability is available to respond to a pollution incident</i>		100%	100%	●	99%	●	100%	●	100%	●
RATIONALE: Demonstrates that environmental response assets are available to be tasked and deployed in a timely, effective and appropriate manner to combat marine pollution.										
ANALYSIS OF PERFORMANCE: Pollution response resources including: equipment and dispersant stockpiles; fixed wing aerial dispersant capability; response personnel for maritime casualty response, pollution response and HNS reconnaissance; and emergency towage capabilities level 1 and 2. Performance results are based on contract performance reporting throughout the year, and audits of contractor performance.										
CASE STUDY: Pages 32, 34, 35, 47, 53			SOURCE: 2018–19 Corporate Plan: Page 50						RPF KPI: No	

Strategic challenge 3: Delivering incident preparedness and response Capability Projects

2018–19 Corporate Plan: p.49

Project Name	Description
Integrated Response Operational Design	See Strategic Challenge 1, page 63
Looking Ahead—AMSA's Operating Environment 2017–2027	See Strategic Challenge 1, page 63
Met-Ocean and Drift Modelling Tool	See Strategic Challenge 1, page 63

Strategic Challenge 4: Ensuring a vibrant and progressive organisation

Capability Projects

2018–19 Corporate Plan: p.58

Project Name	Description	Status	Summary
Integrated Operations	Exploring ways to leverage our strengths through better integration of search and rescue, maritime casualty and incident response functions	●	<p>Integrated operations is an initiative aimed at identifying efficiencies in the use of AMSA operational response resourcing and centralising coordination of 24/7 operations. The project has successfully delivered enhanced organisational domain awareness and operational intelligence briefings. We have also further integrated out-of-hours incident triaging and Level 1 incident management and notifications through the AMSA Response Centre (ARC). The ARC and Operations continue to collaborate effectively in incident triage processes and receipt and initial assessment of vessel incident reporting through the ARC. Other development activities being progressed include geo-fencing, drift detection and analysis and further enhancements to maritime risk detection and assessment.</p> <p>A more formal project plan will be developed to ensure delivery of recommendations from a series of reports and reviews are prioritised, costed and delivered in a centrally managed strategy. These deliverables also inform elements of the proposed and imminent redesign of Level 2.</p>

Project Name	Description	Status	Summary
Information Technology Services Roadmap	We are adapting our technology platform to meet current and future business requirements with a focus on client context and providing reliable and responsive IT services	●	<p>IT Roadmap status update</p> <p>AMSA has continued to deliver against programs identified in the 2018–2022 Technology roadmap. In 2018–19 we:</p> <ul style="list-style-type: none"> • identified and transitioned to a new outsource partner—Digital61. • continued to implement a new HR system. • delivered the Enterprise Mobile Device Management capability. • delivered the video conferencing upgrade. • performed an ICT Security Assessment review of AMSA's core technical environment.
Web redesign	See Strategic Challenge 2, page 64		
Met-Ocean and Drift Modelling Tool	See Strategic Challenge 1, page 63		

Strategic Enabler: Collaborating with our community

Focus Area E1: Working with international organisations and other nations

E1.1	PERFORMANCE CRITERION	TARGET	RESULTS							
			2015–16		2016–17		2017–18		2018–19	
	<i>Satisfactorily progress of issues either sponsored directly or supported by Australia at the IMO, ICAO, IALA and other relevant international bodies</i>	Achieved	Achieved	●	Achieved	●	Achieved	●	Achieved	●
RATIONALE: Influencing issues and decisions at international fora to reflect Australia and regional interests is a key outcome of our international engagement strategy.										
ANALYSIS OF PERFORMANCE: Positive initial progress made on IMO Council reform initiative.										
CASE STUDY: Page 51, 52			SOURCE: 2018–19 Corporate Plan: Page 68						RPF KPI: No	

Focus Area E2–E5: Working with partner organisations, developing stakeholder relationships, community education

See Regulatory measures on page 62.

2018–19 Corporate Plan: p.35 Capability projects

Project Name	Description	Status	Summary
Web redesign	See Strategic Challenge 2, page 64		
Indonesia Transport Safety Assistance Package (ITSAP)	Strengthening government to government partnerships to support priority transport safety reforms through the provision of technical expertise and capacity building	●	The 2018–19 ITSAP program successfully achieved most of the programmed objectives as well as completing some additional unplanned activities. The five main streams of activity: marine safety; search and rescue; marine environment; ship safety inspection; and solid bulk cargoes remain on track and look to develop further during the next 12 months. Projects completed during the year included establishing the Ship Safety Inspection Centre of Excellence and the Solid Bulk Cargoes Testing and Research Facility; holding the inaugural marine pollution committee meeting; continued SAR officer exchanges; assistance for updating Indonesian legislation on domestic vessels, vessel safety and inspections, and IMSBC; practical SAR Air Observer training; SAR Exercise using live assets; aeronautical SAR operations and SAR management training; oil spill response equipment commissioning and training; Indonesian senior staff participation in National Plan exercises and conferences; and vessel tracking system supervisor and operator training.





7

Governance

Organisational profile

Enabling legislation

AMSA is the national agency responsible for maritime safety, protection of the marine environment, and maritime and aviation search and rescue.

AMSA is a statutory authority established under the *Australian Maritime Safety Authority Act 1990* (AMSA Act), and as a corporate Commonwealth entity it is subject to the *Public Governance, Performance and Accountability Act 2013* (PGPA Act). Appendix 5 outlines AMSA's functions and powers under the AMSA Act.

A list of enabling legislation for AMSA in the areas of vessel operations, registration, marine pollution and levies collection is available on our website: www.amsa.gov.au.

Workforce planning

The AMSA Workforce Strategy 2018–21 centres around five themes that are key to ensuring AMSA's people are prepared for the future, as outlined in the figure below.



Figure 8: The five themes underpinning AMSA's Workforce Strategy 2018–21

During 2018–19 we delivered a number of initiatives against the AMSA Workforce Strategy 2018–21.

In particular, a significant body of work was undertaken to develop the capabilities of our leaders, with a number of cohorts attending our senior leadership and leadership development programs during the year.

We continued to equip our people to effectively service our new customer base by building our capability as a modern regulator. In 2018–19 we developed this capability through the delivery of e-learning and a number of targeted face-to-face training sessions for employees in regulatory focused roles.

To contribute to the development of a diverse and sustainable workforce, we finalised the Diversity and Inclusion Plan 2019–22. This plan seeks to build on the positive steps already taken to promote diversity in our workplace, aiming to increase workplace representation of underrepresented groups, retain emerging talent and job knowledge, and foster an inclusive work environment.

Work commenced during 2018–19 on a major project to implement a new human resources (HR) information system. The project seeks to modernise the technology used across all HR functions to ensure enhanced access to people related data to help measure our performance against all initiatives.

Significant activities and changes affecting the operations or structure of the entity during the period

Information Technology Services

Information Technology Services have continued to build and enhance the enterprise solutions delivered by the national system to further enable business processing. Planning has begun to include international compliance and inspection into this solution which will provide business with a single solution to perform vessel operations and enable rationalisation of AMSA's technology platforms.

System sustainability, system modernisation and secure information access have been a focus with the:

- analysis of the future needs of an integrated response incident management capability
- modernisation of AMSA's core human resources functions
- implementation of a corporate mobile device management solution providing the foundation for secure mobile information access and collaboration.

Recruitment

Following the commencement of full service delivery of the national system, a number of recruitment campaigns were delivered to ensure the right people were available in the right locations, to deliver services to our customers. Over the reporting period, we filled a number of additional Marine Inspector and Port Marine Surveyor positions around the country, as well as a number of key senior leadership, technical and support roles.

During 2018–19 we filled Marine Inspector positions in our newly established Airlie Beach office (opening July 2019). Campaigns also commenced during the year to fill customer service and inspection positions in our new Coffs Harbour office (opening August 2019), supporting the regionalisation of our workforce.

Structure and location

Pictured below is AMSA’s organisational structure (as at 30 June 2019) and a map showing the agency’s national presence:

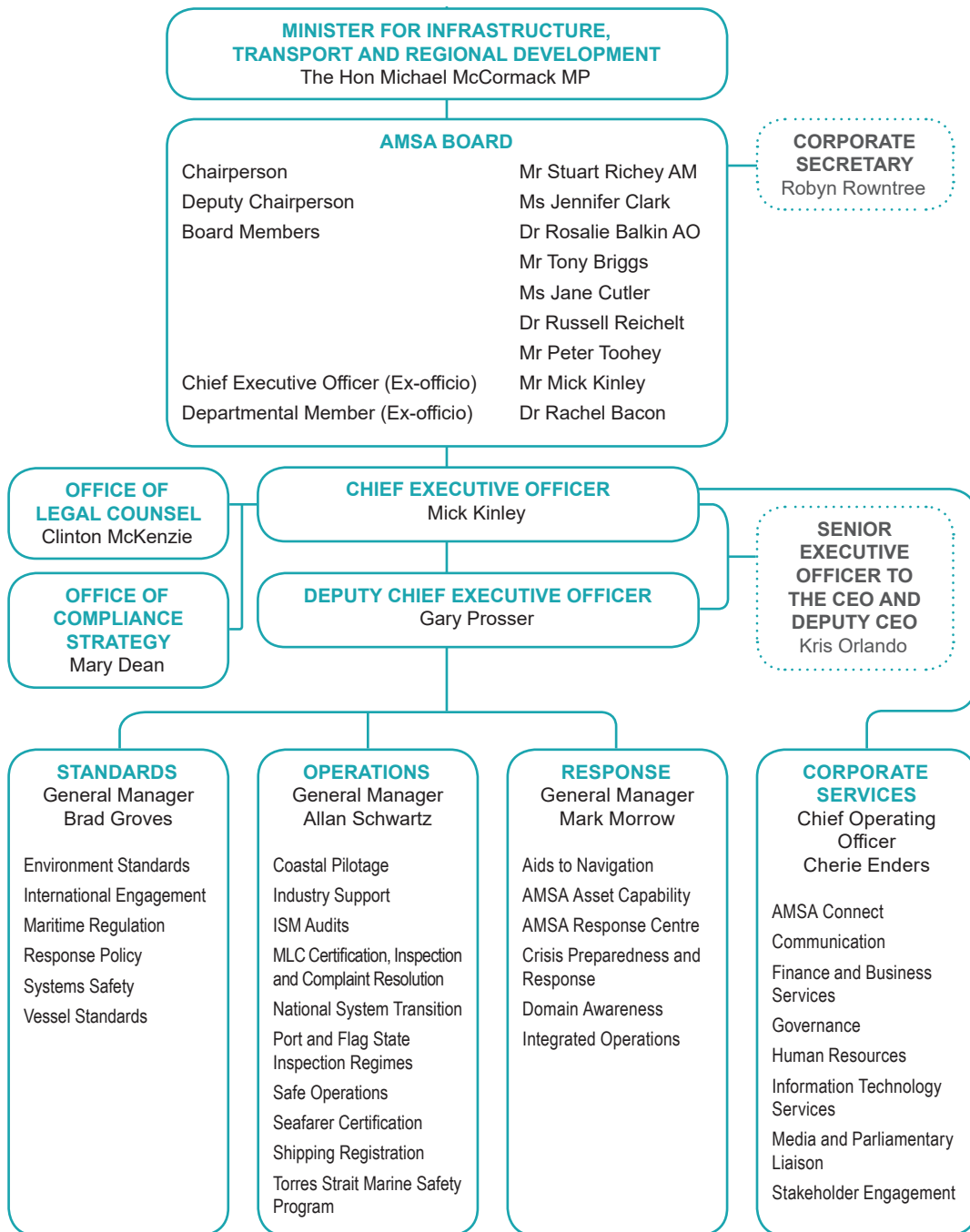


Figure 9: Organisational structure as at 30 June 2019

Office locations

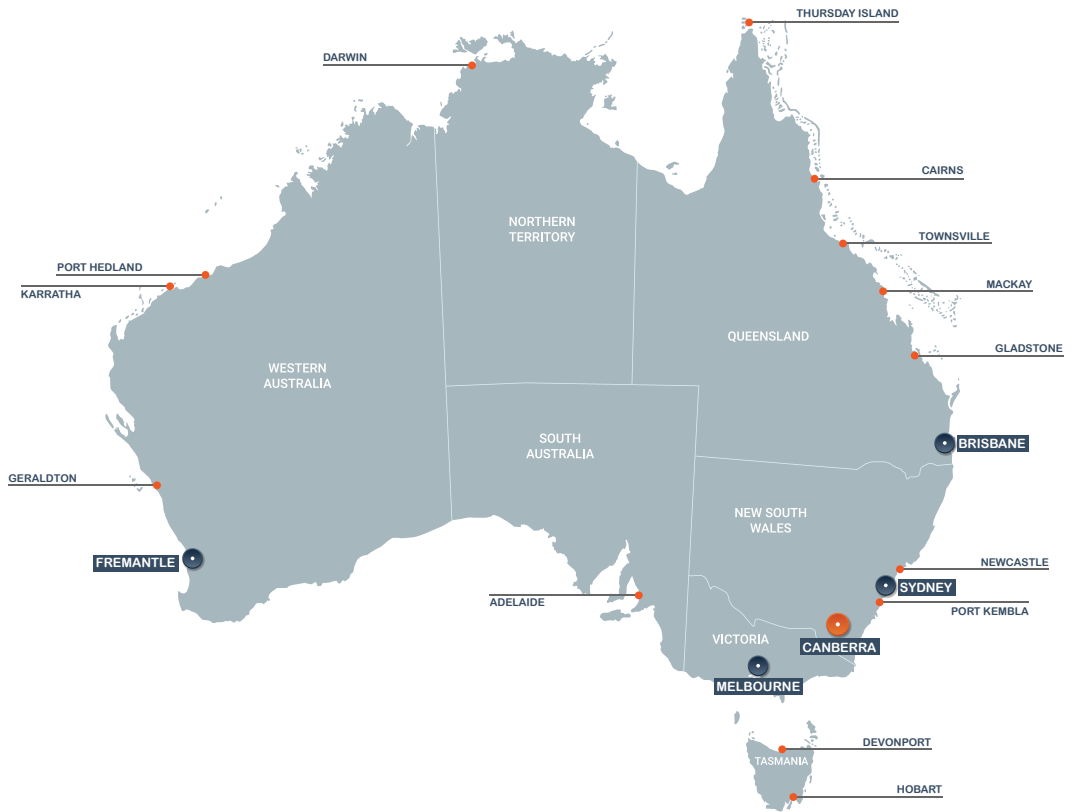


Figure 10: A map showing AMSA's presence in Australia

Australian Capital Territory		
Canberra	82 Northbourne Avenue	Braddon ACT 2612
New South Wales		
Sydney	Level 5, 260 Elizabeth Street	Surry Hills NSW 2010
Newcastle	8 Cowper Street South	Carrington NSW 2294
Port Kembla	Number 6 Jetty, Christy Drive Ground Floor, North Wing	Port Kembla Gateway NSW 2505
Northern Territory		
Darwin	Level 1, Unit C107 19 Kitchener Drive, Wharf One	Darwin Waterfront Precinct NT 0820
Queensland		
Brisbane	Level 9, 410 Ann Street	Brisbane QLD 4000
Cairns	Suite 3, Level 2 88 Abbott Street	Cairns QLD 4870
Gladstone	Level 7, 21 Yarroon Street	Gladstone QLD 4680
Mackay	Canegrowers building Level 2, 120 Wood Street	Mackay QLD 4740
Townsville	Mezzanine Level, Suncorp Tower 61–73 Sturt Street	Townsville QLD 4810
Thursday Island	Level 1, 80-82 Douglas Street	Thursday Island QLD 4875
South Australia		
Adelaide	Level 2, Customs House 220 Commercial Road	Port Adelaide SA 5015
Tasmania		
Devonport	Level 1, 35 Oldaker Street	Devonport TAS 7310
Hobart	Level 4, 2–8 Kirksway Place Battery Point	Hobart TAS 7004
Victoria		
Melbourne	Level 3, 655 Collins Street	Docklands VIC 3008
Western Australia		
Fremantle	Level 3, 3 Cantonment Street	Fremantle WA 6959
Port Hedland	74 Anderson Street	Port Headland WA 6721
Karratha	The Quarter, Suite 1, Level 3 20 Sharpe Avenue	Karratha WA 6714
Geraldton	Unit 2, 270 Foreshore Drive	Geraldton WA 6530

Governance

Main governance practices

The PGPA Act and the AMSA Act are the foundation of AMSA's governance practices.

Accountable Authority

Under the PGPA Act, the AMSA Board is the agency's Accountable Authority. The Board discharges its governance obligations through its involvement in AMSA's planning, performance reporting and risk management activities.

The Board provides clear direction on the operational application of relevant legislation by issuing Accountable Authority Instructions which must be followed by all AMSA staff.

More information on the Board, its committees and meetings can be found below and on our website.

Arrangements

Governance arrangements must be fit for purpose. It is up to the AMSA Board to determine the precise nature of our governance arrangements and structures, including monitoring and reporting compliance.

AMSA has integrated planning, budgeting and performance reporting—informed by risk (figure 11).

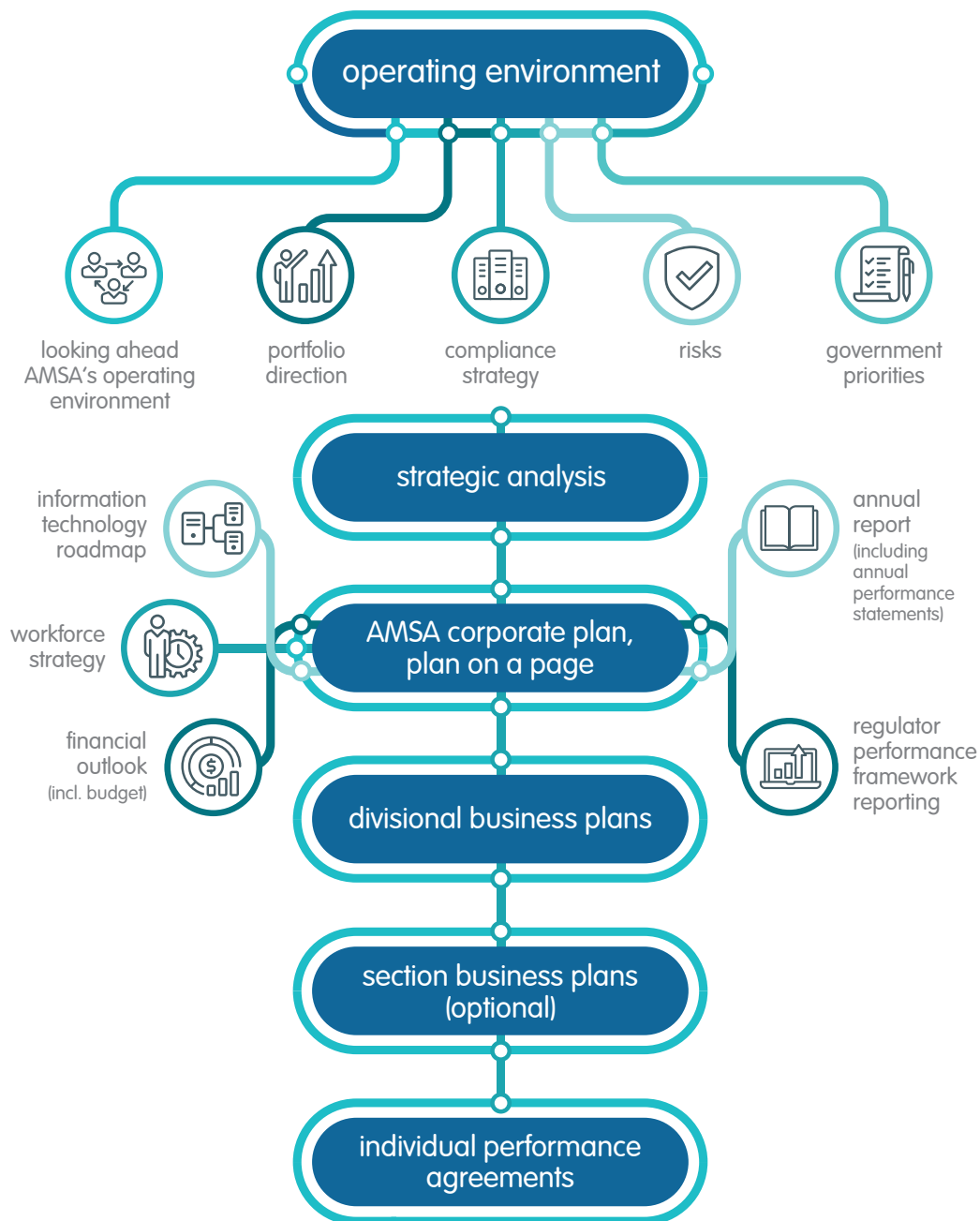


Figure 11: Integrated planning, budgeting and performance reporting.

Planning

There is a four-phase annual planning cycle at AMSA (figure 12). During phase one, strategic analysis, the operating environment is assessed using a structured ‘STEEPLED’ approach, which looks at social, technological, economic, environment, political, legal, ethical, and demographic factors.

This helps to identify new, or validate current strategic challenges, strategic risks and goals; and informs phases two to four, in which specific responses, resourcing, and performance measures are determined.

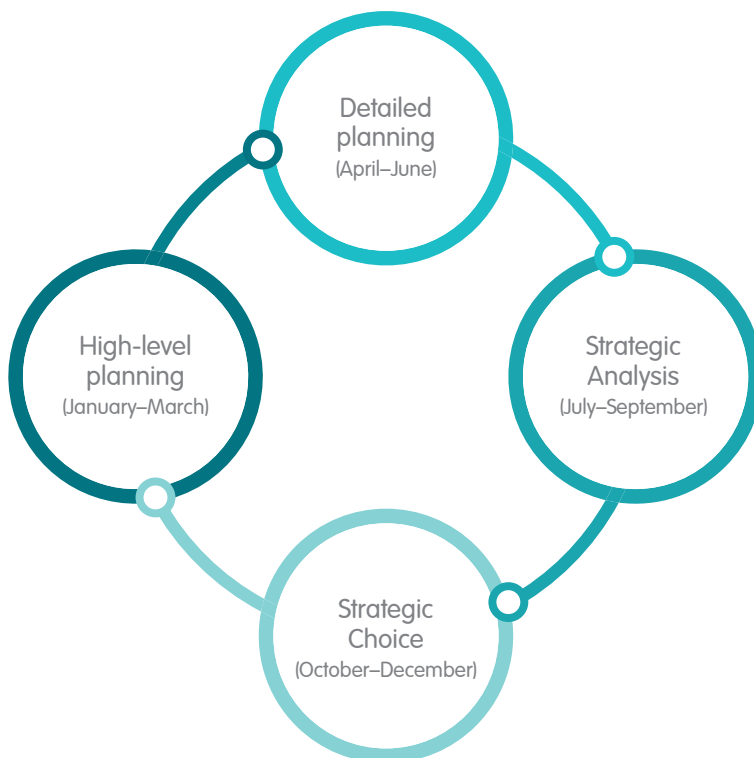


Figure 12: Planning Cycle

Planning culminates in the annual publication of AMSA’s:

- Budget/Portfolio Budget Statements (PBS), which set out resourcing arrangements and performance measures over the forward estimates (four years).
- Corporate plan, inclusive of the ‘plan on a page’ and non-financial performance measures for the same four year period.

The AMSA Board oversees this process, and is directly involved at key junctures.

Board and Committees

As the Accountable Authority, the Board's duties are to:

- govern AMSA in a way that:
 - promotes the proper use and management of public resources for which AMSA is responsible
 - promotes the achievement of AMSA's purpose
 - promotes the financial stability of AMSA
- establish and maintain systems relating to risk and control including for preventing, detecting and dealing with fraud
- encourage cooperation with others to achieve common objectives
- keep the responsible minister and finance minister informed.

The Board continues to:

- provide significant strategic oversight of AMSA's business by determining the overall manner in which various functions should be performed including through:
 - strategy setting and approval
 - embedding effective risk management
 - communication and stakeholder relationships
 - reviewing and evaluating the performance of the Chief Executive Officer and senior management
- take responsibility for AMSA's resources with the financial oversight of AMSA's budget and financial outlook, its financial statements and reporting, compliance; and approving major expenditure
- execute good governance by ensuring compliance with the PGPA Act, the PGPA Rule, the AMSA Act, and operational legislation with corporate governance implications, while promoting careful, diligent, transparent and ethical conduct throughout the organisation.

The Chair and Board members are appointed by the Minister for Infrastructure, Transport and Regional Development. From 21 November 2018 the AMSA Board has a complete membership with the appointment of four new members. Current Board members have been appointed with experience relevant to the maritime industry, financial management and government institutions. As required by the AMSA Act, at least one member must have experience relevant to the construction and operation of domestic commercial vessels. All members work on a part-time basis, with the exception of the Chief Executive Officer.

In addition to formal Board meetings, Board members participate in presentations, workshops and site visits, and this year the Board again highlighted the importance of industry engagement with meetings in Newcastle and Hobart which involved stakeholders from both the international shipping and domestic commercial vessel communities. The year has developed the Board's knowledge of the maritime industry particularly in relation to domestic vessels, strengthened directors' roles and Board practices.

The Board agreed in August 2018 to undertake a review of AMSA's culture, governance, and accountability which will include a Board and Board Audit Committee review. The focus of the review will be the role of the Board; senior leadership oversight; risk management and compliance; culture and leadership. The review will take place in 2019–20, when new members of the AMSA Board are familiar with the operations of the authority and have experienced several meetings. The review will take into account the Australian National Audit Office insights on Board governance, and will include a performance assessment. The AMSA Board last undertook an external performance review in September 2015. The Board Audit Committee undertook a self-assessment exercise in March 2019.

Appendix 2 lists Board members, their qualifications and experience, and attendance at Board meetings.

Board Audit Committee

The Board has established an Audit Committee in compliance with section 45 of the PGPA Act and section 17 of the PGPA Rule 2014. The Board Audit Committee assists the Board in fulfilling its responsibilities under the AMSA Act and the PGPA Act. The functions of the Board Audit Committee include reviewing the appropriateness of AMSA's financial reporting, performance reporting, system of risk oversight and management, and the system of internal control. The committee provides independent advice to the AMSA Board and is independent from management.

The present committee comprises of three people who are not employees of AMSA: two Board members and one external member. All members have the appropriate qualifications, knowledge, skills and experience to assist the committee to perform its functions. The Chair of the committee and members are appointed by the Board. Other Board members have attended committee meetings during the year as observers.

The Board Audit Committee conducted five meetings in 2018–19 and reported directly to the Board after each. During the year, the committee continued to focus on maintaining a sound financial system, performance reporting, system of risk oversight and management and system of internal control.

Remuneration Committee

The Remuneration Committee assists the Board in considering senior executive remuneration matters and issues arising from the Remuneration Tribunal. The committee reports its findings, and recommendations to the Board.

The Remuneration Committee conducted two meetings in 2018–19.

Risk management

AMSA has a well-established and mature risk management culture. Risk management is central to our purpose.

The operation of the National System for Domestic Commercial Vessels represents a step change for us in terms of stakeholder numbers and the breadth of our regulatory function—and with that

change comes risk. We must ensure that we have adequate controls in place to manage existing and emerging risks; but at the same time be mindful of minimising the regulatory burden we place on others, being cost effective, and delivering practical solutions for controlling risks.

Our risk management policy, framework and guidelines are aligned with better practice methodologies and are consistent with the international standard of risk management (ISO 31000: 2018) and the Commonwealth Risk Management Policy 2014. Further, we revalidate our risk management practices yearly to ensure they support our obligations under the PGPA Act.

During the year we conducted two formal reviews of AMSA's strategic risks; reviewed division risk registers; and conducted several operational and project risk assessments in support of AMSA's business.

A review of strategic risks is a standing agenda item for every Board Audit Committee meeting, and strategic risks are incorporated into papers and briefings provided to the Board.

Our risk management program helps us to proactively manage our risks, reduce our exposure to financial and reputational harm, and optimise resource use.

AMSA's strategic risks can be found in the current corporate plan at: amsa.gov.au/about-us/corporate-publications

Fraud control

AMSA conducted a Fraud Risk Assessment in the latter part of the year which will inform an update of our Fraud and Anti-Corruption Control Plan, which we expect to be published in September 2019. This satisfies the requirements of the Commonwealth Fraud Control Guidelines (2011).

We participated in the annual fraud survey conducted by the Attorney-General's Department, which reports fraud data to the Australian Institute of Criminology. There were no cases of fraud detected in AMSA during the reporting period.

All new AMSA employees are provided with fraud awareness training during their induction. A mandatory online training fraud awareness refresher training module was also provided to staff during the year.

AMSA also maintains an independent confidential reporting hotline service. No allegations of fraud were reported via the hotline over the reporting period.

Indemnities and insurance premiums

Insurance cover is provided to Board members and other officers in line with the PGPA Act. AMSA is required by the Australian Government to use Comcover for insurance coverage. Comcover's relevant insurance policy covers legal liability (including legal costs) for Board members and employees (directors and officers liability). Staff are indemnified from liability when acting in good faith (without recklessness or gross negligence) while employed by AMSA. AMSA's premium for Professional Indemnity was \$178,820 and for Directors' and Officers' Liability was \$34,360.

Performance reporting

AMSA's non-financial performance measures are detailed in both the Portfolio Budget Statements and the corporate plan. They include several measures that meet the agency's performance reporting obligations under the Regulator Performance Framework¹.

AMSA produces quarterly internal reports on its non-financial performance. These reports provide the Accountable Authority with assurance of our progress towards our targets, and support the development of the annual performance statements. Each quarterly non-financial performance report is presented at the Board Audit Committee meeting following the end of the respective quarter.

Financial performance is reported separately through monthly internal financial reports to management, and to every Board meeting. AMSA's performance reporting culminates in the publication of the annual report—inclusive of the financial statements and annual performance statements—and the Regulator Performance Framework externally-validated self-assessment report which is available from amsa.gov.au/about-us/corporate-publications.

Several other mechanisms assist the Board and management to monitor performance in a wider context:

- the Board Audit Committee annual rolling work program requires management to regularly provide evidence of performance against the mandatory elements of the PGPA Act and other relevant legislation
- AMSA's internal audit program, informed by risk and directed by the Board Audit Committee, has audits focused on compliance performance, and on our performance delivering operational outputs and outcomes
- AMSA's management system audit program, a crucial part of maintaining ISO certification, monitors performance against the requirements of the relevant standards captured in the documented management system.

Related entity transactions

During the reporting period there were no reportable related entity transactions.

Public interest disclosure

Under section 76 of the *Public Interest Disclosure Act 2013* (PID Act), the Commonwealth Ombudsman is required to prepare a report to Parliament each year on the operation of the PID Act. AMSA contributes to this report by completing the Ombudsman's annual PID survey. AMSA received no reportable PID Act disclosures in the reporting period.

¹ The Commonwealth Regulator Performance Framework encourages regulators to undertake their functions with the minimum impact necessary to achieve regulatory objectives and to effect positive ongoing and lasting cultural change. The framework consists of six outcomes-based key performance indicators: 1. reducing regulatory burden; 2. effective communications; 3. risk-based and proportionate approaches; 4. efficient and coordinated monitoring; 5. transparency; 6. continuous improvement.

Disability report

AMSA is committed to ensuring that policies and procedures comply with the *Disability Discrimination Act 1992* (Cth). Employees are encouraged to voluntarily disclose information about their disability status. When a disclosure is made, modifications are made to the workplace as required. Various initiatives are being implemented to reduce barriers to workplace participation. One initiative is ensuring e-learning and web-based employee information is accessible to those with disabilities.

Statement of significant non-compliance issues

AMSA management acknowledges their responsibility for ensuring compliance with the provisions of the PGPA Act and requirements related to finance law.

AMSA has complied with the provisions and requirements of the:

- *Public Governance, Performance and Accountability Act 2013*
- Public Governance, Performance and Accountability Rule 2014
- Appropriation Acts
- any other instrument made under the PGPA Act, for example:
 - Ministerial directions
 - Commonwealth Procurement Rules
 - PGPA Financial Reporting Rule 2015
 - Accountable Authority Instructions under section 20A
 - Government Policy Orders.

There were no significant non-compliance issues with finance law during the reporting period.

Where immaterial non-compliances were identified, they were managed in accordance with AMSA's policies and procedures, including analysis to detect and rectify any breakdowns of internal controls.

Advertising and market research

Section 311A of the *Commonwealth Electoral Act 1918* requires certain reporting on advertising and market research by Commonwealth agencies, including those covered by the PGPA Act. In 2018–19, the following advertising or market research payments were made:

Organisation	Purpose	Expenditure
Media advertising organisations		
Universal McCann	Non-campaign advertising — approach to market for Coffs Harbour Office fit out	\$1087.83
Market research		
Colmar Brunton	2019 stakeholder survey	\$83,468
Queensland University of Technology	Research to better understand domestic commercial vessel industries	\$60,390

Figure 13: advertising and market research payments made in 2018–19

Judicial decisions and reviews by outside bodies

Reports (Auditor-General, Parliament or Ombudsman)

The Auditor-General undertook a performance audit of, among other agencies, the Australian Maritime Safety Authority. The report is titled *Application of Cost Recovery Principles*. AMSA responded to the recommendations, and the Report with AMSA’s response was tabled in Parliament on 14 May 2019. AMSA was not the subject of any reports made by the Commonwealth Ombudsman or the office of the Australian Information Commissioner during 2018–19.

A senate inquiry into the Performance of the Australian Maritime Safety Authority has been active since February 2019. There are no specific terms of reference for the inquiry or reporting timeframes. The inquiry focussed on an incident involving the death of Mr Damian Mills following a charter voyage in Western Australian in late 2014.

AMSA made a submission to the inquiry and attended a public hearing in April 2019. Throughout the inquiry, AMSA indicated that it will continue to pursue a range of reforms to improve the safety of passengers on vessel charters.

Judicial decisions / decisions of administrative bodies

In 2018–19 AMSA was party to matters before the Federal Court of Australia, the Supreme Court of Western Australia, and the Administrative Appeals Tribunal. These matters have not resulted in findings that have had a significant effect on operations. AMSA also assisted numerous coronial inquests held in the Queensland Coroners Court and will address the findings and recommendations for each inquest as and when they become available.

Ministerial decisions, and government policy orders

Under section eight of the AMSA Act, the minister may give AMSA written direction with respect to the performance of our functions. In November 2018, the Minister directed AMSA to issue new directions under Section 246 of the *Navigation Act 2012* that extend to the current fuel sulphur content limit of 0.1% for cruise ships while at berth in Sydney Harbour for an additional 12 months.

Work health safety and environment

Work health, safety and environment management is an important component of compliance and workplace health, and is central to AMSA's commitment to the requirements of the *Work Health and Safety Act 2011* and the *Environment Protection and Biodiversity Conservation Act 1999*. These principles are maintained through the national and international accreditations AMSA holds, which represent its commitment to a healthy, safe and environmentally-responsible approach in all of actions, policies and procedures.

Day-to-day health and safety issues are addressed by managers with assistance and advice (if required) from AMSA's Health Safety and Environmental Committee, which comprises 18 health and safety representatives, four management representatives and four technical advisers.

AMSA has a strong commitment to consultation on health, safety and environmental matters. This is reflected in the composition of a Health and Safety Committee that facilitates regular consultation, with health and safety representatives elected by employees to represent designated work groups throughout the organisation. The committee met four times in 2018–19.

AMSA has a strong commitment to preventing work health and safety incidents occurring, understanding the importance of preventative measures and applying timely and appropriate corrective actions when incidents or hazards do arise. During 2018–19, 41 incidents were reported—18 of which did not require any medical or first aid treatment. A total of seven incidents related to contractors engaged by AMSA.

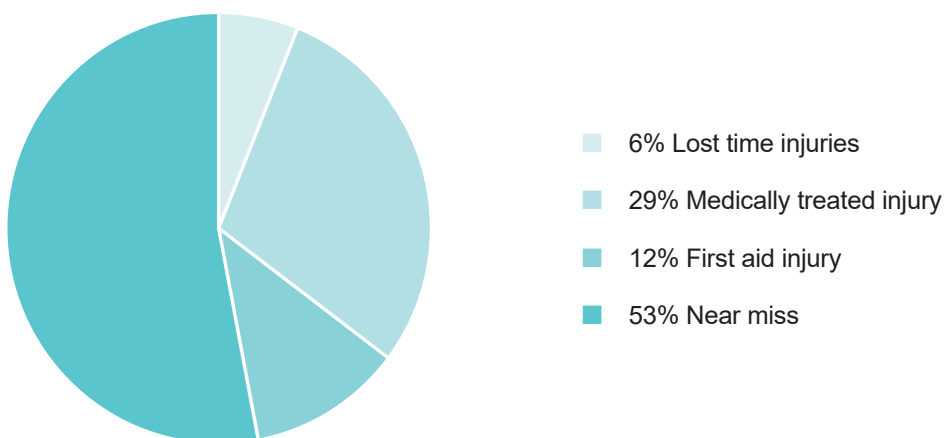


Figure 14: health and safety incident statistics for 2018–19

	2015–16	2016–17	2017–18	2018–19
Size of workforce	382	377	407	413
Total incidents	55	39	36	41
Total incident (AMSA employees)	22	24	16	34
Total days lost to injury	330	5	70	6
Number of lost time incidents	3	2	3	2
Number of workers compensation claims	2	0	0	3
Number of notifiable Comcare incidents	0	1	0	2

Figure 15: time lost to injury

Health and safety incidents that result in an injury are categorised according to the cause of the injury. The most common cause of injury during the year was slip, trip and falls.

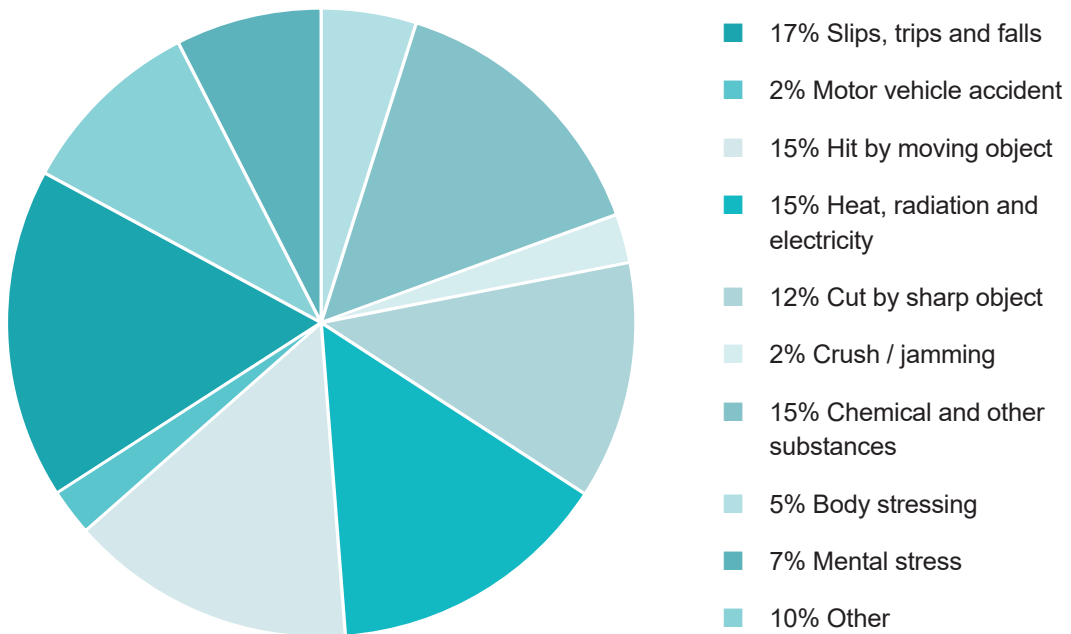


Figure 16: health and safety incident categories 2018–19

Workers compensation premium

AMSA's workers' compensation premium has decreased from \$237,162 in 2017–18 to \$184,987 in 2018–19. The premium rate of 0.43 per cent was lower than the overall scheme premium rate of 0.85 per cent. This is evidence of AMSA's strong performance in comparison to other agencies with respect to workers compensation.

Health and wellbeing initiatives

In 2018–19, staff were encouraged to develop and maintain a fit and healthy lifestyle through AMSA's Healthy Lifestyle Program. This program includes:

- \$300 fitness reimbursement that can be put towards the cost of a fitness program or facility
- Flu Vaccination program: which provided free H1N1 influenza and seasonal influenza vaccinations. This program was taken up by 176 employees, which is an increase from 167 employees in 2016–17.

Environmental performance

AMSA actively promotes the requirements of an internationally-recognised Environmental Management System (ISO 14001). Part of this process involves reviewing activities annually to identify any potential risks those activities may pose to the environment. In order to identify and evaluate environmental impacts of AMSA's activities, we also evaluate the requirements of relevant environmental legislation, including the Environment Protection and Biodiversity Conservation Act 1999.

AMSA's head office was recently accredited with a 4.5 NABERS rating. NABERS is a national rating system that measures the environmental performance of Australian buildings. AMSA's head office is also fitted with a range of environmentally sound equipment and systems, including:

- live energy reporting through the building management system
- sensor lighting controls which detect levels of natural light and automatically adjust electric lighting
- coffee cup, can and battery disposal cans and separation stations
- multifunction devices which replace the need for separate printers and photocopiers
- water-saving bathroom devices; and
- energy-efficient appliances.

Data continues to be collected from a range of sources to help monitor the impact our activities may be having on the environment. This includes our consumption of electricity, and carbon emissions from flying and our fleet vehicles.





8

Appendices

Appendix 1: Financial Statements



INDEPENDENT AUDITOR'S REPORT

To the Minister for Infrastructure, Transport and Regional Development

Opinion

In my opinion, the financial statements of the Australian Maritime Safety Authority ('the Entity') for the year ended 30 June 2019:

- (a) comply with Australian Accounting Standards – Reduced Disclosure Requirements and the *Public Governance, Performance and Accountability (Financial Reporting) Rule 2015*; and
- (b) present fairly the financial position of the Entity as at 30 June 2019 and its financial performance and cash flows for the year then ended.

The financial statements of the Entity, which I have audited, comprise the following statements as at 30 June 2019 and for the year then ended:

- Statement by the Directors, Chief Executive Officer and Chief Financial Officer;
- Statement of Comprehensive Income;
- Statement of Financial Position;
- Statement of Changes in Equity;
- Cash Flow Statement; and
- Notes to and forming part of the financial statements, comprising a Summary of Significant Accounting Policies and other explanatory information.

Basis for Opinion

I conducted my audit in accordance with the Australian National Audit Office Auditing Standards, which incorporate the Australian Auditing Standards. My responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of the Financial Statements* section of my report. I am independent of the Entity in accordance with the relevant ethical requirements for financial statement audits conducted by the Auditor-General and his delegates. These include the relevant independence requirements of the Accounting Professional and Ethical Standards Board's APES 110 *Code of Ethics for Professional Accountants* (the Code) to the extent that they are not in conflict with the *Auditor-General Act 1997*. I have also fulfilled my other responsibilities in accordance with the Code. I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my opinion.

Accountable Authority's Responsibility for the Financial Statements

As the Accountable Authority of the Entity, the Directors are responsible under the *Public Governance, Performance and Accountability Act 2013* for the preparation and fair presentation of annual financial statements that comply with Australian Accounting Standards – Reduced Disclosure Requirements and the rules made under that Act. The Directors are also responsible for such internal control as they determine is necessary to enable the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, the Directors are responsible for assessing the Entity's ability to continue as a going concern, taking into account whether the Entity's operations will cease as a result of an administrative restructure or for any other reason. The Directors are also responsible for disclosing matters related to going concern as applicable and using the going concern basis of accounting unless the assessment indicates that it is not appropriate.

Auditor's Responsibilities for the Audit of the Financial Statements

My objective is to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes my opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with the Australian National Audit Office Auditing Standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of the financial statements.

As part of an audit in accordance with the Australian National Audit Office Auditing Standards, I exercise professional judgement and maintain professional scepticism throughout the audit. I also:

- identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for my opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control;
- obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control;
- evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the Accountable Authority;
- conclude on the appropriateness of the Accountable Authority's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the entity's ability to continue as a going concern. If I conclude that a material uncertainty exists, I am required to draw attention in my auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify my opinion. My conclusions are based on the audit evidence obtained up to the date of my auditor's report. However, future events or conditions may cause the entity to cease to continue as a going concern; and
- evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

I communicate with the Accountable Authority regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that I identify during my audit.

Australian National Audit Office



Josephine Bushell
Senior Director

Delegate of the Auditor-General

Canberra

20 September 2019

Australian Maritime Safety Authority

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Australian Maritime Safety Authority

STATEMENT BY THE DIRECTORS, CHIEF EXECUTIVE OFFICER AND CHIEF FINANCIAL OFFICER

In our opinion, the attached financial statements for the year ended 30 June 2019 comply with subsection 42(2) of the *Public Governance, Performance and Accountability Act 2013* (PGPA Act), and are based on properly maintained financial records as per subsection 41(2) of the PGPA Act.

In our opinion, at the date of this statement, there are reasonable grounds to believe that the Australian Maritime Safety Authority will be able to pay its debts as and when they fall due.

This statement is made in accordance with a resolution of the directors.



Stuart Richey AM
Chairman of the Board

18 September 2019



Michael Kinley
Chief Executive Officer

18 September 2019



Satish Kumar
Chief Financial Officer

18 September 2019

Australian Maritime Safety Authority
Statement of Comprehensive Income
for the period ended 30 June 2019

	Notes	2019 \$'000	2018 \$'000	Original Budget 2019 \$'000
NET COST OF SERVICES EXPENSES				
Employee benefits	4.1A	68,458	62,641	67,442
Suppliers	1.1A	167,652	120,553	141,424
Depreciation and amortisation	2.2A	16,067	14,900	16,063
Finance costs		422	563	377
Impairment loss allowance on financial instruments		70	100	-
Write-down and impairment of assets		3,006	2,428	-
Losses from asset sales		-	140	-
Total expenses		255,675	201,325	225,306
OWN-SOURCE INCOME				
Own-Source Revenue				
Sale of goods and rendering of services	1.2A	8,779	8,938	11,218
Fees and fines		57	108	-
Interest		2,619	2,331	2,000
Rental income		642	681	-
Recovery of pollution incident costs and insurance claims		4,866	237	-
Contributions from states and territories		13,244	4,040	14,085
Total own-source revenue		30,207	16,335	27,303
Gains				
Gains from sale of assets		84	-	-
Reversal of impairment loss on financial instruments		84	-	-
Total gains		168	-	-
Total own-source income		30,375	16,335	27,303
Net cost of services		225,300	184,990	198,003
Revenue from Government	1.2B	204,763	193,398	201,465
Surplus / (Deficit) on continuing operations		(20,537)	8,408	3,462
OTHER COMPREHENSIVE INCOME				
Items not subject to subsequent reclassification to net cost of services				
Changes in asset revaluation surplus		(3,178)	(2,203)	-
Total other comprehensive income / (loss)		(3,178)	(2,203)	-
Total comprehensive income / (loss)		(23,715)	6,205	3,462

The above statement should be read in conjunction with the accompanying notes.

Please refer to the budget variances note for explanations of major variances between budgeted and actual amounts.

Australian Maritime Safety Authority
Statement of Financial Position
as at 30 June 2019

	Notes	2019 \$'000	2018 \$'000	Original Budget 2019 \$'000
ASSETS				
Financial Assets				
Cash and cash equivalents		19,773	65,649	31,515
Investments		90,000	35,000	49,000
Trade and other receivables	2.1A	11,046	7,690	11,438
Total financial assets		120,819	108,339	91,953
Non-Financial Assets				
Land	2.2A	2,825	2,950	3,020
Buildings	2.2A	10,974	11,955	16,174
Plant and equipment	2.2A	119,122	121,705	116,457
Computer software	2.2A	23,023	24,095	37,005
Inventories	2.2B	4,123	3,726	4,509
Prepayments		4,553	4,427	6,690
Total non-financial assets		164,620	168,858	183,855
Total assets		285,439	277,197	275,808
LIABILITIES				
Payables				
Suppliers	2.3A	36,212	34,833	37,730
Other payables	2.3B	1,926	1,139	1,791
Total payables		38,138	35,972	39,521
Interest Bearing Liabilities				
Finance leases	2.4A	1,216	976	429
Total interest bearing liabilities		1,216	976	429
Provisions				
Employee provisions	4.1B	20,358	18,895	19,920
Other provisions	2.5A	48,818	20,730	15,809
Total provisions		69,176	39,625	35,729
Total liabilities		108,530	76,573	75,679
Net assets		176,909	200,624	200,129
EQUITY				
Contributed equity		37,986	37,986	37,986
Reserves		94,497	97,675	112,042
Retained surplus		44,426	64,963	50,101
Total equity		176,909	200,624	200,129

The above statement should be read in conjunction with the accompanying notes.

Please refer to the budget variances note for explanations of major variances between budgeted and actual amounts.

Australian Maritime Safety Authority
Statement of Changes in Equity
as at 30 June 2019

	Notes	2019 \$'000	2018 \$'000	Original Budget 2019 \$'000
CONTRIBUTED EQUITY				
Opening balance		37,986	37,986	37,986
Closing balance as at 30 June		<u>37,986</u>	<u>37,986</u>	<u>37,986</u>
RETAINED EARNINGS				
Opening balance		64,963	44,391	46,639
Comprehensive income				
Surplus / (Deficit) for the period		(20,537)	8,408	3,462
Total comprehensive income		<u>(20,537)</u>	<u>8,408</u>	<u>3,462</u>
Transfers between equity components		-	12,164	-
Closing balance as at 30 June		<u>44,426</u>	<u>64,963</u>	<u>50,101</u>
ASSET REVALUATION RESERVE				
Opening balance		97,675	99,878	99,878
Comprehensive income				
Non financial asset revaluation increment / (decrement)		(1,691)	(1,727)	-
Provision for restoration assessment		(1,487)	(476)	-
Total comprehensive income		<u>(3,178)</u>	<u>(2,203)</u>	<u>-</u>
Closing balance as at 30 June		<u>94,497</u>	<u>97,675</u>	<u>99,878</u>
POLLUTION RESERVE				
Opening balance		-	10,664	10,664
Transfers between equity components		-	(10,664)	-
Closing balance as at 30 June		<u>-</u>	<u>-</u>	<u>10,664</u>
GENERAL RESERVE				
Opening balance		-	1,500	1,500
Transfers between equity components		-	(1,500)	-
Closing balance as at 30 June		<u>-</u>	<u>-</u>	<u>1,500</u>
TOTAL EQUITY				
Opening balance		200,624	194,419	196,667
Comprehensive income				
Surplus / (Deficit) for the period		(20,537)	8,408	3,462
Other comprehensive income		(3,178)	(2,203)	-
Total comprehensive income		<u>(23,715)</u>	<u>6,205</u>	<u>3,462</u>
Closing balance as at 30 June		<u>176,909</u>	<u>200,624</u>	<u>200,129</u>

The above statement should be read in conjunction with the accompanying notes.

Please refer to the budget variances note for explanations of major variances between budgeted and actual amounts.

Australian Maritime Safety Authority
Cash Flow Statement
for the period ended 30 June 2019

	Notes	2019 \$'000	2018 \$'000	Original Budget 2019 \$'000
OPERATING ACTIVITIES				
Cash received				
Receipts from Government		203,538	193,508	201,465
Sale of goods and rendering of services ¹		10,000	9,824	37,371
Interest		2,146	2,331	2,000
Net GST received		13,476	13,147	-
Other ¹		17,241	5,066	-
Total cash received		246,401	223,876	240,836
Cash used				
Employees		66,387	60,745	65,757
Suppliers		156,202	133,861	153,885
Total cash used		222,589	194,606	219,642
Net cash from operating activities		23,812	29,270	21,194
INVESTING ACTIVITIES				
Cash received				
Proceeds from sale of property, plant, equipment and intangibles		146	46	-
Total cash received		146	46	-
Cash used				
Investments		55,000	35,000	-
Purchase of property, plant, equipment and intangibles		14,439	20,776	20,457
Total cash used		69,439	55,776	20,457
Net cash from investing activities		(69,293)	(55,730)	(20,457)
FINANCING ACTIVITIES				
Cash used				
Repayment of borrowings		302	135	135
Finance lease interest		93	260	-
Total cash used		395	395	135
Net cash from financing activities		(395)	(395)	(135)
Net increase / (decrease) in cash held		(45,876)	(26,855)	602
Cash and cash equivalents at the beginning of the reporting period		65,649	92,504	30,913
Cash and cash equivalents at the end of the reporting period		19,773	65,649	31,515

1. The 2018 comparatives were restated to reflect the movement of \$4,040,000 from the sale of goods and rendering of services to other cash received, consistent with the restatement of Note 1.2A.

The above statement should be read in conjunction with the accompanying notes.

Please refer to the budget variances note for explanations of major variances between budgeted and actual amounts.

Australian Maritime Safety Authority

Budget Variances

The following high level commentary of major variances between budgeted information for the Australian Maritime Safety Authority (AMSA) published in the Infrastructure, Regional Development and Cities 2018-19 Portfolio Budget Statements (PBS) and the 2018-19 final outcome are presented in accordance with Australian Accounting Standards.

Major variances are those deemed relevant to the analysis of AMSA's performance and are not necessarily focused on numerical differences between budget and actual amounts.

Affected line item	Variance to budget \$'000	Explanation of variance
Statement of Comprehensive Income		
Suppliers expense	26,228	This relates to the recognition of a provision for clean-up costs arising from ship-sourced pollution which are not budgeted for.
Write-down and impairment of assets	3,006	This relates to the write-down of computer software under development and the replacement of operational assets.
Sale of goods and rendering of services	(2,439)	This relates to lower than expected revenues from the National System for domestic commercial vessels.
Recovery of pollution incident costs and insurance claims	4,866	This relates to the recovery of pollution incident costs and insurance claims for damage to aids to navigation assets which, due to their inherent uncertainty, are not budgeted for.
Statement of Financial Position		
Cash and cash equivalents	(11,742)	This relates to the long-term investment of surplus cash which is separately classified under 'Investments'.
Investments	41,000	This relates to the long-term investment of surplus cash as a result of the improved cash position in the current and prior years.
Non-financial assets	(19,235)	This is due to the cumulative impact of revaluation decrements, combined with the deferral of expenditure on non-financial assets and the write-down of computer software under development.
Other provisions	33,009	This relates to the recognition of a provision for pollution incident costs from ship-sourced marine pollution of \$27 million, an increase in the provision for removal of lead and asbestos from aids to navigation sites of \$2 million and an increase in the provision for restoration of aids to navigation sites of \$3 million.
Statement of Changes in Equity		
Reserves	(17,545)	This relates to the transfer of the pollution and general reserves back to retained earnings in the prior year and revaluation adjustments recognised in equity.
Cash Flow Statement		
Sale of goods and rendering of services	(27,371)	This relates to a difference in the classification of items between the financial statements and PBS, including \$13 million for contributions from states and territories and \$12 million net GST receipts which are separately classified in the financial statements. The residual variance primarily relates to lower receipts of \$2 million from the National System for domestic commercial vessels.
Other cash received	17,241	This primarily relates to the difference in classification of contributions from states and territories, which are budgeted for under sale of goods and rendering of services. The residual variance is consistent with the recovery of pollution incident costs and insurance claims which are not budgeted for.
Purchase of property, plant, equipment and intangibles	(6,018)	This primarily relates to the deferral of expenditure on software development and office fit-outs to future years.

Australian Maritime Safety Authority

Overview

The basis of preparation

The financial statements are general purpose financial statements and are required by section 42 of the *Public Governance, Performance and Accountability Act 2013* (PGPA Act). The financial statements have been prepared in accordance with:

- *Public Governance, Performance and Accountability (Financial Reporting) Rule 2015* (FRR)
- Australian Accounting Standards and Interpretations - Reduced Disclosure Requirements issued by the Australian Accounting Standards Board (AASB) that apply for the reporting period.

The financial statements have been prepared on an accrual basis and in accordance with the historical cost convention, except for certain assets and liabilities at fair value. Except where stated, no allowance is made for the effect of changing prices on the results or the financial position. The financial statements are presented in Australian dollars and values are rounded to the nearest thousand dollars unless otherwise specified.

New accounting standards

All new, revised and amending standards or interpretations that were issued prior to the sign-off date and are applicable to the current reporting period did not have a material effect on AMSA's financial statements.

Significant accounting judgements and estimates

In the process of applying the accounting policies listed in this note, AMSA has made the following judgements that have the most significant impact on the amounts recorded in the financial statements:

- estimates relating to "certain on cost factors" applied in calculating long service leave entitlements, Note 4.1B: Employee Provisions
- estimates relating to asbestos and lead paint removal, Note 2.5A: Other Provisions
- any liabilities in relation to pollution incident costs, Note 2.5A: Other Provisions.

No accounting assumptions or estimates have been identified that have a significant risk of causing a material adjustment to carrying amounts of assets and liabilities within the next accounting period except as noted in Note 2.5A: Other Provisions.

Taxation

AMSA is exempt from all forms of taxation except Fringe Benefits Tax (FBT), Goods and Services Tax (GST) and Customs Duties.

Notes to and forming part of the financial statements

Financial Performance This section analyses the financial performance of AMSA for the financial year ended 2019.

Note 1.1: Expenses

	2019 \$'000	2018 \$'000
Note 1.1A: Suppliers		
Goods and services supplied or rendered		
Travel and transport	6,052	5,454
Material and services ¹	130,759	85,743
Communications	5,520	5,083
Administration	5,455	4,830
Total goods and services supplied or rendered	147,786	101,110
Goods supplied	135,252	89,899
Services rendered	12,534	11,211
Total goods and services supplied or rendered	147,786	101,110
Other suppliers		
Operating lease rentals ¹	19,650	19,192
Workers compensation expenses	216	251
Total other suppliers	19,866	19,443
Total suppliers	167,652	120,553

1. The 2018 comparatives were restated to reflect the movement of \$9,487,000 from materials and services to operating lease rentals for one operating lease incorrectly classified in 2018.

Lease commitments

AMSA leases property for office accommodation, sites on which infrastructure assets are located, warehouses for the storage of equipment and inventory, specific search and rescue assets and motor vehicles. AMSA's lease payments are subject to a variety of arrangements, including fixed percentage increases, movements in the Consumer Price Index and adjustments of rentals to current market levels. Some occupancy leases include renewal clauses.

Commitments for minimum lease payments in relation to non-cancellable operating leases are payable as follows:

Within 1 year	23,299	22,320
Between 1 to 5 years	88,941	84,674
More than 5 years	49,524	68,285
Total operating lease commitments²	161,764	175,279

Lease commitments are GST inclusive where relevant.

2. The 2018 comparatives were restated by \$125,753,000 to reflect operating lease commitments for emergency towage capability and dedicated airborne services that were not included in the 2018 financial statements.

Accounting Policy

Where an asset is acquired by means of a finance lease, the asset is capitalised at either the fair value of the lease property or, if lower, the present value of minimum lease payments at the inception of the contract and a liability is recognised at the same time and for the same amount.

The discount rate used is the interest rate implicit in the lease. Leased assets are amortised over the period of the lease. Lease payments are allocated between the principal component and the interest expense.

Operating lease payments are expensed on a straight-line basis which is representative of the pattern of benefits derived from the leased assets.

Notes to and forming part of the financial statements

Note 1.2: Own-Source Income

	2019	2018
	\$'000	\$'000

OWN-SOURCE REVENUE**Note 1.2A: Sale of Goods and Rendering of Services**

Sale of goods	74	99
Rendering of services	8,705	8,839
Total sale of goods and rendering of services¹	8,779	8,938

1. The 2018 comparatives were restated to reflect the movement of \$4,040,000 from the sale of goods and rendering of services to contributions from states and territories.

Accounting Policy

Revenue from the sale of goods is recognised when:

- the risks and rewards of ownership have been transferred to the buyer
- AMSA retains no managerial involvement or effective control over the goods
- the revenue and transaction costs incurred can be reliably measured
- it is probable that the economic benefits associated with the transaction will flow to AMSA.

Revenue from rendering of services is recognised by reference to the stage of completion of contracts at the reporting date.

The revenue is recognised when:

- the amount of revenue, stage of completion and transaction costs incurred can be reliably measured
- the probable economic benefits associated with the transaction will flow to AMSA.

The stage of completion of contracts at the reporting date is determined by reference to services performed to date as a percentage of total services to be performed.

Receivables for goods and services, which have 30 day terms, are recognised at the nominal amounts due less any impairment allowance account. Collectability of debts is reviewed at the end of the reporting period. Allowances are made when collectability of the debt is no longer probable.

GAINS**Note 1.2B Revenue from Government****Department of Infrastructure, Regional Development and Cities**

Corporate Commonwealth entity payment item		
Levy revenue: <i>Australian Maritime Safety Act 1990 section 48</i>		
Marine Navigation Levy	35,340	34,651
Marine Navigation (Regulatory Functions) Levy	53,470	52,488
Protection of the Sea Levy	35,567	34,931
Services provided on behalf of the Government	76,533	69,717
Other	3,853	1,611
Total revenue from Government	204,763	193,398

Accounting Policy

Funding received or receivable from non-corporate Commonwealth entities (appropriated to the Department of Infrastructure, Regional Development and Cities as a corporate Commonwealth entity payment item for payment to AMSA) is recognised as revenue from government by AMSA unless the funding is in the nature of an equity injection or a loan.

Notes to and forming part of the financial statements

Financial Position

This section analyses AMSA's assets used to conduct its operations and the operating liabilities incurred as a result.

Note 2.1: Financial Assets

	2019 \$'000	2018 \$'000
Note 2.1A: Trade and Other Receivables		
Goods and services receivable	425	386
Department of Infrastructure, Regional Development and Cities - levies receivable	3,598	2,373
Other receivables		
GST receivable from the Australian Taxation Office	4,355	4,187
Interest	814	341
Other	1,940	503
Total trade and other receivables (gross)	11,132	7,790
Less impairment allowance for goods and services	(86)	(100)
Total trade and other receivables (net)	11,046	7,690

Credit terms for goods and services were within 30 days (2018: 30 days).

Accounting Policy

Receivables

Trade receivables and other receivables that are held for the purpose of collecting the contractual cash flows where the cash flows are solely payments of principal and interest, that are not provided at below-market interest rates, are subsequently measured at amortised cost using the effective interest method adjusted for any loss allowance.

Notes to and forming part of the financial statements

Note 2.2: Non-Financial Assets**Note 2.2A: Reconciliation of the Opening and Closing Balances of Property, Plant, Equipment and Intangibles**

	Land \$'000	Buildings \$'000	Plant and equipment \$'000	Computer software ¹ \$'000	Total \$'000
As at 1 July 2018					
Gross book value	2,950	11,955	121,705	35,731	172,341
Accumulated depreciation, amortisation and impairment	-	-	-	(11,636)	(11,636)
Total 1 July 2018	2,950	11,955	121,705	24,095	160,705
Additions					
By purchase	-	-	11,040	213	11,253
Internally developed	-	-	-	4,801	4,801
Revaluations recognised in other comprehensive income	(125)	(317)	(1,249)	-	(1,691)
Impairments recognised in net cost of services	-	-	-	(2,530)	(2,530)
Depreciation / amortisation expense	-	(664)	(12,057)	(3,347)	(16,068)
Other movements (reclassification)	-	-	86	(86)	-
Disposals	-	-	(315)	-	(315)
Write-downs	-	-	(88)	(123)	(211)
Total 30 June 2019	2,825	10,974	119,122	23,023	155,944
Total represented by:					
Gross book value	2,825	10,974	119,122	39,211	172,132
Accumulated depreciation, amortisation and impairment	-	-	-	(16,188)	(16,188)
Total 30 June 2019	2,825	10,974	119,122	23,023	155,944

1. The carrying amount of computer software, which is held at cost, included \$466,000 (2018: \$362,000) purchased software and \$22,557,000 (2018: \$23,733,000) internally generated software.

No indicators of impairment were found for property, plant and equipment. Indicators of impairment were found for computer software, resulting in an impairment loss of \$2,530,000 (2018: \$885,000).

No property, plant, equipment or intangibles are expected to be sold or disposed of within the next 12 months.

Revaluations of non-financial assets

An independent valuer has revalued the net book values of the property, plant and equipment owned by AMSA as at 30 June 2019 for financial reporting purposes.

Revaluation decrement of \$125,000 for land (2018: decrement of \$70,000), decrement of \$317,000 for buildings on freehold land (2018: decrement of \$430,000) and a decrement of \$1,249,000 for property, plant and equipment (2018: decrement of \$1,227,000) were recognised in the asset revaluation reserve by asset class and included in the equity section of the statement of financial position.

Contractual commitments for the acquisition of property, plant, equipment and intangibles are as follows:

	2019 \$'000	2018 \$'000
Plant and equipment	2,737	1,249
Computer software	5,950	6,880
Total contractual commitments for the acquisition of property, plant, equipment and intangibles	8,687	8,129

Commitments are GST inclusive where relevant.

AMSA's capital commitments are predominantly for the purchase of aids to navigation, infrastructure requirements and the development of software systems.

Notes to and forming part of the financial statements

Note 2.2: Non-Financial Assets (Continued)

Accounting Policy		
Acquisition of assets		
Assets are recorded at cost on acquisition except as stated below. The cost of acquisition includes the fair value of assets transferred in exchange and liabilities undertaken. Non-financial assets are initially measured at their fair value plus transaction costs where appropriate.		
Assets acquired at no cost, or for nominal consideration, are initially recognised as assets and income at their fair value at the date of acquisition.		
Property, plant and equipment		
<u>Asset recognition threshold</u>		
Purchases of property, plant and equipment are recognised initially at cost in the statement of financial position, except for purchases costing less than \$3,000, which are expensed in the year of acquisition (other than where they form part of a group of similar items which are significant in total).		
The initial cost of an asset includes an estimate of the cost of dismantling and removing the item and restoring the site on which it is located. This is particularly relevant to 'make good' provisions in land, buildings, furniture and fittings and aids to navigation taken up by AMSA where there exists an obligation to make good at the end of any lease term. These costs are included in the value of AMSA's assets with a corresponding provision for the make good recognised.		
<u>Revaluations</u>		
Following initial recognition at cost, property, plant and equipment are carried at latest valuation less subsequent depreciation and impairment losses. Valuations are conducted with sufficient frequency to ensure that the carrying amounts of assets do not differ materially from the assets' fair values as at the reporting date. An independent valuation is undertaken annually, with a comprehensive valuation undertaken every three years and a desktop valuation undertaken in the other years.		
Revaluation adjustments are made on a class basis. Any revaluation increment is credited to equity under the heading of asset revaluation reserve except to the extent that it reverses a previous revaluation decrement of the same asset class that was previously recognised in the operating result. Revaluation decrements for a class of assets are recognised directly in the operating result except to the extent that they reversed a previous revaluation increment for that class.		
Any accumulated depreciation as at the revaluation date is eliminated against the gross carrying amount of the asset and the asset restated to the revalued amount.		
Valuations are performed in accordance with all aspects of the relevant accounting, insurance and valuation framework, which includes (but is not limited to) the FRR (Part 3, Section 17), AASB 13 <i>Fair Value Measurement</i> and AASB 116 <i>Property, Plant and Equipment</i> .		
The fair value of assets was measured by the approaches recognised by AASB 13 including the market approach, the current replacement cost approach, with inputs used including adjusted market transactions, current acquisition prices, replacement costs, consumed economic benefits and the obsolescence of the asset. These approaches are consistent with generally accepted valuation methodologies utilised by the valuation profession.		
<u>Depreciation</u>		
Depreciable property, plant and equipment assets are written-off to their estimated residual values over their estimated useful lives to AMSA, using, in all cases, the straight-line method of depreciation.		
Depreciation rates (useful lives), residual values and methods are reviewed at each reporting date and necessary adjustments are recognised in the current, or current and future reporting periods, as appropriate.		
Depreciation rates applying to each type of depreciable asset are based on the following useful lives:		
Asset type	2019	2018
Buildings on freehold land	10 to 40 years	10 to 40 years
Plant and equipment (including leasehold improvements ¹)	2 to 70 years	2 to 70 years
1. Leasehold improvements are depreciated over the life of the lease.		
<u>Impairment</u>		
All assets were assessed for impairment at 30 June 2019. Where indications of impairment exist, the asset's recoverable amount is estimated and an impairment adjustment made if the asset's recoverable amount is less than its carrying amount.		

Notes to and forming part of the financial statements

Note 2.2: Non-Financial Assets (Continued)**Accounting Policy (Continued)**Impairment (continued)

The recoverable amount of an asset is the higher of its fair value less costs of disposal and its value in use. Value in use is the present value of the future cash flows expected to be derived from the asset. Where the future economic benefit of an asset is not primarily dependent on the asset's ability to generate future cash flows, and the asset would be replaced if the entity were deprived of the asset, its value in use is taken to be its current replacement cost.

Derecognition

An item of property, plant and equipment is derecognised upon disposal or when no further future economic benefits are expected from its use or disposal.

Heritage assets

Certain aids to navigation assets (such as heritage lighthouses) are primarily held as operational assets rather than being held for cultural, environmental or historical significance value and accounted for in accordance with AASB 116 *Property, Plant and Equipment*.

Intangibles

AMSA's intangibles comprise purchased and internally developed software for internal use. These assets are carried at cost less accumulated amortisation and accumulated impairment losses.

Software is amortised on a straight-line basis over its anticipated useful life. The useful life of AMSA's software is 3 to 15 years (2018: 3 to 15 years).

All software assets were assessed for indications of impairment as at 30 June 2019.

2019	2018
\$'000	\$'000

Note 2.2B: Inventories

Inventories held for distribution	4,123	3,726
Total inventories	4,123	3,726

\$203,000 of inventory held for distribution was recognised as an expense in 2019 (2018: \$140,000).

Accounting Policy

AMSA's inventory is largely for its own consumption or distribution at nil cost. While AMSA does not ordinarily hold inventory for sale, if sales are made they represent the distribution of inventory at a nominal value.

Inventory is valued at cost, adjusted for any loss of service potential. Inventory acquired at no cost or at nominal consideration is initially measured at current replacement cost at the date of acquisition.

Notes to and forming part of the financial statements

Note 2.3: Payables

	2019 \$'000	2018 \$'000
Note 2.3A: Suppliers		
Trade creditors and accruals	28,559	26,474
Operating lease rentals	7,653	8,359
Total supplier payables	36,212	34,833

Settlement was usually made within 30 days.

Note 2.3B: Other Payables

Salaries and wages	1,135	900
Superannuation	433	71
Unearned income	193	14
Other	165	154
Total other payables	1,926	1,139

Note 2.4: Interest Bearing Liabilities

Note 2.4A: Leases

Finance leases	1,216	976
Total leases	1,216	976

Leases expected to be settled

Within 1 year	302	302
Between 1 to 5 years	914	674
Total finance leases	1,216	976

A finance lease exists in relation to aids to navigation assets. The lease is non-cancellable and is for a fixed term of 10 years (ending June 2024). The interest rate implicit in the lease is 5.59%.

Accounting Policy

A distinction is made between finance leases and operating leases. Finance leases effectively transfer from the lessor to the lessee substantially all the risks and rewards incidental to ownership of leased assets. An operating lease is a lease that is not a finance lease. In operating leases, the lessor effectively retains substantially all such risks and benefits.

Where an asset is acquired by means of a finance lease, the asset is capitalised at either the fair value of the lease property or, if lower, the present value of minimum lease payments at the inception of the contract and a liability is recognised at the same time and for the same amount.

The discount rate used is the interest rate implicit in the lease. Leased assets are amortised over the period of the lease. Lease payments are allocated between the principal component and the interest expense.

Notes to and forming part of the financial statements

Note 2.5: Other Provisions**Note 2.5A: Other Provisions**

	Other provisions					Total \$'000
	Pollution incidents \$'000	Restoration \$'000	Lead paint \$'000	Asbestos \$'000		
	As at 1 July 2018	-	6,643	11,580	2,507	
Additional provisions	27,117	1,916	994	268	30,295	
Amounts used	-	-	(1,427)	(440)	(1,867)	
Amounts reversed	-	-	(751)	(178)	(929)	
Other movements	-	(42)	423	208	589	
Total as at 30 June 2019	27,117	8,517	10,819	2,365	48,818	

Provision for pollution incidents

Under Australia's National Plan for Maritime Environmental Emergencies, AMSA is responsible for reimbursement of the direct clean-up costs arising from an oil pollution incident that cannot be recovered from the polluter. AMSA makes these reimbursements to agencies that have incurred costs in relation to responding to ship-sourced pollution incidents. These payments are made from either reserve funds or by adjusting the Protection of the Sea Levy accordingly to recover any reimbursements made or due to be made.

In relation to a ship-sourced pollution incident which occurred during the 2017-18 financial year, AMSA has a constructive obligation to meet the clean-up costs arising from this incident. AMSA has therefore made a provision to reflect the present value of this obligation.

Provision for restoration

AMSA has an obligation contained in leases or legislation for the making good to 16 property leases and 178 aids to navigation sites to their original condition at the conclusion of the lease. AMSA has therefore made a provision to reflect the present value of this obligation.

Provision for lead paint and asbestos removal

AMSA has a constructive obligation to undertake treatment and removal work in relation to lead paint and asbestos contaminants located at various aids to navigation sites. AMSA has therefore made a provision to reflect the present value of this obligation.

Accounting Policy

Where AMSA has a present obligation, either legal or constructive, it determines an estimate of that obligation in accordance with Australian Accounting Standard AASB 137 *Provisions, Contingent Liabilities and Contingent Assets* by determining a range of possible outcomes from which a sufficiently reliable estimate of the obligation can be made.

In determining an estimate of the obligation AMSA considers reliable available information, advice from independent experts, experience with similar incidents and AMSA's reasonable expectation of the probability of occurrence.

Accounting Judgements and Estimates

The uncertainty in estimating the provision for pollution incident costs results in a significant risk that a material adjustment to the carrying amount of the liability may be required within the next financial year. The uncertainty arises due to the number of assumptions used in estimates provided by independent experts, the complex judgement required by management, and limited experience in similar pollution incidents.

Notes to and forming part of the financial statements

Funding This section identifies AMSA's funding structure.

Note 3.1: Regulatory Charging Summary

	2019 \$'000	2018 \$'000
Amounts applied		
Payments from Department of Infrastructure, Regional Development and Cities	123,152	122,180
Own source revenue ¹	12,058	5,640
Total amounts applied	135,210	127,820
Expenses		
Regulatory charging activities ¹	146,136	111,662
Total expenses	146,136	111,662
External revenue		
Payments to Department of Infrastructure, Regional Development and Cities	124,377	122,070
Own source revenue ¹	12,058	5,640
Total external revenue	136,435	127,710
Total amounts written off	-	4

1. The 2018 comparatives were restated to reflect an adjustment to AMSA's 2018 Cost Recovery Implementation Statement.

<p>Regulatory charging activities</p> <p><u>Navigation infrastructure</u> Supporting the national network of integrated aids to navigation and traffic management measures in Australian waters to ensure safe, efficient, and effective coastal navigation for the commercial shipping industry.</p> <p><u>Environmental marine protection</u> Resourcing the National Plan for Maritime Environmental Emergencies and preparedness to combat pollution by ensuring adequate capability to respond to incidents through: training of personnel in response techniques; acquisition, maintenance, and stockpiling of relevant equipment and supplies at key sites around Australia; and provision of emergency towage capability.</p> <p><u>Seafarer and ship safety under Navigation Act 2012</u> Conducting a range of maritime safety and regulatory activities on international and domestic commercial shipping operations, consisting of: compliance inspections and audits undertaken on a risk based approach; port and flag State control inspections; marine surveys; cargo and handling inspections; marine qualification duties; accreditations and audits of registered training organisations; promotion of a culture of safety in the maritime industry; development of Australia's maritime regulations and standards; and participation in international and regional maritime forums.</p> <p><u>Marine services and ship registration under Navigation Act 2012</u> Range of fee-based activities comprising: seafarer and coastal pilot qualifications, including approvals, issuing permits, authorisations, certifications, and licensing for domestic and international recognised marine qualifications; inspections and surveys requested by ship owners (or agents); shipping registration of Australian flagged vessels, including ensuring ships are maintained and crewed to a suitable standard; and other activities, such as determinations and exemptions.</p> <p><u>Marine services under National System for domestic commercial vessel and seafarers</u> Range of fee-based activities, including: assessing applications and issuing approvals and certificates of operation, survey and competency of near coastal qualifications; administering, monitoring and maintaining network of accredited marine surveyors; and assessing applications for exemptions from applications of National Law and equivalent means of competency.</p> <p>Documentation (Cost Recovery Implementation Statement) for the above activities is available on the AMSA website.</p>

Notes to and forming part of the financial statements

People and Relationships

This section describes a range of employment and post employment benefits provided to our people and our relationships with other key people.

Note 4.1: Employee Benefits

	2019	2018
	\$'000	\$'000
Note 4.1A: Employee Expenses		
Wages and salaries	48,970	45,842
Superannuation		
Defined contribution plans	5,523	5,095
Defined benefit plans	3,521	3,302
Leave and other entitlements	8,495	7,351
Separation and redundancies	1,278	440
Other employee benefits - Fringe Benefits Tax	671	611
Total employee expenses	68,458	62,641
Note 4.1B: Employee Provisions		
Leave	20,358	18,895
Total employee provisions	20,358	18,895

Accounting PolicyEmployee benefits

Liabilities for 'short-term employee benefits' (as defined in AASB 119 *Employee Benefits*) and 'termination benefits' due within twelve months of the end of the reporting period are measured at their nominal amounts.

Leave

The liability for employee benefits includes provision for annual leave, professional leave, surveyors leave and long service leave. No provision has been made for sick leave as all sick leave is non-vesting and the average sick leave taken in future years by employees of AMSA is estimated to be less than the annual entitlement for sick leave.

The leave liabilities are calculated on the basis of employees' remuneration at the estimated salary rates that will apply at the time the leave is taken, including AMSA's employer superannuation contribution rates, to the extent that the leave is likely to be taken during service rather than paid out on termination.

AMSA used the shorthand method in accordance with the Financial Reporting Rule (as per the Commonwealth Entities Financial Statements Guide) to calculate the long service leave liability.

Separation and redundancy

Provision is made for separation and redundancy benefit payments. AMSA recognises a provision for termination when it has developed a detailed formal plan for the terminations and has informed those affected employees that it will carry out the terminations.

Superannuation

The majority of AMSA staff are members of the Commonwealth Superannuation Scheme (CSS), the Public Sector Superannuation Scheme (PSS) or the PSS Accumulation Plan (PSSap), or other superannuation funds held outside the Australian Government.

The CSS and PSS are defined benefit schemes for the Australian Government. The PSSap and other schemes are defined contribution schemes.

The liability for defined benefits is recognised in the financial statements of the Australian Government and is settled by the Australian Government in due course. This liability is reported in the Department of Finance's administered schedules and notes.

AMSA makes employer contributions to the employee superannuation schemes at rates determined by an actuary to be sufficient to meet the current cost to the Government of the superannuation entitlements of AMSA's employees. AMSA accounts for the contributions as if they were contributions to defined contribution plans.

The liability for superannuation recognised as at 30 June represents outstanding contributions.

Notes to and forming part of the financial statements

Note 4.2: Key Management Personnel Remuneration

	2019	2018
	\$'000	\$'000
Short-term employee benefits	2,502	2,290
Post-employment benefits	349	353
Other long-term employee benefits	98	215
Termination benefits	307	-
Total key management personnel remuneration expenses	3,256	2,858

Key management personnel are those persons having authority and responsibility for planning, directing and controlling the activities of AMSA, directly or indirectly. AMSA has determined the key management personnel to be its Portfolio Minister, members of the AMSA Board and AMSA Executive.

The total number of key management personnel included in the table above is 14 (2018: 13). The figure does not include our Minister and two AMSA Board members as they did not receive payments from AMSA.

Note 4.3: Related Party Disclosures

Related party relationships

AMSA is an Australian Government controlled entity. Related parties are key management personnel, as defined above in Note 4.2, and other Australian Government entities.

Transactions with related parties

Given consideration to relationships with related parties, and transactions entered during the reporting period by AMSA, it has been determined that there are no related party transactions to be separately disclosed.

Notes to and forming part of the financial statements

Managing Uncertainties

This section analyses how AMSA manages financial risks within its operating environment.

Note 5.1: Contingent Assets and Liabilities

	2019 \$'000	2018 \$'000
		Claims for damages or costs
Contingent assets		
Balance from previous period	3,896	3,664
New contingent assets recognised	27,117	844
Re-measurement	(891)	(417)
Assets realised	(2,031)	(195)
Rights expired	(8)	-
Total contingent assets	28,083	3,896
Contingent liabilities		
Balance from previous period	-	500
Obligations expired	-	(500)
Total contingent assets	-	-
Net contingent assets	28,083	3,896

Quantifiable contingencies

The contingent assets include insurance claims for cyclone damage to a number of aids to navigation of \$966,000 (2018: \$2,443,000) and pollution incidents of \$27,117,000 (2018: \$1,454,000). The estimate is based on the expected settlements for these claims.

The contingent liabilities include pollution incidents of \$Nil (2018: Nil).

Unquantifiable contingencies

In the normal course of operations, AMSA is responsible for the provision of funds necessary to meet the clean-up costs arising from ship-sourced marine pollution, and in all circumstances is responsible for making appropriate efforts to recover costs of any such incidents. In accordance with the accounting policy on pollution incident costs, where quantifying a reasonable estimate of the cost to remediate ship sourced marine pollution has not been possible, no amount has been included.

In the role of national regulator for Domestic Commercial Vessel Safety (National System), AMSA provided indemnity to one of its delegates in the delivery of the National System services. There were no claims made during the year.

Accounting Policy

Contingent liabilities and contingent assets are not recognised in the statement of financial position but are reported in the notes. They may arise from uncertainty as to the existence of a liability or asset or represent an asset or liability in respect of which the amount cannot be reliably measured. Contingent assets are disclosed when settlement is probable but not virtually certain and contingent liabilities are disclosed when settlement is greater than remote.

Notes to and forming part of the financial statements

Note 5.2: Financial Instruments

	Notes	2019 \$'000	2018 \$'000
Note 5.2A: Categories of Financial Instruments			
Financial assets under AASB 139			
Receivables			
Cash and cash equivalents			65,649
Receivables for goods and services	2.1A		286
Other receivables	2.1A		844
Total receivables			66,779
Held-to-maturity investments			
Investments			35,000
Total held-to-maturity investments			35,000
Total financial assets			101,779
Financial assets under AASB 9			
Financial assets at amortised cost			
Cash and cash equivalents		19,773	
Investments		90,000	
Receivables for goods and services	2.1A	339	
Other receivables	2.1A	2,754	
Total financial assets at amortised cost		112,866	
Financial liabilities measured at amortised cost			
Trade creditors	2.3A	28,559	26,474
Finance leases	2.4A	1,216	976
Total financial liabilities measured at amortised cost		29,775	27,450

Classification of financial assets on the date of initial application of AASB 9

Financial assets class	Note	AASB 139		AASB 139	AASB 9
		original classification	AASB 9 classification	carrying amount at 1 July 2018	carrying amount at 1 July 2018
				\$'000	\$'000
Cash and cash equivalents		Receivables	Amortised Cost	65,649	65,649
Investments		Held-to-maturity	Amortised Cost	35,000	35,000
Receivables for goods and services	2.1A	Receivables	Amortised Cost	286	286
Other receivables	2.1A	Receivables	Amortised Cost	844	844
Total financial assets				101,779	101,779

Reconciliation of carrying amounts of financial assets on the date of initial application of AASB 9

Financial assets at amortised cost	AASB 139			AASB 9
	carrying amount at 30 June 2018	Reclassification	Remeasurement	carrying amount at 1 July 2018
	\$'000	\$'000	\$'000	\$'000
Cash and cash equivalents	65,649	-	-	65,649
Investments	35,000	-	-	35,000
Receivables for goods and services	286	-	-	286
Other receivables	844	-	-	844
Total amortised cost	101,779	-	-	101,779

Notes to and forming part of the financial statements

Note 5.2: Financial Instruments (Continued)

	2019 \$'000	2018 \$'000
Note 5.2B: Net Gains or Losses on Financial Assets		
Financial assets at amortised cost		
Interest revenue	2,619	2,331
Reversal of impairment loss	84	-
Impairment loss allowance	(70)	(100)
Net gain on financial assets at amortised cost	2,633	2,231

The total interest income from financial assets not at fair value through profit and loss was \$2,619,000 (2018: \$2,331,000).

Note 5.2C: Net Gains or Losses on Financial Liabilities

Financial liabilities measured at amortised cost		
Interest expense	93	260
Net loss on financial liabilities measured at amortised cost	93	260

The total interest expense from financial liabilities not at fair value through profit and loss was \$93,000 (2018: \$260,000).

Accounting Policy**Financial assets**

With the implementation of AASB 9 *Financial Instruments* for the first time in 2019, AMSA classifies its financial assets as financial assets measured at amortised cost.

The classification depends on both AMSA's business model for managing the financial assets and contractual cash flow characteristics at the time of initial recognition. Financial assets are recognised when AMSA becomes a party to the contract and, as a consequence, has a legal right to receive or a legal obligation to pay cash and derecognised when the contractual rights to the cash flows from the financial asset expire or are transferred upon trade date.

Comparatives have not been restated on initial application.

Financial assets at amortised cost

Financial assets included in this category need to meet two criteria:

1. the financial asset is held in order to collect the contractual cash flows; and
2. the cash flows are solely payments of principal and interest (SPPI) on the principal outstanding amount.

Amortised cost is determined using the effective interest method.

Effective interest method

Income is recognised on an effective interest rate basis for financial assets that are recognised at amortised cost.

Impairment of financial assets

Financial assets are assessed for impairment at the end of each reporting period based on expected credit losses, using the general approach which measures the loss allowance based on an amount equal to lifetime expected credit losses where risk has significantly increased, or an amount equal to 12-month expected credit losses if risk has not increased.

The simplified approach for trade, contract and lease receivables is used. This approach always measures the loss allowance as the amount equal to the lifetime expected credit losses.

A write-off constitutes a derecognition event where the write-off directly reduces the gross carrying amount of the financial asset.

Financial liabilities

Financial liabilities are classified as financial liabilities at amortised cost and are recognised and derecognised upon trade date.

Financial liabilities at amortised cost

Financial liabilities are initially measured at fair value, net of transaction costs. These liabilities are subsequently measured at amortised cost using the effective interest method, with interest expense recognised on an effective interest basis.

Supplier and other payables are recognised at amortised cost. Liabilities are recognised to the extent that the goods or services have been received (and irrespective of having been invoiced).

Notes to and forming part of the financial statements

Other Information

Note 6.1: Aggregate Assets and Liabilities

	2019	2018
	\$'000	\$'000
Assets expected to be recovered in:		
No more than 12 months	123,622	110,344
More than 12 months	161,817	166,853
Total assets	285,439	277,197
Liabilities expected to be settled in:		
No more than 12 months	70,929	36,685
More than 12 months	37,601	39,888
Total liabilities	108,530	76,573

Appendix 2: Details of the Accountable Authority during the reporting period (2018–19)



Mr Stuart Richey AM (Chair)

Tasmanian commercial fisherman and offshore services operator, Mr Stuart Richey AM, was appointed Chair of the Board on 21 November 2014 for a period of five years. Since July 2013, Mr Richey had been serving as a Board member and since April 2014 as the Deputy Chair. Mr Richey brings a strong leadership style and many years' experience in marine policy and planning to the Board.

Between 1992 and 2001, Mr Richey served as foundation member and Deputy Chair on the Board of the Australian Fisheries Management Authority. From 2003 to 2012, he was Deputy Chair of the Fisheries Research and Development Corporation. Mr Richey currently Chairs several industry advisory bodies and associations.

As Managing Director of Richey Fishing Company and Richey Services, Mr Richey's business includes salmon, scallop, squid, and marine charter operations.

Mr Richey was made a Member of the Order of Australia in 2005 for his service to the commercial fishing industry. His focus on the promotion of sustainable utilisation of Australian Government managed fisheries resources and the development of new national marine polices and safety legislation has been particularly beneficial to the industry. Mr Richey is also a Fellow of the Australian Institute of Company Directors and holds current Master IV and MED qualifications.



Ms Jennifer Clark (Deputy Chair)

Ms Jennifer Clark was appointed Deputy Chair of the Board on 10 February 2015 for a period of five years. Ms Clark was appointed to the Board on 8 May 2012 and was appointed Chair of the AMSA Board Audit Committee in February 2014.

Ms Clark is a Board Member of the Australian Payments Network Limited and is a member of its Audit Risk and Finance Committee and Chair of the Policy Experts Group. She is Chair of the Audit and Risk Committees of the Department of Human Services; the Department of Defence; Australian Bureau of Statistics; Austrade; the Australian Sports Anti-Doping Authority; the Australian Commission on Safety and Quality in Health Care; the Australian Law Reform Commission; and is Chair of the Department of Defence Capability Acquisition and Sustainment Group Risk Advisory Committee. Ms Clark is also an independent member of the Audit and Risk Committees for the Department of Finance and the Parliamentary Budget Office.

Ms Clark has an extensive background in business, finance and governance through a career as a Non-Executive Director since 1991 and as an Investment Banker for over 20 years. In her banking career, Ms Clark provided advice to the Commonwealth Government and was responsible for funding major infrastructure projects and arranging finance for a large number of Australian companies. Ms Clark is a Fellow of the Australian Institute of Company Directors and has been a Board member of a number of companies and Commonwealth Government agencies over the past 26 years.



Mr Mick Kinley (Chief Executive Officer)

Mr Mick Kinley became AMSA's Chief Executive Officer on 27 August 2014. Mr Kinley was previously the Deputy Chief Executive Officer and held that position from October 2008. Mr Kinley joined AMSA in Cairns as a Marine Surveyor in 1994. He has since gained experience across all of our business areas with a focus on maritime safety and casualty response.

Prior to joining AMSA, Mr Kinley had an extensive career with BHP. He started as an engineer cadet with BHP Transport and sailed with the BHP fleet before serving in various shore-based roles, including fleet safety instructor and project engineer.

Mr Kinley holds an Australian Chief Engineer Class 1 Certificate, a Bachelor of Applied Science, a Bachelor of Engineering, and a Graduate Diploma in Legal Studies. Mr Kinley is a member of the Australian Institute of Company Directors.



Dr Russell Reichelt

Dr Russell Reichelt was appointed to the Board on 7 August 2007, reappointed in 2013, and then again in November 2016 for a further three years. Dr Reichelt is currently the Australian Prime Minister's representative for the High Level Panel for a Sustainable Ocean Economy: a 14-country consortium led by Norway and Palau and a board member of the Climate Change Authority and the Great Barrier Reef Foundation Limited.

Dr Reichelt has served as Chairman of the Great Barrier Reef Marine Park Authority, the Chief Executive Officer and board member of the Australian Institute of Marine Science and as Chairman of Australia's Fisheries Research and Development Corporation and Seafood Services Australia Limited. He has also been Chairman of the Commonwealth's National Oceans Advisory Group.

He holds a PhD in Marine Science (tropical marine science) from the University of Queensland, and is a Fellow of the Australian Academy of Technological Sciences and Engineering, the Institute of Marine Engineering Science and Technology (UK), and the Australian Institute of Company Directors.



Mr Peter Toohey

Mr Peter Toohey was appointed to the Australian Maritime Safety Authority (AMSA) Board on 17 June 2015 and reappointed on 21 November 2018 for a further three year term.

Mr Toohey is currently Chief Engineer, Brisbane Tugs with Svitzer Australia. He is Secretary for the Queensland branch of the Australian Institute of Marine and Power Engineers. He has participated in eighteen salvages with United Salvage and Svitzer Salvage as Salvage engineer since 1991 until 2015.

Mr Toohey began his career with Howard Smith Industries as an apprentice Fitter and Turner and Marine Engineer student in 1974 and became a seagoing marine engineer in 1978 working in all positions from 7th to Chief Engineer on tankers and bulk carriers with Howard Smith Shipping.



Ms Jane Cutler

Ms Jane Cutler was appointed to the Board on 10 September 2017 for a period of three years.

Ms Cutler is currently a Councillor for the WA Division Australian Institute of Company Directors, a Director of Westcycle and is Vice Chair of the Congress of the Institute of Chemical Engineers. She is an Advisory Board Member of Flicq.Asia-Pacific Pty Ltd.

Ms Cutler has thirty years of board level and senior executive experience across the public, commercial and not for profit sectors. She has particular experience in the resources, oil and gas, financial services, maritime, environment and technology industries. She has actively served on a diverse range of board subcommittee's contributing both as a member and Chair including audit and risk, finance, investment, selection, diversity and events committee responsibilities. Most recently, Ms Cutler was Chief Executive Officer of the National Offshore Petroleum Safety and Environment Management Authority, Perth.

Ms Cutler has a Bachelor of Chemical and Materials Engineering (HONS), a Master of Environmental Studies, and a Master of Business Administration. She is a Fellow of the Australian Institute of Company Directors and the Institute of Chemical Engineers.



Mr Anthony Briggs

Mr Anthony (Tony) Briggs was appointed to the AMSA Board on 21 November 2018 for a three year term.

Mr Briggs is the founder and former Managing Director of Coral Princess Cruises. Mr Briggs founded the Cairns-based small ship company in 1984 and remained its Managing Director until 2014, when the company was sold. Mr Briggs has had experience as Master and/or engineer for Haman Island; Hayles Ferries; Pacific Tug and Westham Dredging.

Mr Briggs is a Director, of the Shipowners' Mutual Protection and Indemnity Association (Luxembourg) and a member of SMP Finance Committee. He is a former member of Queensland Marine Board Cooperative Research Centre for the Ecological Sustainability of the Great Barrier Reef. Mr Briggs has Master Class 3 (Trading) and Marine Engine Drive (Motor) Grade 1.



Dr Rosalie Balkin AO

Dr Rosalie Balkin was appointed to the AMSA Board on 21 November 2018 for a three year term. She is currently Secretary-General of the Comité Maritime International (CMI), the first woman to be so elected in that NGO's 120 year history.

From 1998 to 2013 Dr Balkin served as Director of Legal Affairs and External Relations at the International Maritime Organization (IMO). During that time she was Secretary of IMO's Legal Committee and Executive Secretary of IMO's Council and Assembly. From 2011 to her retirement she was promoted to IMO's Assistant Secretary-General. Prior to joining IMO, she held academic positions at universities in South Africa, Australia and the United Kingdom. After a period as Legal Adviser to the Commonwealth Ombudsman, Dr Balkin worked for some years in the Office of International Law in the Federal Attorney-General's Department.

Dr Balkin was awarded the Order of Australia (AO) in January 2018 for her distinguished service to maritime law through roles in a range of organisations, to the improvement of global shipping transport safety and standards and to education as an academic and author. Of relevance to all these matters, Dr Balkin was the editor of and contributor to a volume published by Oxford University Press in 2018 on IMO's role in ocean governance, a project initiated and funded by Japan's Nippon Foundation.



Dr Rachel Bacon

Dr Rachel Bacon appointed to the AMSA Board in an ex-officio capacity. Dr Bacon holds the position of Deputy Secretary responsible for Regional and Territories in the Department of Infrastructure, Regional Development and Cities.

Her 20 year career in the public service has included senior positions at the Departments of Environment and Energy, Prime Minister and Cabinet, and Attorney-General's. Dr Bacon also served for over two years in the Northern Territory public service as Deputy CEO in the Department of the Chief Minister.

Dr Bacon is a graduate of the Australian Institute of Company Directors, and her PhD, awarded in 2005, focused on administrative law and organisational change.



Ms Judith Zielke PSM

Judith Zielke PSM was appointed to the Board in an ex-officio capacity on 2 March 2018 until her departure on 24 October 2018. Ms Zielke holds the position of Chief Operating Officer of CSIRO and heads its Operations Group responsible for finance, property, governance and corporate affairs. She was previously Deputy Secretary of the Department of Infrastructure, Regional Development and Cities. Her responsibilities included regional development and local government, territories and corporate services.

Ms Zielke was also Chief Coordinator, Joint Agency Coordination Centre, which was established by the Prime Minister in March 2014 to coordinate the Australian Government's support for the search into missing flight MH370. She has had a lengthy public sector career encompassing a range of policy advice and implementation positions in the Australian Government in areas of Trade, Attorney General's, Industry and Innovation, and Infrastructure.

Ms Zielke is also a Member of the Board of the Queensland Reconstruction Authority (QRA). She has been a Director of the Board of the Australian Maritime Safety Authority (AMSA), Australian New Car Assessment Program (ANCAP), the National Association of Testing Authorities (NATA) and the Joint Accreditation System of Australia and New Zealand (JAS-ANZ).

		Period as the accountable authority or member				
Name	Qualifications of the Accountable Authority	Experience of the Accountable Authority	Position Title / Position held Executive / Non-Executive	Date of Commencement	Date of cessation	Number of meetings of the board of the company
Mr Stuart Richey AM	Master Class IV MED 2 FAICD	Mr Richey AM is a Tasmanian commercial fisherman and offshore services operator. Mr Richey brings a strong leadership style and many years' experience in marine policy and planning to the Board. As Managing Director of Richey Fishing Company and Richey Services, Mr Richey's business includes salmon, scallop, squid, and marine charter operations.	Chair	21 November 2014	20 November 2019	6
Ms Jennifer Clark	FAICD	Ms Clark has an extensive background in business, finance and governance through a career as a Non-Executive Director since 1991 and as an Investment Banker for over 21 years. Ms Clark has been a Board and committee member of a number of companies and Commonwealth Government agencies over the past 28 years including in the maritime, defence and finance sectors.	Deputy chair / Chair, Board Audit Committee	10 February 2015 (February 2014 appointed Chair of the Board Audit Committee)	9 February 2020	6
Mr Mick Kinley	BAppSc BEng GradDip Leg Australian Chief Engineer Class 1 Certificate MAICD	Mr Kinley became AMSA's Chief Executive Officer on 27 August 2014 after joining the organisation as a marine surveyor in 1994. Prior to joining AMSA, Mr Kinley had an extensive career with BHP. He started as an engineer cadet with BHP Transport and sailed with the BHP fleet before serving in various shore-based roles, including fleet safety instructor and project engineer.	AMSA CEO Member (ex officio)	27 August 2014	31 March 2020	6

		Period as the accountable authority or member				
Name	Qualifications of the Accountable Authority	Experience of the Accountable Authority	Position Title / Position held Executive / Non-Executive	Date of Commencement	Date of cessation	Number of meetings of the board of the company
Dr Russell Reichelt	PhD Marine Science FTSE FMEST(UK) FAICD	Dr Reichelt is currently the Australian Prime Minister's representative for the High Level Panel for a Sustainable Ocean Economy and a board member of the Climate Change Authority and the Great Barrier Reef Foundation Limited. Dr Reichelt has served as Chairman of the Great Barrier Reef Marine Park Authority, the Chief Executive Officer and board member of the Australian Institute of Marine Science and as Chairman of Australia's Fisheries Research and Development Corporation and Seafood Services Australia Limited. He has also been Chairman of the Commonwealth's National Oceans Advisory Group.	Member	7 August 2007	11 November 2019	6
Mr Peter Toohey	GAICD. STCW III/2, Engineer Class 1 (Motor). Fitter & Turner Trade Certificate.	Mr Toohey is currently Chief Engineer, Brisbane Tugs with Switzer Australia. He is Secretary for the Queensland branch of the Australian Institute of Marine and Power Engineers. He has participated in eighteen salvages with United Salvage and Switzer Salvage as Salvage engineer since 1991 until 2015.	Member	17 June 2015	20 November 2021	6
Ms Jane Cutler	BE Chem&Mat (Hons) MEnvSt MBA FAICD FIChemE	Ms Cutler is currently a Councillor for the WA Division Australian Institute of Company Directors, a Director of Westcycle, and is Vice Chair of the Congress of the Institute of Chemical Engineers. She is an Advisory Board Member of Flicq-Asia-Pacific Pty Ltd. Ms Cutler has thirty years of board level and senior executive experience across the public, commercial and not for profit sectors.	Member	10 September 2017	9 September 2020	6

Mr Anthony Briggs	Master Class 3 (Expired) Marine Engine Driver (MED) 1 (Expired)	Mr Briggs is the founder and former Managing Director of Coral Princess Cruises. Mr Briggs is a Director of the Shipowners' Mutual Protection and Indemnity Association (Luxembourg) and a member of SMP Finance Committee. He is a former member of Queensland Marine Board Cooperative Research Centre for the Ecological Sustainability of the Great Barrier Reef.	Member	21 November 2018	20 November 2021	4
Dr Rosalie Balkin AO	BA LLB Phd	Dr Balkin is currently Secretary-General of the Comité Maritime International (CMI), the first woman to be so elected in that NGO's 120 year history. From 1998 to 2013 Dr Balkin was Director of Legal Affairs and External Relations at the International Maritime Organization (IMO). Prior to joining IMO, she was Assistant Secretary in the Office of International Law, Attorney-General's Department and held academic positions at universities in South Africa, Australia and the United Kingdom	Member	21 November 2018	20 November 2021	4
Dr Rachel Bacon	PhD BA (Hons); LLB (Hons) GA/CD	Dr Bacon appointed to the AMSA Board in an ex-officio capacity as Deputy Secretary responsible for Regional and Territories in the Department of Infrastructure, Regional Development and Cities.	Member (ex officio)	19 November 2018	Ongoing	4
Ms Judith Zielke PSM	N/A	Ms Zielke was appointed to the AMSA Board in an ex-officio capacity as Deputy Secretary responsible for Regional and Territories in the Department of Infrastructure, Regional Development and Cities.	Member (ex officio)	2 March 2018	24 October 2018	2

Board Audit Committee meetings

Board Audit Committee attendance

Member	Attendance at meetings
Ms Jennifer Clark	5/5
Dr Russell Reichelt	5/5
Mr David Lawler	5/5

Board Audit Committee attendance

Member	Attendance at meetings
Mr Stuart Richey AM (Chair)	2/2
Dr Russell Reichelt	2/2
Peter Toohey	1/1

Board meetings:

- 232 – 15 August 2018
- 233 – 19 September 2018
- 234 – 19 December 2018
- 235 – 13 March 2019
- 236 – 08 May 2019
- Out of session teleconference – 31 May 2019
- 237 – 26 June 2019

Board Audit Committee meetings:

- 141 – 29 August 2018
- 142 – 12 September 2018
- 143 – 07 December 2018
- 144 – 27 March 2019
- 145 – 20 May 2019

Remuneration Committee meetings:

- 18 September 2018
- 7 May 2019

Appendix 3: Management of Human Resources

All ongoing employees current report period (2018–19)

	Male			Female			Indeterminate			Total
	Full time	Part time	Total male	Full time	Part time	Total female	Full time	Part time	Total indeterminate	
NSW	17	-	17	2	-	2	-	-	-	19
QLD	28	-	28	6	1	7	-	-	-	35
SA	5	-	5	3	-	3	-	-	-	8
TAS	7	-	7	1	1	2	-	-	-	9
VIC	10	-	10	2	2	4	-	-	-	14
WA	22	-	22	3	1	4	-	-	-	26
NT	4	-	4	1	-	1	-	-	-	5
ACT	120	1	121	90	17	107	1	-	1	229
Overseas	-	-	-	-	-	-	-	-	-	-
Total	213	1	214	108	22	130	1	-	1	345

All non-ongoing employees current report period (2018–19)

	Male			Female			Indeterminate			Total
	Full time	Part time	Total male	Full time	Part time	Total female	Full time	Part time	Total indeterminate	
NSW	2	-	2	-	-	-	-	-	-	2
QLD	3	1	4	3	1	4	-	-	-	8
SA	1	-	1	-	-	-	-	-	-	1
TAS	-	-	-	-	-	-	-	-	-	-
VIC	1	-	1	1	-	1	-	-	-	2
WA	2	-	2	-	-	-	-	-	-	2
NT	-	-	-	-	-	-	-	-	-	-
ACT	31	5	36	21	10	31	-	-	-	67
Overseas	1	-	1	-	-	-	-	-	-	1
Total	41	6	47	25	11	36	-	-	-	83

All ongoing employees previous report period (2017–18)

	Male			Female			Indeterminate			Total
	Full time	Part time	Total male	Full time	Part time	Total female	Full time	Part time	Total indeterminate	
NSW	13	-	13	2	-	2	-	-	-	15
QLD	23	-	23	5	1	6	-	-	-	29
SA	5	-	5	2	1	3	-	-	-	8
TAS	6	-	6	1	1	2	-	-	-	8
VIC	9	-	9	2	1	3	-	-	-	12
WA	20	-	20	2	1	3	-	-	-	23
NT	3	-	3	1	-	1	-	-	-	4
ACT	113	1	114	86	18	104	1	-	1	219
Overseas	-	-	-	-	-	-	-	-	-	-
Total	192	1	193	101	23	124	1	-	1	318

All non-ongoing employees previous report period (2017–18)

	Male			Female			Indeterminate			Total
	Full time	Part time	Total male	Full time	Part time	Total female	Full time	Part time	Total indeterminate	
NSW	4	-	4	-	-	-	-	-	-	4
QLD	7	-	7	3	-	3	-	-	-	10
SA	2	-	2	-	-	-	-	-	-	2
TAS	1	-	1	-	-	-	-	-	-	1
VIC	1	1	2	2	-	2	-	-	-	4
WA	2	-	2	-	-	-	-	-	-	2
NT	-	-	-	-	-	-	-	-	-	-
ACT*	38	1	39	28	7	35	-	-	-	74
Overseas	1	-	1	-	-	-	-	-	-	1
Total	56	2	58	33	7	40	-	-	-	98

*1 casual employee ACT male not captured in above table

Appendix 4: Executive remuneration

Table 1: Key Management Personnel

Key management personnel (KMP) are those persons having authority and responsibility for planning, directing and controlling the activities of AMSA. AMSA has determined the KMP to be the members of the AMSA Board and Executive.

Members of the AMSA Board and Executive were as follows:

Name	Position title	Short term benefits			Post employment benefits	Other long term benefits			Termination benefits	Total remuneration
		Base salary	Bonuses	Other benefits and allowances		Long service leave	Other long term benefits			
Stuart Richey	Board Member (Chair)	116,453	-	-	17,934	-	-	-	134,387	
Jennifer Clark	Board Member (Deputy Chair)	103,287	-	-	15,906	-	-	-	119,193	
Linda Cutler	Board Member	58,226	-	-	8,967	-	-	-	67,193	
Russell Reichelt	Board Member	44,563	-	-	6,863	-	-	-	51,426	
Peter Toohey	Board Member	35,388	-	-	5,588	-	-	-	40,976	
Anthony Briggs	Board Member	35,388	-	-	5,588	-	-	-	40,976	
Rosalie Balkin	Board Member	35,388	-	-	5,450	-	-	-	40,838	
Michael Kinley	Board Member and Chief Executive Officer	429,393	66, 510	25,046	61,751	31,508	-	-	614,208	
Gary Prosser	Deputy Chief Executive Officer	325,653	27,248	4,108	58,521	9,553	-	-	425,083	

Name	Position title	Short term benefits			Post employment benefits	Other long term benefits			Total remuneration
		Base salary	Bonuses	Other benefits and allowances		Long service leave	Other long term benefits	Termination benefits	
Allan Schwartz	General Manager Operations	279,545	27,119	6,973	51,491	16,726	–	–	381,854
Bradley Groves	General Manager Standards	288,236	25,085	6,973	51,624	19,198	–	–	391,116
Toby Stone	General Manager Response	51,083	–	1,185	6,199	5,542	–	307,283	371,292
Mark Morrow	General Manager Response	169,905	–	4,012	24,308	3,990	–	–	202,215
Cherie Enders	Chief Operating Officer	299,984	27,713	6,973	29,218	11,420	–	–	375,288
Total		2,272,472	173,675	55,270	349,408	97,937	–	307,283	3,256,045

Notes:

1. Toby Stone ceased employment with AMSA on 31 August 2018 and Mark Morrow commenced employment with AMSA on 3 December 2018.

The above KMP remuneration includes the remuneration and other benefits of the AMSA Board which is determined by the Remuneration Tribunal. Remuneration arrangements for the Chief Executive Officer (CEO) is shared between the Remuneration Tribunal and the Chairman of the AMSA Board.

The CEO determines remuneration and conditions for AMSA Executive having regard to the Government's Workplace Relations Bargaining Policy 2018 and relativity for comparable positions within AMSA, the APS and the wider employment market.

The AMSA Executive, apart from the CEO, are employed under common law contracts which set out the core conditions and terms of employment, including remuneration.

Table 2: Senior Executives

Senior Executives are defined as responsibility centre managers (Senior Managers) and are included below:

Total remuneration bands	Number of senior executives	Short term benefits			Post employment benefits	Other long term benefits		Termination benefits	Total remuneration
		Average base salary	Average bonuses	Average other benefits and allowances		Average long service leave	Average other long term benefits		
\$0- \$220,000	9	104,912	7,592	4,693	18,322	5,059	6,207	146,785	
\$220,001- \$245,000	7	177,730	8,970	7,519	29,534	7,199	–	230,952	
\$245,001- \$270,000	6	194,824	11,878	6,555	32,380	10,603	–	256,240	
\$270,001- \$295,000	9	212,293	14,023	7,874	35,497	11,930	–	281,617	
\$295,001- \$320,000	2	217,664	14,037	7,325	39,742	19,056	–	297,824	
\$320,001- \$345,000	1	238,111	20,400	6,973	46,528	12,957	–	324,969	

Senior Executives (Senior Managers) are employed under common law contracts which set out the core conditions and terms of employment, including remuneration.

The AMSA Executive, in consultation with the CEO, determine remuneration and conditions for Senior Executives (Senior Managers) having regard to the Government's Workplace Relations Bargaining Policy 2018 and relativity for comparable positions within AMSA, the APS and the wider employment market.

Table 3: Other Highly Paid Staff

Total remuneration bands	Number of other highly paid staff	Short term benefits			Post employment benefits	Other long term benefits		Termination benefits	Total remuneration
		Average base salary	Average bonuses	Average other benefits and allowances		Average long service leave	Average other long term benefits		
\$220,001- \$245,000	14	181,313	691	2,317	29,955	9,578	–	6,518	Average total remuneration
\$245,001- \$270,000	7	206,006	639	8,457	30,829	12,159	–	–	230,372
\$370,001- \$395,000	1	170,987	–	169,060	29,818	13,658	–	–	258,090
									383,523

Other highly paid staff are employed under the Australian Maritime Safety Authority Enterprise Agreement 2016–2019.

Notes in relation to information contained in Table 1, 2 and 3:

1. These tables were prepared on an accrual basis. Some of the amounts are impacted by the duration of service during the reporting period.
2. The base salary amount includes salary, allowances, annual leave paid and the movement in annual leave provision during the reporting period.
3. The bonuses are payable within 12 months.
4. The other benefits and allowances amount includes car parking, housing benefits, other benefits and the associated fringe benefits tax amount.
5. The superannuation contributions amount includes employer contributions, including the productivity component.
6. The long service leave amount includes long service leave paid and the movement in the long service leave provision during the reporting period.
7. The termination benefits amount excludes annual leave and long service leave paid out on cessation of employment.

Appendix 5: Our functions and powers

AMSA's functions are set out in sections 6 and 7 of the AMSA Act, as follows:

6 Functions of Authority

1. The functions of the Authority are:

- a) to combat pollution in the marine environment; and
- b) to provide a search and rescue service; and
- c) to provide, on request, services to the maritime industry on a commercial basis; and
 - ca) to provide on request services of a maritime nature, on a commercial basis, to:
 - I. the Commonwealth, a State, the Australian Capital Territory or the Northern Territory; or
 - II. an authority or agency of the Commonwealth, a State or either of those Territories; and
 - cb) to cooperate with the Australian Transport Safety Bureau in relation to investigations under the Transport Safety Investigation Act 2003 that relate to aircraft and ships; and
- d) to perform such other functions as are conferred on it by or under any other Act; and
- e) to provide consultancy and management services relating to any of the matters referred to in this subsection; and
- f) to perform any other prescribed functions relating to any of the matters referred to in this subsection; and
- g) to perform functions incidental to any of the previously described functions.

2. The Authority may provide its services both within and outside Australia.

3. Subject to section 8, the functions to provide services may be performed at the discretion of the Authority.

4. The Authority must not perform any of its functions otherwise than for a purpose in respect of which the Parliament has the power to make laws.

5. The provision of a search and rescue service must be in a manner that is consistent with Australia's obligations under:

- a) the Chicago Convention; and
- b) the Safety Convention; and
- c) the International Convention on Maritime Search and Rescue 1979 done at Hamburg on 27 April 1979.

7 Functions to be performed in accordance with international agreements

1. The Authority must perform its functions in a manner consistent with the obligations of Australia under any agreement between Australia and another country.

8 Directions

1. The Minister may give the Authority written directions as to the performance of its functions.
2. Directions as to the performance of functions that are conferred on the Authority by or under another Act are to be only of a general nature.

9 Reimbursement of cost of complying with directions

1. Where the Authority satisfies the Minister that it has suffered financial detriment as a result of complying with a direction given by the Minister under section 8, the Authority is entitled to be reimbursed by the Commonwealth the amount that the Minister determines in writing to be the amount of that financial detriment.
2. The reference in subsection (1) to suffering financial detriment includes a reference to:
 - a. incurring costs that are greater than those that would otherwise have been incurred; and
 - b. forgoing revenue that would otherwise have been received.

9A Minister may give Authority notices about its strategic direction etc.

1. The Minister may, from time to time, by notice in writing to the Authority, advise the Authority of his or her views in relation to the following matters:
 - a. the appropriate strategic direction of the Authority;
 - b. the manner in which the Authority should perform its functions.
2. The Authority must, in performing its functions, take account of notices given to it under subsection (1).
3. The members must, in preparing each corporate plan, take account of notices given to the Authority under subsection (1).

9B Minister may direct Authority to give documents and information to nominee

1. In this section:
ministerial nominee means a person whose responsibilities or duties include advising the Minister about the performance and strategies of the Authority.
2. The Minister may direct the Authority to give to a specified ministerial nominee any documents or information relating to the operations of the Authority that the nominee requests.
3. The Authority must comply with a direction by the Minister under subsection (2).

9C Extra matters to be included in annual report

1. The annual report prepared by the members of the Authority and given to the Minister under section 46 of the Public Governance, Performance and Accountability Act 2013 for a period must include the following:
 - a. particulars of any directions given to the Authority under section 8 during the period;
 - b. a summary of notices given to the Authority under subsection 9A(1) during the period;
 - c. a summary of action taken during the period by the Authority because of notices given to the Authority under subsection 9A(1) in that or any other period;
 - d. particulars of any directions given to the Authority under subsection 9B(2) during the period.

AMSA has integrated planning, budgeting and performance reporting—informed by risk (figure 11).

References

Acronyms and abbreviations

Acronym/ Abbreviation	Meaning
4WD	Four wheel drive
AIS	Automatic Identification System
AMSA	Australian Maritime Safety Authority
AMSA Act	<i>Australian Maritime Safety Authority Act 1990</i>
ANAO	Australian National Audit Office
APHoMSA	Asia-Pacific Heads of Maritime Safety Agencies
ARC	AMSA Response Centre
AtoN	Aid(s) to navigation
AusAssist	Commonwealth Government Overseas Response Plan
CSIRO	Commonwealth Scientific and Industrial Research Organisation
DA	Domain awareness
DAIS	Domain Awareness Information System
DAWR	Department of Agriculture and Water Resources (now Department of Agriculture)
DCV	Domestic Commercial Vessel
DFAT	Department of Foreign Affairs and Trade
DGPS	Differential Global Positioning System
e-navigation	Electronic navigation
EPIRB	Emergency position indicating radio beacon
FSC	Flag State control
FSM	Free surface movement
GPS	Global Positioning System
IALA	International Association of Marine Aids to Navigation and Lighthouse Authorities
IERCC	International Emergency Rescue Coordination Centre
ICAO	International Civil Aviation Organization
IMO	International Maritime Organization
ISO	International Standards Organization

KPI	Key performance indicator
LTIFR	Lost time injury frequency rate
MARPOL	International Convention for the Prevention of Pollution from Ships
MOF	Ministry of Fisheries
MOU	Memorandum of understanding
MPR	Marine Pollution Response
MRCC	Maritime Rescue Coordination Centre
MSC	Maritime Safety Committee (IMO)
National Law	<i>Marine Safety (Domestic Commercial Vessel) National Law Act 2012</i>
National plan	National Plan for Maritime Environmental Emergencies
National system	National System for Domestic Commercial Vessel Safety
NDMO	National Disaster Management Officer
NGO	Non-Government Organisation
NTPF	Northern Territory Police Force
PACPLAN	Pacific Islands Regional Marine Spill Contingency Plan
PACSAR	Pacific Search and Rescue
PBS	Portfolio budget statements
PGPA Act	<i>Public Governance, Performance and Accountability Act 2013</i>
PID Act	<i>Public Interest Disclosure Act 2013</i>
PMS	Port Marine Surveyor
PSC	Port State control
RAAF	Royal Australian Air Force
RFDS	Royal Flying Doctor Service
RO	Recognised Organisation
ROUV	Remote Operated Underwater Vehicle
RPF	Regulator Performance Framework
SAR	Search and rescue
SEND	Satellite enabled notification device
SLDMBs	Self-locating datum marker buoys
SOx	Suphur oxide
VCG	Vertical centre of gravity

Compliance index

Requirement	PGPA Rule Reference	Page Number / Comment
Timeframe for tabling in Parliament	PGPA Act 46(2)(a)	3
Compliance with requirements prescribed by the rules	PGPA Act 46(3)	3
Inclusion of annual performance statements	PGPA Act 39(1)(b)	12–69
Inclusion of annual financial statements	PGPA Act 43(4)	92

Below is the table set out in Schedule 2A of the PGPA Rule. Section 17BE(u) requires this table be included in entities' annual reports.

Requirement	PGPA Rule Reference	Page Number / Comment
	17BE	
Details of the legislation establishing the body	17BE(a)	72
A summary of the objects and functions of the entity as set out in legislation	17BE(b)(i)	72
The purposes of the entity as included in the entity's corporate plan for the reporting period	17BE(b)(ii)	V
The names of the persons holding the position of responsible Minister or responsible Ministers during the reporting period, and the titles of those responsible Ministers	17BE(c)	3
Directions given to the entity by the Minister under an Act or instrument during the reporting period	17BE(d)	87
Any government policy order that applied in relation to the entity during the reporting period under section 22 of the Act	17BE(e)	87
Particulars of non compliance with: a) a direction given to the entity by the Minister under an Act or instrument during the reporting period; or b) a government policy order that applied in relation to the entity during the reporting period under section 22 of the Act	17BE(f)	N/A
Annual performance statements in accordance with paragraph 39(1)(b) of the Act and section 16F of the rule	17BE(g)	12–69
A statement of significant issues reported to the Minister under paragraph 19(1)(e) of the Act that relates to non compliance with finance law and action taken to remedy non compliance	17BE(h), 17BE(i)	85
Information on the accountable authority, or each member of the accountable authority, of the entity during the reporting period	17BE(j)	117
Outline of the organisational structure of the entity (including any subsidiaries of the entity)	17BE(k)	75

Requirement	PGPA Rule Reference	Page Number / Comment
Statistics on the entity's employees on an ongoing and non ongoing basis, including the following: a) statistics on full time employees; b) statistics on part time employees; c) statistics on gender; d) statistics on staff location	17BE(ka)	127–130
Outline of the location (whether or not in Australia) of major activities or facilities of the entity	17BE(l)	76
Information relating to the main corporate governance practices used by the entity during the reporting period	17BE(m)	72–89
For transactions with a related Commonwealth entity or related company where the value of the transaction, or if there is more than one transaction, the aggregate of those transactions, is more than \$10,000 (inclusive of GST): a) the decision making process undertaken by the accountable authority to approve the entity paying for a good or service from, or providing a grant to, the related Commonwealth entity or related company; and b) the value of the transaction, or if there is more than one transaction, the number of transactions and the aggregate of value of the transactions	17BE(n), 17BE(o)	84
Any significant activities and changes that affected the operation or structure of the entity during the reporting period	17BE(p)	74
Particulars of judicial decisions or decisions of administrative tribunals that may have a significant effect on the operations of the entity	17BE(q)	86
Particulars of any reports on the entity given by: a) the Auditor General (other than a report under section 43 of the Act); or b) a Parliamentary Committee; or c) the Commonwealth Ombudsman; or d) the Office of the Australian Information Commissioner	17BE(r)	86
An explanation of information not obtained from a subsidiary of the entity and the effect of not having the information on the annual report	17BE(s)	N/A
Details of any indemnity that applied during the reporting period to the accountable authority, any member of the accountable authority or officer of the entity against a liability (including premiums paid, or agreed to be paid, for insurance against the authority, member or officer's liability for legal costs)	17BE(t)	83
Information about executive remuneration	17BE(ta)	131
	17BF	N/A

Below is the table set out in Schedule 9C of the AMSA Act

Requirement	AMSA Act Reference	Page Number / Comment
Particulars of any directions given to the Authority under section 8 during the period	AMSA Act 9C(a)	N/A
A summary of notices given to the Authority under subsection 9A(1) during the period	AMSA Act 9C(b)	N/A
A summary of action taken during the period by the Authority because of notices given to the Authority under subsection 9A(1) in that or any other period	AMSA Act 9C(c)	N/A
Particulars of any directions given to the Authority under subsection 9B(2) during the period	AMSA Act 9C(d)	N/A

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