



**Australian Government**

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**Australian Maritime Safety Authority**

**CORPORATE PLAN  
2006-2007 – 2008-2009**

“Safety is Our Business”

## **OUR VISION**

*To be a superior provider of maritime safety, marine environment protection, and maritime and aviation search and rescue.*

## **MISSION STATEMENT**

*AMSA is committed to continuous improvement in provision of its safety, environment protection and search and rescue services and maintaining constructive relations with our stakeholders in government, industry and the community.*

## AUSTRALIAN MARITIME SAFETY AUTHORITY CORPORATE PLAN 2006-2007 – 2008-2009

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## OVERVIEW 2006-2007

AMSA's Corporate Plan for 2006-2007 to 2008-2009 has been prepared in accordance with the *Australian Maritime Safety Authority Act 1990* (AMSA Act) and the *Commonwealth Authorities and Companies Act 1997* (CAC Act).

The Plan identifies major priority areas being pursued over the coming financial year for each of AMSA's five major outputs and their sub-outputs, summarised below.

### OUTPUT 1.1: SHIP SAFETY AND ENVIRONMENT PROTECTION STANDARDS

#### Sub-Output 1.1.1: Provision of Australia's national shipping regulatory framework, including the major priority issues of:

- **Contributing to the international shipping regulatory framework** by representing Australia's interests at the **International Maritime Organization (IMO)** technical and operational committees in relation to international standard development, implementation and enforcement, with particular attention to:
  - Implementing and participating in the Model Audit Scheme to promote flag State implementation and enforcement of the IMO maritime conventions.
  - Pursuing specific measures to improve ship safety and protection of the marine environment, in particular:
    - Safety of tankers, bulk carriers and passenger ships.
    - Design familiarisation and use of ships safety equipment.
    - Improving crew training and certification.
    - Safe carriage and handling of cargoes
    - Developing stricter standards for air emissions and the disposal of sewage and garbage from ships.
- **Maintaining currency of Australia's shipping regulatory framework** including:
  - Assisting the Department of Transport and Regional Services (DOTARS) in advancing **new and amended shipping legislation**, including:
    - Implementing the **change in Commonwealth jurisdiction** over trading ships based on size (500 Gross Tonnage) instead of voyage pattern.
    - **Reforming the Navigation Act 1912**, including implementation of the 2000 review recommendations and revising penalties.

- **Reforming the *Shipping Registration Act 1981***, to restructure and amend the Act in line with recommendations of the 1997 review.
  - **Improving powers under the *Protection of the Sea (Powers of Intervention) Act 1981*** to respond to a maritime casualty, as agreed in the National Maritime Emergency Response Arrangements.
  - Clarifying the application of the ***Occupational Health and Safety (Maritime Industry) Act 1993***, in cooperation with the Department of Employment and Workplace Relations' *Review of the Seafarers Safety , Rehabilitation and Compensation Scheme*.
- Assisting DOTARS in progressing legislation **to implement new and amended international standards adopted by Australia**, including the:
- International Convention on the **Control of Harmful Anti-Fouling Systems** on Ships 2001.
  - International Convention on **Civil Liability for Bunker Oil Pollution Damage** 2001.
  - Annex VI, **Prevention of Air Pollution from Ships** of the International Convention for the Prevention of Pollution from Ships (MARPOL).
  - Revised Annexes I, **Oil**, and II **Noxious Liquid Substances**, of MARPOL.
  - Supplementary Protocol to the International Convention on the Establishment of an **International Fund for Compensation for Oil Pollution Damage 1992**.
  - International Convention for the Control and Management of Ships' **Ballast Water and Sediments** 2004.
- Assisting DOTARS in progressing requirements **for Australia to adopt** international maritime conventions, including the.
- Torremolinos Protocol of 1993 relating to the Torremolinos International Convention for the **Safety of Fishing Vessels** 1977
  - International Convention on Standards of **Training, Certification and Watchkeeping for Fishing Vessel Personnel** (STCW-F) 1995.
  - International Convention on **Liability and Compensation for Damage** in Connection with the Carriage of **Hazardous and Noxious Substances** by Sea (HNS Convention).
- **Monitoring and reviewing Marine Orders** to ensure relevance and currency by capturing new and amended international and national requirements in the appropriate manner, in particular:

- Implementing **compulsory pilotage in Torres Strait**.
- Reviewing survey and certification requirements of **smaller Commonwealth vessels**.
- Expediting amendments to the major IMO Conventions, such as SOLAS and MARPOL.
- Enhancing mechanisms **for enforcement of environmental standards** in Australian waters, including:
  - Improving **evidence gathering** and oil spill analysis techniques,
  - Monitoring the **outcomes of legal action** taken in all Australian jurisdictions.

**Sub-Output 1.1.2: Promotion of a safety culture in the maritime industry,**  
including the major priority issues of:

- Contributing to major marine safety and environment protection issues being considered by the Australian Maritime Group (AMG) and the National Marine Safety Committee (NMSC).
- Providing **technical and operational advice** for the implementation and operation of the **National Maritime Emergency Response Arrangements**, particularly in contracting of Emergency Towing Vessels around Australia.
- Implementing the **Torres Strait Marine Safety Strategy** jointly with Maritime Safety Queensland targeting greater community involvement, education, regulation and strengthening the development of a maritime safety culture.
- Contributing to strengthened **safety regulation of coastal pilotage** and working through the Australian Transport Council framework to consider **alternative training and recruitment for marine pilots**.

**Sub-Output 1.1.3: Participation and influence in international and regional maritime forums,** including the major priority issues of:

- Contributing to Australia's representation in the IMO and the International Labour Organization (ILO)
  - Supporting measures to strengthen financial transparency and adoption of risk management strategies in the **administration of the IMO**.
  - Promoting **re-election of Australia to the IMO Council** at the IMO Assembly meeting in November 2007.

- Participating as appropriate in IMO Committees, Sub-Committees, Working Groups and Correspondence Groups to develop and enhance international ship safety and environment protection standards.
- Advising DOTARS and the Department of Employment and Workplace Relations on implications of the new ILO Consolidated Maritime Labour Convention in relation to Australia deciding to become a party.
- Supporting IMO and Interpol initiatives to develop **International enforcement guidelines**, in particular:
  - Participating in the Interpol Environmental Crimes Committee's *Project Clean Seas* working with the maritime industry and the IMO to increase the compliance rate with MARPOL standards and relevant domestic legislation.
- Continuing to take a **leadership role in the Asia-Pacific (Tokyo) and Indian Ocean Memoranda of Understanding (MOUs) on Port State Control** including:
  - Promoting **risk based ship inspection targeting**.
  - Improving **information sharing**.
  - Contributing to **regional training** in port State control inspection.
  - Initiating and participating in **Concentrated Inspection Campaigns**.

## **OUTPUT 1.2: MONITORING COMPLIANCE WITH SHIP SAFETY AND ENVIRONMENT PROTECTION STANDARDS**

### **Sub-Output 1.2.1: Improved compliance with shipping standards including the major priority issues of:**

- Advancing port State control compliance monitoring techniques for foreign ships visiting Australian ports, including:
  - **Refining risk-based ship inspection targeting techniques** to focus on high-risk ships and reduce the inspection burden on low risk ships.
  - Continuing **Focused and Concentrated Inspection Campaigns** giving special attention to particular ship safety and pollution prevention issues.
  - Enhancing AMSA's ship inspection **database and data exchange**.
  - Encouraging **ship charterers and cargo owners** to consider the quality of shipping carrying their cargo, including continued promotion of independent vetting as an integral part of chartering procedures to prevent the entry of substandard ships into the Australian trade.

- Implementing measures agreed in regional and international forums to strengthen port State control performance including:
  - Promoting **risk based ship inspection targeting, sharing ship inspection data** and **Concentrated Inspection Campaigns**.
  - Addressing recommendations of the 2004 **Second Joint Ministerial Conference on Port State Control**, including improved inspection programs, public exposure of substandard shipping, incentive programs for quality ship operators and enhanced port State control training.
- Promoting implementation and operation of the **National Maritime Emergency Response Arrangements**.
- Contributing to implementation of the **Torres Strait Marine Safety Strategy** jointly with Maritime Safety Queensland targeting greater community involvement, education, regulation and strengthening the development of a maritime safety culture.

**Sub-Output 1.2.2: Maintaining a high standard of seafarer qualifications including the major priority issues of:**

- Reviewing **implementation of the revised training and certification standards** under the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers 1995 (STCW).
  - Working with the Australian Defence Force (ADF) on ways to improve **recognition of Royal Australian Navy (RAN) qualifications and seagoing service** in the issue of Australian certificates of competency under the STCW convention.
  - Reviewing current procedures and standards for seafarer medical assessments to ensure relevance to the modern seagoing environment.
  - Continuing to work with seafarer training providers to ensure training courses are appropriate to meeting STCW standards.
- Strengthening the safety regulatory framework for **coastal pilotage services** and addressing related issues, including:
  - Addressing the findings of AMSA commissioned **2005 fatigue management research study**, including overseeing implementation in existing pilotage provider systems of fatigue management training packages and fatigue risk management systems.
  - Responding to the findings of the AMSA commissioned **2005 Coastal Pilotage Regulation Review** including:
    - Strengthening safety regulation of pilot boats,

- Fostering greater commitment to the coastal pilotage safety management system, and
- Improving communication between coastal pilots, pilotage providers and AMSA.
- monitoring the operation of the check pilot system
- consolidating the revised coastal pilot training program.

### **OUTPUT 1.3: MARINE POLLUTION RESPONSE**

#### **Sub-Output 1.3.1: Provision of a level of pollution response capability** including the major priority issues of:

- Contributing to the **National Plan Management Committee's** consideration of strategic management issues in consultation with major stakeholders in the National Plan to Combat Pollution of the Sea by Oil and Other Noxious and Hazardous Substances (National Plan), including:
  - Responding to the National Plan risk assessment of the carriage of chemicals in Australian waters.
- Chairing **National Plan Operations Committee** meetings and participating in, and providing secretariat services for, Working Groups to progress operational issues involved with National Plan .pollution preparedness and response.
- Participating in **exercises and training programs** testing response arrangements under the National Plan, including promoting the practical application of the National Maritime Place of Refuge Risk Assessment Guidelines.
- Conducting the triennial International Oil Spill Conference, Spillcon 2007, in March 2007 to promote information and expertise sharing in pollution response.
- Coordinating marine pollution responses from AMSA's new Emergency Response Centre (ERC) and facilitating integration with other response services (emergency towage, search and rescue, casualty coordination and environment protection) as required.

#### **Sub-Output 1.3.2: Provision of a level of emergency response capability** including the major priority issues of:

- Establishing and managing contracts with service providers for **emergency towage vessels**, including the dedicated vessel for the northern Great Barrier Reef and Torres Strait and the second tier vessels in eight regional areas.

- Consolidating the role and responsibilities of AMSA as the **national decision maker** when there is a significant pollution risk in relation to any ship in Australian waters and around Australia's coast.
- Contributing and participating in **exercises and training programs** testing the National Maritime Emergency Response Arrangements.
- Coordinating emergency towage responses from AMSA's new Emergency Response Centre (ERC) and facilitating integration with other response services (pollution response, search and rescue, casualty coordination and environment protection) as required.
- Improving the quality of AMSA's ship tracking information to support decision-making with respect to emergency towage.

#### **OUTPUT 1.4: AIDS TO NAVIGATION**

**Sub-Output 1.4.1: Enhancement of systems that aid safe navigation** including the priority issues of:

- Participating in the International **Association of Marine Aids to Navigation and Lighthouse Authorities (IALA)** in the development of international standards for aids to navigation and navigation systems.
- Consulting with key stakeholders in **the Navigational Services Advisory Committee (NSAC)** on strategic issues with the aids to navigation network.
- Reviewing the **aids to navigation network** and carrying forward planned improvements, particularly in the Great Barrier Reef and Torres Strait.
- Continuing the integration of technological and communications advances to improve ship monitoring in the Great Barrier Reef and Torres Strait, including through the implementation of the **REEFVTS Coastal Vessel Traffic Service Strategic Plan**.
- Expanding deployment of the **Automatic Identification System (AIS)** infrastructure within the Great Barrier Reef and Torres Strait and other high risk locations around the Australian coastline to assist in providing the maritime domain awareness necessary to enhance AMSA's marine safety and environmental protection capability.
- Contributing to the IMO's efforts to develop and implement a strategic vision for the *enhanced navigation* (e-navigation) concept, involving the use of existing and new marine navigational tools, in particular electronic tools, in a holistic and systematic manner so as to improve the safety of navigation.
- Strengthening AMSA's commitment to preserving **heritage values of aids to navigation property** under AMSA's control by implementation of AMSA's

Heritage Strategy and adopting better practice in conservation in property management policies and practices.

## **OUTPUT 2.1: SEARCH AND RESCUE COORDINATION**

### **Sub-Output 2.1.1: Provide a 24-hour Emergency Response Centre (ERC), including the priority issues:**

- Operating Australia's Rescue Coordination Centre as the hub of the ERC and facilitating supplementation at short notice when necessary to accommodate additional marine emergency response roles (emergency towage, casualty coordination, pollution response and environment protection).
- Developing an integrated picture of shipping and vessel movements to support marine emergency response roles of the ERC (particularly emergency towage, casualty coordination and search and rescue), and to assist enforcement of environmental standards.
- Providing **improved communications and automated data exchange systems** to facilitate multi disciplinary emergency response and enhance coordination with other agencies in all emergency response roles.

### **Sub-Output 2.1.2: Provide distress and safety communications services including the priority issues of:**

- Reviewing **developing technologies and international developments** impacting on communications services and assess the potential for integration with other data systems to improve search and rescue and emergency response.

### **Sub-Output 2.1.3: Provide trained and equipped search and rescue assets including the priority issues:**

- Managing contracts for the **five turbine engine aircraft** dedicated to search and rescue operations at Darwin, Perth, Cairns, Melbourne and Brisbane.
- Coordinating arrangements for the **commissioning and operation of four new dedicated aircraft** being located at Perth (in August 2006), Cairns (in October 2006), Melbourne (in December 2006) and Brisbane (in February 2007).
- Promoting manufacture and introduction of the **new drop system** for deploying rescue equipment from pressurised aircraft.
- Implement new equipment to enhance search and rescue operations such as **Self Locating Datum Marker Buoys**.

### **Sub-Output 2.1.4: Maintain and enhance strategic relationships and increase public awareness of maritime safety issues, including the priority issues:**

- Progressing the staged public education campaigns for phasing out by 2009 of satellite processing of 121.5 MHz distress beacons and facilitating uptake of **406 MHz beacons** including management of the registration data base.
- Contributing to maritime safety awareness and aviation search and rescue awareness and education targeting specific safety issues.

**Sub-Output 2.1.5: Provide an effective response to search and rescue incidents, including the priority issues:**

- Conducting **regular operational debriefs, meetings, workshops and exercises** to strengthen coordination between search and rescue agencies and expanding the use of **automated data exchanges and improved communication technologies**.
- Developing practices and strengthening expertise in search and rescue coordination between the ERC and other new search and rescue platforms, particularly the five new dedicated search and rescue aircraft and emergency towage vessel.

**CORPORATE LEVEL**

- Ensuring compliance with the corporate governance and reporting requirements under the *Australian Maritime Safety Authority Act 1990* (AMSA Act) and the *Commonwealth Authorities and Companies Act 1997* (CAC Act), with particular emphasis on Commonwealth Cost Recovery Guidelines for Information and Regulatory Agencies.
- Assisting DOTARS, as appropriate, in implementing any corporate governance measures arising from the *Review of Corporate Governance of Statutory Authorities and Office Holders* (the Uhrig Report), including the template of governance principles.
- Optimising engagement of stakeholders through AMSA's communication and consultation processes, including regular AMSA Advisory Committee meetings, workshops, shipping symposium and the Spillcon Conference in 2007.
- Valuing the maintenance of strong business relations between AMSA and its stakeholders through encouraging open communications, information sharing, and commitment to consultation in the performance of AMSA's functions and exercise of its powers.

## 1: AMSA'S FUNCTIONS, VALUES AND STRUCTURE

### OUR ROLE AND FUNCTIONS

AMSA's primary role is in maritime safety, protection of the marine environment and maritime and aviation search and rescue services.

AMSA commenced operations on 1 January 1991 under the *Australian Maritime Safety Authority Act 1990* and is a Commonwealth Authority governed by the *Commonwealth Authorities and Companies Act 1997*.

AMSA's main areas of responsibility include:

- Participating in the development and implementation of national and international maritime safety and environment protection standards.
- Enforcing operational standards for ships in Australian waters to promote their seaworthiness, safety and pollution prevention.
- Enforcing training standards and competency of seafarers and coastal pilots.
- Providing the national aids to navigation network and navigational systems, including development and application of international navigational safety policy and standards.
- Managing the National Plan that coordinates the national strategy for preparedness and response coordination to marine pollution incidents and protection of the marine environment from oil and chemical pollution.
- Operating the Emergency Response Centre with the Australian Rescue Coordination Centre as its hub to coordinate the location and rescue of persons in maritime and aviation distress situations throughout the internationally agreed Australian Search and Rescue Region of some 53 million square kilometres (one tenth of the earth's surface).
- Maintaining maritime distress and safety communications services to discharge Australia's responsibility under the Global Maritime Distress and Safety System.
- Providing two ground stations and a Mission Control Centre for the Cospas-Sarsat satellite distress beacon detection system.
- Administering the Australian Ship Reporting system (AUSREP) identifying and tracking ships at sea as a safety measure and to provide a database of ships that may be in a position to respond to an emergency.
- Delivering related services including:
  - Public awareness and education in marine safety and pollution prevention.

- Administration of Australia's ship registration system.
- Exercising occupational health and safety inspectorate functions.
- Publication of, and public access to, ship safety and environmental standards.

## OUR CORPORATE VALUES

AMSA is committed to the following values in the delivery of safety and environmental services and fulfilment of its statutory functions:

- A **safety** emphasis in everything we do.
- A commitment to **protecting the environment**.
- Being **responsive** to our **stakeholders' requirements**.
- Demonstrating **trust, honesty, and integrity** in our conduct.
- A **continuous improvement** culture in service provision.
- Aspiring to **excellence in performance**.
- Recognising the **rights, needs and contribution of staff** in the overall success of the organisation.

## CORPORATE GOVERNANCE PRINCIPLES

The Board, Chief Executive Officer and senior management discharge their duties within the framework of the *Australian Maritime Safety Authority Act 1990* and the *Commonwealth Authorities and Companies Act 1997*.

The *Australian Maritime Safety Authority Act 1990* provides that AMSA is a Commonwealth statutory authority with the primary role to:

- Protect the marine environment from pollution from ships and other environmental damage caused by shipping.
- Promote maritime safety.
- 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, States and the Territories.

## Role of the AMSA Board and Management

The AMSA Board performs three key roles:

- Provides strategic oversight of AMSA on behalf of the responsible Minister by determining the overall manner in which the various functions entrusted to AMSA should be performed. In doing so, the Board expresses its understanding of the expectations of the Minister within the context of technological change and the external environment, directs high level risk management in AMSA and monitors the performance of the Chief Executive Officer and senior management.
- Takes responsibility for AMSA's resources by monitoring the major components in AMSA's statement of financial performance and balance sheet and takes responsibility for approving expenditure on major capital works.
- Executes good governance by ensuring compliance with the *Commonwealth Authorities and Companies Act 1997* and the *Australian Maritime Safety Authority Act 1990*; while promoting careful, diligent and ethical conduct throughout AMSA.

The Chief Executive Officer is appointed by the Minister after receiving the recommendation of the Board and, under the Board's strategic guidance, manages AMSA. It is the role of management to manage resources to produce outcomes that achieve the strategic objectives established by the Board and to provide prompt and regular advice to the Board on any matter relevant to the discharge of its duties.

Senior managers and staff are required to maintain the highest standards of integrity, accountability and responsibility in the exercise of their duties and their dealings with stakeholders.

## Risk Management and Internal Control

AMSA conducts an active risk management program extending to all aspects of its business and includes measures to respond to AMSA's risk profile. AMSA will be continuing this program through 2006-2007 with two formal reviews conducted in each business unit during the financial year. The AMSA Board receives six monthly updates on AMSA's risk assessments and regular presentations by AMSA management on business specific risk management issues.

The risk management process allows AMSA to manage its risks proactively, reducing its exposure to financial and reputational loss. The process also identifies areas of potential liability exposure allowing preventive treatment to be initiated.

The methodology used by AMSA follows a quantitative/semi-quantitative model that relies on the collected knowledge and experience of managers and staff to assess likelihoods and impacts of realistic scenarios. Importantly it links risks to the objectives of the organisation. The approach is based on a series of workshops, which are designed to:

- establish the context, including definition of the objectives, measures, tolerances and processes involved in the review;
- identify risk scenarios confronting the organisation or activity under review;
- assess the likelihood of occurrence of each scenario and their expected impact on the organisation or activity;
- decide the response to the risk profile and develop projects to implement the proposed response; and
- periodically review the risk profile and responses to ensure ongoing relevance and progress.

The risk management process is integrated with AMSA's Fraud Control Plan and AMSA's Security Plan.

Risk management is fundamental to AMSA's performance of its functions. In the monitoring of ships' compliance with safety and environment protection standards, AMSA uses an advanced risk-based methodology to assist in the effective discharge of its statutory responsibilities. Each ship arriving in Australian port is assigned a risk rating based on identified risk factors derived from extensive, objective statistical analysis of inspection records. In 2006, further statistical analysis is planned to refine the risk assessment of foreign ships by analysing specific seaworthiness issues that tend to occur over the life of different ship types and by considering the inspection records of individual ship operators.

The planning of changes to the national marine aids to navigation network reflects risk assessments of navigational hazards in particular locations. Similarly, the nature and location of stockpiles of equipment and dispersant chemicals used to combat marine pollution are determined by risk assessments. The location and capability of the emergency towage resources is being put in place around the coastlines following a risk-based assessment of potential marine casualties.

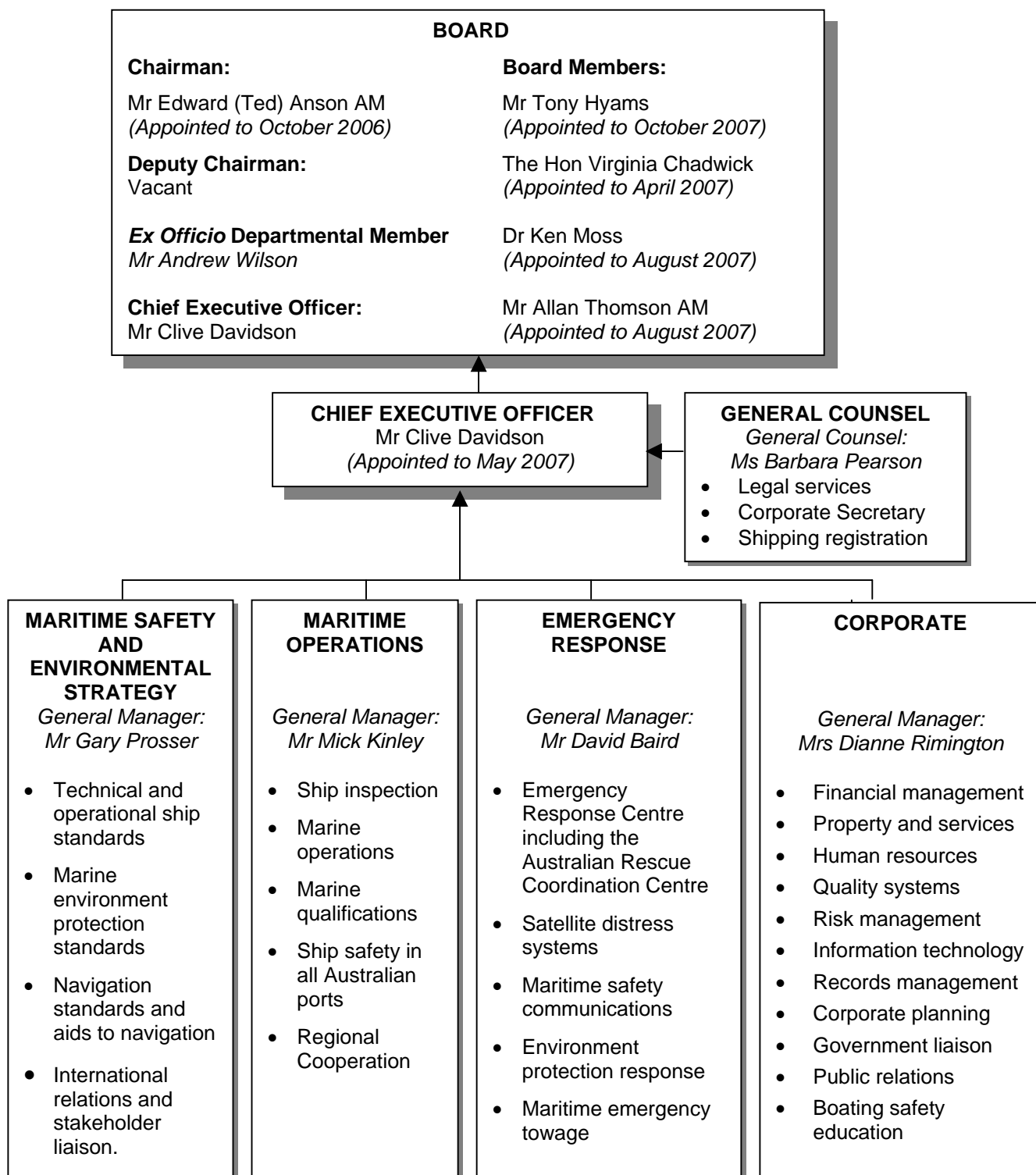
AMSA has achieved third party certification that its quality and environmental management systems fully comply with AS/NZS ISO9001:2000 and AS/NZS ISO14001:1996 international standards, respectively. AMSA remains committed to the quality management concept and fosters its continuous improvement philosophy, which provide important controls for corporate governance.

AMSA has established an effective system of internal and external audits to assist in the ongoing review of its performance. Regular reports are made to the AMSA Board on the outcome of these audits and AMSA's response to any recommendations for improvement in performance.

## OUR CORPORATE STRUCTURE

AMSA's corporate structure as at May 2006 is based on three operational business units, Maritime Safety and Environmental Strategy, Maritime Operations and Emergency Response, supported by the Corporate business unit providing common corporate services. The General Counsel provides legal and shipping registration services and the Corporate Secretary's office providing services to the Board.

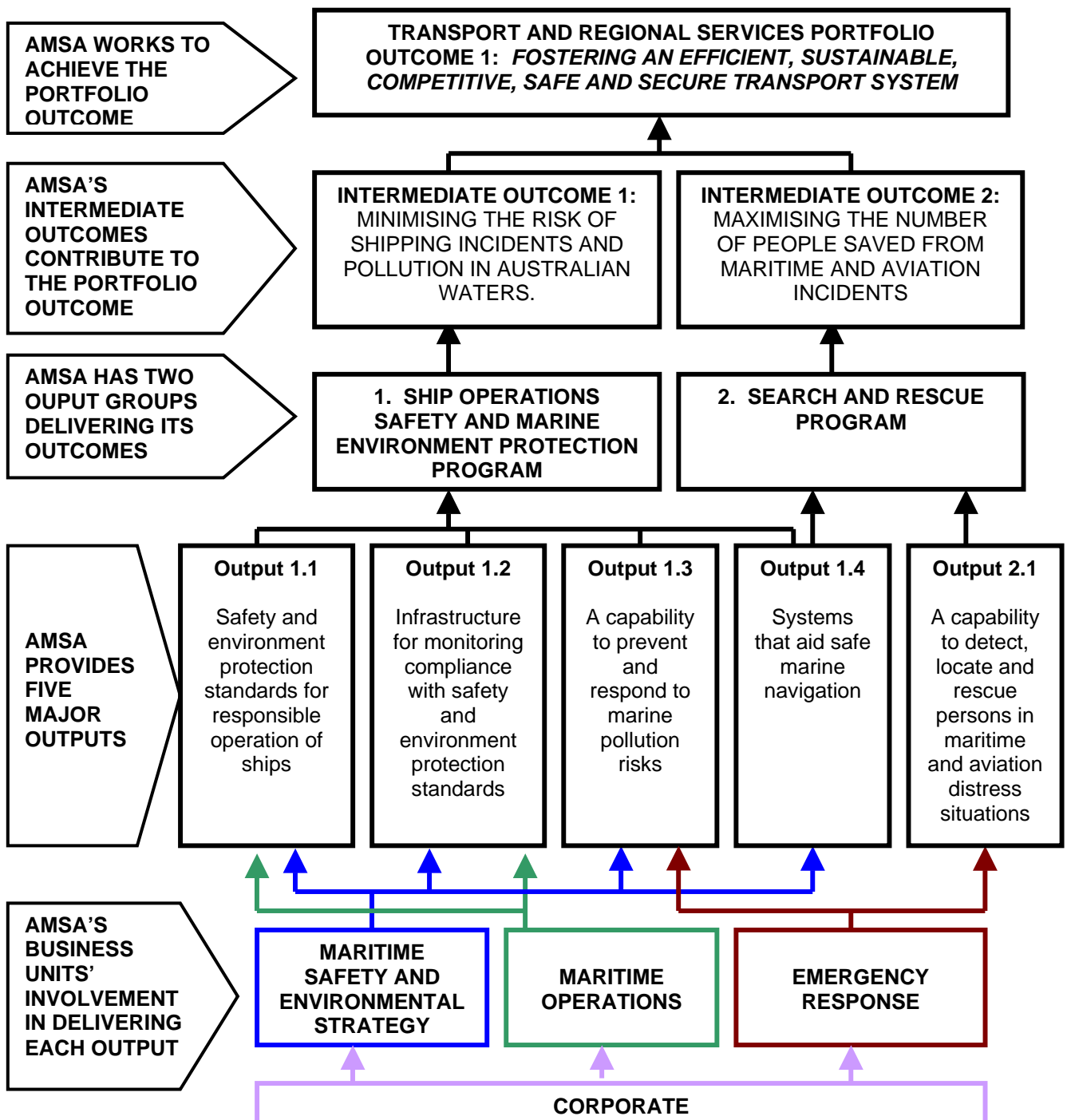
### AMSA CORPORATE STRUCTURE – MAY 2006



## 2: OUTCOMES, OUTPUTS AND PERFORMANCE

### AMSA'S OUTCOMES AND OUTPUTS STRUCTURE

AMSA is an agency within the Transport and Regional Services portfolio and contributes to the portfolio outcome of **fostering an efficient, sustainable, competitive, safe and secure transport system**. AMSA has established two intermediate outcomes reflecting the benefit that AMSA seeks to achieve for the Australian community. AMSA has five outputs representing the external services produced by AMSA on behalf of the Government to achieve results consistent with AMSA's intermediate outcomes.



## AMSA'S PERFORMANCE FRAMEWORK

### ***Intermediate Outcome 1: Minimising the risk of shipping incidents and pollution in Australian waters.***

In assessing the effectiveness of overall performance in the achievement of the first intermediate outcome, *minimising the risk of shipping incidents and pollution in Australian waters*, AMSA's effectiveness measure is seeking to reduce over time the ratio of reports to AMSA under the *Navigation Act 1912* and *Protection of the Sea (Prevention of Pollution from Ships) Act 1983* of serious pollution incidents, and significant ship operational incidents compared to the total number of ship port visits to Australia and the average number of deficiencies per ship inspection.

The table below shows the targets for 2004-2005 and 2005-2006 and performance at 31 March 2005 compared with the previous year's performance over the same time:

Type of Incident	Target			Performance	
	2004-2005	2005-2006	2006-2007	2004-2005	2005-2006*
Pollution incidents:	1.3%	0.7%	0.7%	0.72%	0.70%
Average number of deficiencies per inspection	2.3	2.3	2.3	2.37	2.6
Ship operational incidents:	0.2%	0.2%	0.2%	0.56%	0.39%

\* 2005-2006 is as at 31 March 2006.

### ***Intermediate Outcome 2: Maximising the number of people saved from maritime and aviation incidents***

In assessing the effectiveness of overall performance in the achievement of the second intermediate outcome, *maximised number of people saved from maritime and aviation incidents*, AMSA's effectiveness measure is increasing over time the percentage of saved lives as a proportion of lives at risk.

The target is 100% and the performance in 2005-2006 is 96.8%, as at 31 March 2006, compared to 97.8% in 2004-2005, 98% in 2003-2004 and 92% in 2002-2003.

AMSA's five outputs have a series of high-level performance indicators for each component sub-output for the forthcoming financial year 2006-2007 and these are detailed at the end of each output section.

## **Performance Review for 2005-2006**

The review of performance against the indicators in the previous Corporate Plan for the financial year 2005-2006 to 31 March 2006 is included in chapter 4 of the Corporate Plan commencing at page 55.

## **OUTPUT 1.1: SHIP SAFETY AND ENVIRONMENT PROTECTION STANDARDS**

### **OUTPUT 1.1: SAFETY AND ENVIRONMENT PROTECTION STANDARDS FOR RESPONSIBLE OPERATION OF SHIPS**

This output covers AMSA's responsibility for providing a regulatory framework of safety and environmental protection standards for Australia consistent with international treaties and contemporary safety management systems.

**It comprises the following three Sub-Outputs:**

#### **Sub-Output 1.1.1: Provision of an Australian regulatory framework and operational standards for maritime safety and marine environment protection that encourages industry to improve its safety and environmental performance.**

This Sub-Output covers AMSA's development of Australia's maritime regulatory framework based upon international standards mainly promulgated by the International Maritime Organization (IMO) and contemporary safety management systems primarily through the making of subordinate legislation, Marine Orders, under the Commonwealth *Navigation Act 1912* and *Protection of the Sea (Prevention of Pollution from Ships) Act 1983*.

#### **Sub-Output 1.1.2: Promotion of a safety culture in the maritime industry by influencing industry attitudes, behaviours and business practices.**

This Sub-Output covers AMSA's promulgation of policies and guidelines for the discharge of the range of powers and functions allocated to AMSA under relevant Commonwealth legislation, particularly relating to ship construction standards, ship survey and safety, crewing, seafarers' qualifications and welfare, occupational health and safety, carriage and handling of cargoes, passengers and marine pollution prevention.

#### **Sub-Output 1.1.3: Participation and influence in international and regional maritime forums and partnerships.**

This Sub-Output covers AMSA's representation of Australia at the International Maritime Organization (IMO) in the development, implementation and enforcement of international standards governing ship safety, navigation, marine environment protection, ship operations, maritime security, crew competency, training, and fatigue management. It also covers AMSA's participation in other international forums, including the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA), which aims to harmonise aids to navigation worldwide, and regional forums, the Tokyo and Indian Ocean MOUs on Port State Control, which aim to strengthen regional port State control.

## SHIP SAFETY AND ENVIRONMENT PROTECTION STANDARDS

### AMSA's Maritime Safety and Environmental Strategy Business Unit delivers this output by:

- Representing Australia at the International Maritime Organization (IMO) and other international forums in the development, implementation and enforcement of international standards governing ship safety, navigation, marine environment protection, ship operations, maritime security, crew competency, training, and fatigue management.
- Developing Australia's maritime regulatory framework based upon these international standards and contemporary safety management systems primarily through the making of subordinate legislation, Marine Orders, under the *Commonwealth Navigation Act 1912* and *Protection of the Sea (Prevention of Pollution from Ships) Act 1983*.
- Promulgating policy and guidelines for the discharge of the range of powers and functions allocated to AMSA under relevant Commonwealth legislation, particularly relating to ship construction standards, ship survey and safety, crewing, seafarers' qualifications and welfare, occupational health and safety, carriage and handling of cargoes, passengers and marine pollution prevention.
- Monitoring trends in shipboard incidents, equipment effectiveness and procedural outcomes and ensuring identified issues are raised at the appropriate international level for consideration and/or addressed through nationally applicable measures.

### OPERATING ENVIRONMENT IN 2006-2007

The following external factors are expected to influence AMSA's delivery of the ship safety and environmental standards output over the next financial year.

#### International Developments

Australia's continued **support in the IMO and regional forums** for improving ship safety and environment protection standards, including:

- Implementation and enforcement of new and existing standards and regulations by flag States and port States, including continued support for the IMO's **Model Audit Scheme** and strengthening **regional port State control**.
- Advancing a **maritime industry safety culture**, primarily through application of the International Safety Management (ISM) Code under *International Convention on Safety of Life at Sea (SOLAS)*.
- Greater emphasis on the **human element in ship safety** by maintaining **crew competency** standards in accordance with *International Convention on Standards of Training, Certification and Watchkeeping for seafarers (STCW)* and progressing guidelines for addressing **fatigue-management** issues in the maritime industry.

- Strengthening **tanker safety, pollution prevention and compensation standards.**
- Reviewing the safety of **bulk carriers and passenger ships.**
- Bringing into force internationally improved regulation of **fishing vessel safety and training standards.**
- Implementing and enforcing **maritime safety and security** measures in relation to ships and crews under the SOLAS Convention, in particular:
  - Monitoring the operation and effectiveness of the **Global Maritime Distress and Safety System (GMDSS)** arrangements on board ships.
  - Promoting use of the **Automatic Identification System (AIS)** by all ships over 500 gross tonnage on international voyages.
  - Promoting the mandatory introduction of **Electronic Chart Display and Information System (ECDIS)** to improve navigational safety.
  - Assisting with technical and operational issues arising from enforcement of the **International Ship and Port Facility Security (ISPS) Code.**
  - Improving **information exchange** on ships, cargoes and ownership.
  - Promoting **technical cooperation and capacity building**, particularly within the **Asia-Pacific region.**

## National Developments

Within Australia, the following factors will influence AMSA's work:

- Australian Government support for maintaining **Australia's representation** in international and regional maritime forums promoting ship safety and marine pollution prevention.
- Stakeholders' demands for a **contemporary national safety and environment protection regulatory framework** for shipping that facilitates their business and supports prosecution, conviction and punishment of law breakers.
- Government and community interest in providing the highest level of protection from shipping activities for the unique environmental and cultural values of the **Great Barrier Reef and Torres Strait** and other areas of environmental sensitivity and cultural significance.
- Australian Transport Council agreement to implement the **National Maritime Emergency Response Arrangements** by July 2007, in which AMSA has the role of regulating, monitoring, and coordinating national emergency response.

- Coordination required between national and **State/Territory regulatory frameworks** for ship safety and marine environment protection standards.
- Australian Transport Council agreement to changing the division of Commonwealth and State/Territory **jurisdiction over trading vessels** based on vessel size (500 gross tonnage) instead of voyage pattern.
- Government and community interest in reducing **maritime incidents in the Torres Strait** and strengthening the maritime safety culture in the region.
- Potential maritime skills shortage with changes in workforce demographics having impact on traditional recruitment methods and qualification requirements.
- Community expectation of **conviction and effective punishment of offenders against ship safety and pollution legislation** within the Australian jurisdiction.
- Requirement for **operational and technical advice** from Australian Government Departments and agencies when considering issues related to ship safety, maritime security and marine environment protection.

## SHIP SAFETY AND ENVIRONMENT PROTECTION STANDARDS

### AMSA's priority actions in response to the identified external factors:

**Sub-Output 1.1.1: Provision of an Australian regulatory framework and operational standards for maritime safety and marine environment protection that encourages industry to improve its safety and environmental performance.**

**Portfolio Objective: *Fostering an efficient, sustainable, competitive, safe and secure transport system*** by Australia having a regulatory framework of ship safety and environment protection standards consistent with international treaties and contemporary safety management systems.

**AMSA's response:** AMSA to expeditiously **adopt new international safety and environment protection standards into the Australian regulatory framework** and enhance its responsiveness to emerging ship safety and environment issues.

### Priority Actions for 2006-2007:

- Implement IMO instruments relating to **environment protection and pollution compensation** in consultation with DOTARS:
  - International Convention on the **Control of Harmful Anti-fouling Systems** on Ships 2001.
  - International Convention on **Civil Liability for Bunker Oil Pollution** Damage 2001.
  - **Annex VI (air pollution)** and revised **Annexes I (Oil) and II (Noxious Liquid Substances)** of the MARPOL Convention.
  - Supplementary Protocol to the International Convention on the Establishment of an International Fund for **Compensation for Oil Pollution Damage** 1992.
  - Ship safety elements of the International Convention for the Control and **Management of Ships' Ballast Water** and Sediments.
  - IMO **environment conventions and standards** changes.
- Contribute to updating of the regulatory framework and improving enforcement, including:
  - Implementing the changed **trading ship jurisdiction** based on vessel size instead of voyage pattern.
  - Progressing reforms flowing from the 2000 **Review of the Navigation Act 1912**, 1997 **Review of the Shipping Registration Act 1981** and revision of penalties.
  - Assist with amending the **Protection of the Sea (Powers of Intervention) Act 1981** to support the National Maritime Emergency Response Arrangements.
  - Developing, reviewing and amending **Marine Orders** to capture new and amended ship safety and pollution prevention standards in line with the **performance-based** regulatory approach where applicable. In particular amendments to the major IMO Conventions, such as SOLAS and MARPOL.
  - Implementing **compulsory pilotage in Torres Strait** and revised survey and certification requirements of **smaller Commonwealth vessels**.
  - Enhancing mechanisms for enforcement of environmental standards in Australian waters, including improving evidence gathering and oil spill analysis techniques and monitoring the outcomes of legal action in all Australian jurisdictions.

## SHIP SAFETY AND ENVIRONMENT PROTECTION STANDARDS (continued)

**Sub-Output 1.1.2: Promotion of a safety culture in the maritime industry by influencing industry attitudes, behaviours and business practices.**

**Portfolio Objective: *Fostering an efficient, sustainable, competitive, safe and secure transport system*** by Australia having a coordinated regulatory framework for shipping and environment protection across Federal, States and Territory jurisdictions, which is responsive to community needs.

**AMSA's response:** AMSA to actively contribute to regulatory and administrative developments required to implement the Australian Government's ship safety jurisdiction **in cooperation with other agencies and the States and Territories.**

### **Priority Actions for 2006-2007:**

- Participate in the **AMG's** consideration of ship safety and marine environment protection issues
- Participate in the NMSC to develop and implement the **National Standard for Commercial Vessels** and associated framework to provide for nationally consistent marine safety administration between jurisdictions.
- Facilitate harmonisation of AMSA and State/Territory systems for training and the issuing of seagoing certificates of competency.
- Review the medical assessment standard for seafarers ensuring that it meets contemporary practices.
- Cooperate with AMG, NMSC, ATSB, and other relevant agencies and industry bodies in promoting safety of **fishing and other smaller vessels**, including **Commonwealth vessels**, in Australian waters.
- Implement **Torres Strait Marine Safety Strategy** jointly with MSQ targeting greater community involvement in education, regulation and maritime safety culture.
- Progress with the States/Territories, in consultation with DOTARS, requirements for Australia to be a party to the **Torremolinos Protocol and STCW-F Convention**.
- Cooperate with State/Territory jurisdictions and other Australian Government agencies in improving **evidence gathering and oil spill analysis techniques** to enhance mechanisms for enforcement of pollution standards in Australian waters.
- Advise AMG, NMSC, government agencies and ports on implementation of the **National Maritime Emergency Response Arrangements**, particularly operation of emergency towage vessels at strategic locations around the Australian coast.
- Improve effectiveness and efficiency in the delivery of **occupational health and safety services** to the shipping industry through cooperation with, and participation in, the Seafarers Safety, Rehabilitation and Compensation Authority (Seacare).
- Provide technical and operational advice to the development and implementation of international and Federal and State/Territory maritime **security** arrangements.
- Coordinate **educational** campaigns and **information sharing** measures.
- Monitor ship safety and pollution prevention aspects of the Australian Government's **Oceans Policy** and related programs.

## SHIP SAFETY AND ENVIRONMENT PROTECTION STANDARDS (continued)

### AMSA's priority actions in response to the identified external factors:

**Sub-Output 1.1.3: Participation and influence in international and regional maritime forums and partnerships.**

**Portfolio Objective: *Fostering an efficient, sustainable, competitive, safe and secure transport system*** by Australia contributing to development, implementation and enforcement of international standards in ship safety and environment protection.

**AMSA response:** AMSA to contribute to the **IMO** and **ILO** in developing, implementing and enforcing international safety and environment standards.

#### Priority Actions for 2006-2007:

- Addressing issues relating to **ship safety**, including:
  - Improved **flag and port State responsibility and accountability**.
  - Effective international application of the **ISM Code**, including monitoring and participation in any review of the Code.
  - Enhanced **safety of navigation**, including utilisation of **new technology**.
  - Facilitate implementation internationally of the **STCW95 Convention**.
  - Improved **management of fatigue** standards in the maritime industry.
  - Support compulsory carriage of **ECDIS** by certain ships.
  - Implement **maritime security measures**, in consultation with DOTARS.
  - Participate in **passenger ship, bulk carrier and tanker** safety reviews.
  - Implement the **High Speed Craft Code**.
  - Support mandating of revised Code of Safe Practice for **Solid Bulk Cargoes**.
  - Standards for **Floating Production, Storage and Offloading (FPSO)** units and **Floating Storage Units (FSU)** where applicable.
  - Promote **safe testing of lifeboats and life rafts** and review of the quality of equipment, training, crew competency and conduct of lifeboat drills.
  - Improved standards for **ships' gangways**.
  - Promote adoption of the **Torremolinos Protocol and STCW-F Convention**.
  - Advise on implications of new **ILO Consolidated Maritime Labour Convention**.
- Addressing issues relating to **marine environment protection** including:
  - Development of controls over **greenhouse gas** emissions from ships.
  - Improved MARPOL **standards for air emissions, sewage and garbage discharges**.
  - Implementation of the International Convention for the Control and Management of **Ships' Ballast Water and Sediments 2004**.
  - Contributing to international guidelines on standard procedures for **enforcing environmental standards** by the IMO and Interpol Environmental Crimes Committee.
  - Improved **liability and compensation regimes** for pollution by bunker fuels, hazardous and noxious substances and oil.

## SHIP SAFETY AND ENVIRONMENT PROTECTION STANDARDS (continued)

### OUTPUT 1.1: SHIP SAFETY AND ENVIRONMENT PROTECTION STANDARDS

#### Performance Measures for 2006-2007

<b>Portfolio Outcome: <i>Fostering an efficient, sustainable, competitive, safe and secure transport system</i></b>	
<b>Intermediate Outcome 1: Minimising the risk of shipping incidents and pollution in Australian waters</b>	
<b>Output Group 1: Ship Operations Safety and Marine Environment Protection Program</b>	
<b>Output 1.1: Safety and environment protection standards for responsible operation of ships:</b> AMSA provides a regulatory framework of safety and environmental protection standards for Australia consistent with international treaties and contemporary safety management systems.	
<b>Measure</b>	<b>Target</b>
<b>Sub-Output 1.1.1:</b> Provision of an Australian regulatory framework and operational standards for maritime safety and marine environment protection.	
Currency and relevance of the Australian regulatory framework (Quality)	All relevant international standards implemented.
Proportion of accepted recommendations actioned from audit/incident investigation of Australian flagged vessels (Quality)	100% of recommendations actioned in an appropriate manner and timeframe.
Cost to provide the regulatory framework (Price)	2006-07 estimates: \$1.7 million
<b>Sub-Output 1.1.2:</b> Promotion of a safety culture in the maritime industry by influencing industry attitudes, behaviours and business practices	
Improvement in the standard of foreign flag ships operating in Australian waters (Quality)	Declining trend in average number of deficiencies per inspection
Cost of promoting a safety culture in the maritime industry (Price)	2006-07 estimates: \$1.6 million
<b>Sub-Output 1.1.3:</b> Participation and influence in international and regional maritime forums and partnerships	
Proportion of issues of significance to Australia identified and actively pursued to influence outcomes (Quality)	100%
Cost of participation in international and regional maritime forums and partnerships meetings (Price)	2006-07 estimates: \$5.4 million

## OUTPUT 1.2: MONITORING COMPLIANCE WITH SAFETY AND ENVIRONMENT STANDARDS

### OUTPUT 1.2: INFRASTRUCTURE FOR MONITORING COMPLIANCE WITH SAFETY AND ENVIRONMENTAL PROTECTION STANDARDS

This output covers AMSA's responsibility for monitoring compliance with international standards by conducting inspections of ships, cargoes and cargo handling equipment in Australian ports, overseeing ship operations in Australian waters, including coastal pilotage in Torres Strait and the Great Barrier Reef and issuing certificates of competency to seafarers.

**It comprises the following two Sub-Outputs:**

#### **Sub-Output 1.2.1: Improve compliance with standards covering ship condition, operation and handling of cargoes, through maintaining and enhancing strategic relationships increased public and industry awareness on compliance matters.**

This Sub-Output covers AMSA's inspection of ships, cargoes and related equipment to monitor compliance with standards for the condition of ships, compliance with operational, occupational health and safety and coastal pilotage requirements and the correct handling and loading of certain cargoes. It also covers AMSA's implementation of initiatives arising from Australia's participation in regional forums, principally the Tokyo and Indian Ocean Memorandums of Understanding on Port State Control, to promote consistency in ship inspection standards and exchange of ship inspection data. Further, this sub-output covers AMSA's liaison with industry stakeholders on ship safety and environmental protection issues.

#### **Sub-Output 1.2.2: Maintain a high standard of seafarer qualifications.**

The sub-output covers AMSA's responsibility for ensuring safety training and maritime qualifications of crew on ships operating under the *Navigation Act 1912* meet the standards of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW95) and the administration of the licensing system for coastal pilots and safety regulation of coastal pilotage services under the *Navigation Act 1912*.

## MONITORING COMPLIANCE WITH SAFETY AND ENVIRONMENT STANDARDS

### AMSA's Maritime Operations Business Unit delivers this output by:

- Conducting inspections of ships, cargoes and related equipment to monitor compliance with standards for the condition of ships, compliance with operational, occupational health and safety and coastal pilotage requirements and the correct handling and loading of certain cargoes.
- Monitoring compliance by Australian flag ships and their operators with the International Safety Management (ISM) Code under the SOLAS Convention.
- Exercising rights under international conventions to inspect foreign flag ships visiting Australian ports through the port State control program to monitor their compliance with international standards.
- Implementing initiatives agreed in regional forums, principally the Tokyo and Indian Ocean Memorandums of Understanding on Port State Control.
- Exercising the occupational health and safety Inspectorate functions under the *Occupational Health and Safety (Maritime Industry) Act 1993*.
- Ensuring safety training and maritime qualifications of crew on ships operating under the *Navigation Act 1912* meet the standards of the STCW95 Convention.
- Administering the licensing system for coastal pilots and safety regulation of coastal pilotage services under the *Navigation Act 1912*.

### OPERATING ENVIRONMENT IN 2005-2006

The following external factors are expected to influence AMSA's delivery of this output over the next year:

- **Enforcement of ship safety and environment protection standards** and regulations by flag State and port State control programs, particularly having regard to international and regional trends in response to specific incidents.
- Effectiveness of ships' **safety management systems** at sea and on shore through application of the International Safety Management (ISM) Code.
- Addressing the **human element** in ship safety, including ship operational practice, crew competency and fatigue management.
- Addressing the **human element** in coastal pilotage safety, including compliance with safety management processes, competency and training requirements and fatigue management strategies.
- Impact of changing maritime skill levels on provision of shore-based services requiring maritime qualifications.
- Ongoing Australian support for initiatives promoting ship safety agreed in **regional forums**, such as the Tokyo and Indian Ocean Memoranda of Understanding on Port State Control.

- Australian Transport Council agreement to changing the division of Commonwealth and State/Territory **jurisdiction over trading vessels** based on size (500 gross tonnage) instead of voyage pattern.
- Government and community interest in **combating illegal, unreported and unregulated fishing** activity in Australian waters.
- Government and community interest in **reducing maritime incidents in the Torres Strait** and strengthening the maritime safety culture in the region.
- Monitoring **crew competency standards** in accordance with STCW95.
- Enforcement of the International Ship and Port Facility Security (ISPS) Code promulgated under the SOLAS Convention.
- Port-based maritime security measures, such as Maritime Security Identity Cards (MSICs) becoming mandatory by 1 January 2007.
- Review of the Seafarers Safety, Rehabilitation and Compensation Scheme by the Minister for Employment and Workplace Relations.

## MONITORING COMPLIANCE WITH SAFETY AND ENVIRONMENT STANDARDS

### AMSA's priority actions in response to the identified external factors:

**Sub-Output 1.2.1: Improve compliance with standards covering ship condition, operation and handling of cargoes, through maintaining and enhancing strategic relationships increased public and industry awareness on compliance matters.**

**Portfolio Objective: *Fostering an efficient, sustainable, competitive, safe and secure transport system*** by Australia having rigorous ship inspection programs and promoting regional port State control to deter substandard ships from the region.

**AMSA's response:** AMSA continues **active and rigorous flag and port State control programs**, addresses specific safety and environment compliance issues and promotes and adopts initiatives in **regional forums** to improve shipping standards.

#### Priority Actions for 2006-2007

- Improving AMSA ship inspection outcomes in Australia by:
  - Refining targeting processes using **risk management techniques** so a high-risk ship has more detailed/frequent inspections and a quality ship is inspected less.
  - Continuing **Focused and Concentrated Inspection Campaigns** on specific ship safety and environment protection issues and operational practices.
  - Continuing close scrutiny of **single hull tankers**.
  - Monitoring loading of **grain shipments** in line with ship stability requirements.
  - Liaising with **charterers** to encourage adoption of high standards in their ship selection and use of independent vetting procedures.
  - Surveillance of shipments of **dangerous goods**.
  - Strengthening survey and certification requirements for smaller Commonwealth vessels.
  - Seeking **more timely and accurate data on ship movements** for Australian ports with a view to anticipating higher risk ships operating in Australia waters.
- Strengthen delivery of AMSA's ship inspection program by:
  - Reviewing **inspection resources** regularly to ensure adequate coverage of remote ports where higher risk ships may visit.
  - Continuing **internal audit program** of port State control inspections to maintain high standards and consistency between regions.
  - Improving **analysis of shipping incidents** using more comprehensive data systems to provide better feedback to the inspection program.
  - Maintaining quality of **occupational health and safety Inspectorate** functions by continuing higher-level training for AMSA marine surveyor.
  - Complying with **port-based maritime security** measures, in particular Maritime Security Identity Cards (MSICs) issued to AMSA marine surveyors before 2007.
  - Continued focus on seafarers' occupational health and safety inspection programs and implementing reforms of the *Occupational Health and Safety (Maritime Industry) Act 1993* impacting on AMSA's inspectorate role in consultation with DEWR and DOTARS.

## MONITORING COMPLIANCE WITH SAFETY AND ENVIRONMENT STANDARDS

AMSA's priority actions in response to the identified external factors:

**Sub-Output 1.2.1: Improve compliance with standards covering ship condition, operation and handling of cargoes, through maintaining and enhancing strategic relationships increased public and industry awareness on compliance matters.**

**Portfolio Objective: *Fostering an efficient, sustainable, competitive, safe and secure transport system*** by Australia having rigorous ship inspection programs and promoting regional port State control to deter substandard ships from the region.

**AMSA's response:** AMSA continues **active and rigorous flag and port State control programs**, addresses specific safety and environment compliance issues and promotes and adopts initiatives in **regional forums** to improve shipping standards.

### Priority Actions for 2006-2007

- Improving regional ship inspection outcomes by:
  - Contributing expertise to improve **regional port State control standards**, encourage targeted inspection programs and expand electronic data interchange.
  - Participating in **Concentrated Inspection Campaigns** focusing on ship safety and environment issues.
  - Improving intelligence about **the quality of ships transiting Australian waters** through data exchange with other maritime administrations.
  - Addressing recommendations of the 2004 **Second Joint Ministerial Conference on Port State Control** including improved regional inspection programs, public exposure of substandard shipping, incentive programs for quality ship operators and enhanced regional port State control training.
  - Promoting implementation and operation of the Australian **National Maritime Emergency Response Arrangements**.
  - Contributing to implementation of **Torres Strait Marine Safety Strategy** jointly with MSQ targeting greater community involvement in education, regulation and maritime safety culture.

## MONITORING COMPLIANCE WITH SAFETY AND ENVIRONMENT STANDARDS

### AMSA's priority actions in response to the identified external factors:

<p><b>Sub-Output 1.2.2: Maintain a high standard of seafarer qualifications.</b></p>
<p><b>Portfolio Objective:</b> <i>Fostering an efficient, sustainable, competitive, safe and secure transport system</i> by Australia maintaining systems of seafarer training and certification conforming to international standards and high quality safety regulation of coastal pilotage services.</p>
<p><b>AMSA response:</b> AMSA ensures Australia's <b>seafarers' qualifications system</b> continues to conform to STCW standards and maintains high standards of coastal pilot licensing and safety regulation of <b>coastal pilotage</b> services.</p>
<p><b>Priority Actions for 2006-2007</b></p> <ul style="list-style-type: none"> <li>• Improving AMSA's seafarers' qualifications system outcomes by: <ul style="list-style-type: none"> <li>- Reviewing implementation of revised training and certification standards under the STCW Convention to identify trends in AMSA's regulatory role and test these through consultation with other regional maritime administrations.</li> <li>- Working with RAN on ways to improve recognition of RAN qualifications and sea service in issue of certificates of competency under STCW Convention.</li> <li>- Monitoring and auditing approved <b>courses of study</b> at tertiary colleges to ensure they meet required standards for AMSA issued marine qualifications.</li> <li>- Continuing to work with seafarer training providers to ensure training courses meet STCW standards.</li> </ul> </li> <li>• Strengthen delivery of AMSA's crew qualification services by: <ul style="list-style-type: none"> <li>- Continuing internal audit and training programs to maintain quality control of AMSA's <b>oral examination system</b></li> <li>- Investigating <b>computer-based, pre-oral examination</b> screening to assess candidates knowledge before oral examinations of competency.</li> </ul> </li> <li>• Improving AMSA's coastal pilotage safety regulation outcomes by: <ul style="list-style-type: none"> <li>- Maintaining high standards in <b>coastal pilots' training, monitoring safety management systems</b> through the check pilot and pilot audit schemes.</li> <li>- Responding to findings of AMSA commissioned <b>2005 Coastal Pilotage Regulation Review</b> including strengthening pilot boat safety regulation, commitment to the safety management system and improving communication.</li> <li>- Addressing findings of AMSA-commissioned 2005 <b>fatigue management research study</b>, including overseeing pilotage provider systems of fatigue management training and fatigue risk management.</li> <li>- Redeveloping <b>information systems</b> to improve quality and timeliness in monitoring coastal pilotage operations in relation to safety regulation.</li> </ul> </li> </ul>

## OUTPUT 1.2: MONITORING COMPLIANCE WITH SAFETY AND ENVIRONMENT STANDARDS

### Performance Measures for 2006-2007

<b>Portfolio Outcome: <i>Fostering an efficient, sustainable, competitive, safe and secure transport system</i></b>	
<b>Intermediate Outcome 1: Minimising the risk of shipping incidents and pollution in Australian waters</b>	
<b>Output Group 1: Ship Operations Safety and Marine Environment Protection Program</b>	
<b>Output 1.2: An infrastructure for monitoring compliance with safety and environment protection standards:</b> AMSA monitors compliance with international standards by conducting inspections of ships, cargoes and cargo handling equipment in Australian ports, overseeing ship operations in Australian waters (including coastal pilotage in Torres Strait and the Great Barrier Reef) and issues certificates of competency to seafarers.	
Measure	Target
<b>Sub-Output 1.2.1:</b> Improve compliance with standards covering ship condition, operation and handling of cargoes through maintaining and enhancing strategic relationships, increased public and industry awareness on compliance matters	
<p>Inspection rate of risk assessed eligible ships under the port State control program covering all ships and single visit ships (Quantity)</p> <p>AMSA allocation of priority to older high risk ships (15 or more years) when eligible for inspection</p> <p>Improvement in the standard of foreign flag ships operating in Australian waters (Quality)</p> <p>Extent of industry compliance (Quality)</p> <p>Number of Port State Control inspections (Quantity)</p> <p>Number of Flag State Control inspections (Quantity)</p> <p>Average cost of undertaking port and flag State control inspections (Price)</p> <p>Cost of providing compliance monitoring infrastructure and industry awareness of compliance matters (Price)</p>	<ul style="list-style-type: none"> <li>• Single-hull tankers – 100%</li> <li>• Other high risk ships – 80%</li> <li>• Medium to high risk - 60%</li> <li>• Low to medium risk - 40%</li> <li>• Low risk - 25%</li> <li>• Overall target = &gt; 50%</li> </ul> <p>90% of inspections of ships in this risk group within first two port visits after the ship becomes eligible</p> <p>Declining trend in the average deficiencies per inspection</p> <p>Declining trend in average number of non-conformances per ISM audit</p> <p>PSC inspections 2006 estimate: 3,150</p> <p>FSC inspections 2006 estimate: 95</p> <ul style="list-style-type: none"> <li>• Port State inspections: 2006-07 estimates: \$650/inspection</li> <li>• Flag state inspections 2006-07 estimates: \$450/inspection</li> </ul> <p>2006-07 estimates: \$13.2 million</p>
<b>Sub-Output 1.2.2:</b> Maintain a high standard of seafarers' qualifications	
<p>IMO endorsement of seafarer qualifications system as being compliant with international standards (Quality)</p> <p>Number of certificates issued (Quantity)</p> <p>Person hours spent (Quantity)</p> <p>Percentage of PSC inspections at which there are deficiencies relating to crew qualifications (Quantity)</p> <p>Cost of maintaining marine qualifications and certification system (Price)</p>	<p>Maintain Australia's inclusion on IMO "White List" of STCW95 compliant administrations.</p> <p>Australia's involvement in IMO assessments of Flag administrations' "White List" status.</p> <p>2006-07 estimate: 1,000 certifications, 450 oral examinations</p> <p>2006-07 estimate: 19,000 hours</p> <p>Declining trend in the average number of deficiencies per inspection</p> <p>2006-07 estimate: \$2.1 million</p>

## OUTPUT 1.3: RESPONSE TO MARINE POLLUTION INCIDENTS

### OUTPUT 1.3: A CAPABILITY TO PREVENT AND RESPOND TO MARITIME POLLUTION RISKS

This output covers AMSA's responsibility for managing the National Plan to Combat Pollution of the Sea by Oil and Other Noxious and Hazardous Substances, including provision of oil and chemical spill preparedness and response capabilities in consultation with State/Northern Territory Government, port corporations and authorities, the shipping, oil, exploration and chemical industries and emergency services. It also covers AMSA's role in providing a level of emergency response capability consistent with the National Maritime Emergency Response Arrangements and acting as national decision maker when there is a significant pollution risk in relation to a ship in Australia's waters or around Australia's coast.

**It comprises the following Sub-Outputs:**

#### Sub-Output 1.3.1: Provide a level of pollution response capability consistent with National Plan requirements.

This Sub-Output covers AMSA's activities in providing a level of response capability consistent with National Plan requirements and particularly participating in meetings of the National Plan Management Committee, which provides strategic management of the National Plan and monitors provision of National Plan services, and the National Plan Operations Group ensuring the availability of trained personnel, support resources and equipment to respond to marine pollution.

#### Sub-Output 1.3.2: Provide a level of emergency response capability consistent with National Maritime Emergency Response Arrangements.

This Sub-Output covers AMSA's activities in providing a level of emergency response capability consistent with the National Maritime Emergency Response Arrangements by managing contracts with service providers for emergency towage vessels at strategic locations around the Australian coast and exercising powers of the national decision maker in regulating, monitoring and coordinating emergency response when there is a significant pollution risk in relation to any ship in Australia's waters and around Australia's coast.

**AMSA's Emergency Response and Maritime Safety and Environmental Strategy Business Units deliver this output by:**

- Managing the National Plan to Combat Pollution of the Sea by Oil and Other Noxious and Hazardous Substances (the National Plan) providing oil and chemical pollution preparedness and response services, in consultation with State/Northern Territory governments, port corporations and authorities, shipping, oil, exploration and chemical industries, and emergency services.

- Participating in the National Plan Management Committee to strategically manage the National Plan by setting broad policy directions, recommending funding arrangements to Ministers, and monitoring provision of services by National Plan participants in accordance with the National Plan Inter-Governmental Agreement.
- Chairing the National Plan Operations Group and participating in, and providing secretariat services for, its three working groups on oil operations, chemicals and environment, as well as discharging the Group's responsibility for the ongoing day-to-day operational aspects of the National Plan.
- Developing and improving systems to support the National Plan, including a network of Environment and Scientific Co-ordinators, computer-based decision support systems, an effective research, development and technology strategy and monitoring improving response techniques and products through national and international scientific and environmental arenas.
- Providing a level of emergency response capability consistent with the National Maritime Emergency Response Arrangements through managing contracts with service providers for emergency towage vessels at strategic locations around the Australian coast and regulating, monitoring and coordinating emergency response as national decision maker when there is a significant pollution risk in relation to a ship in Australia's waters and around Australia's coast.
- Contributing to environment protection initiatives and education and information sharing on marine pollution prevention.

### **OPERATING ENVIRONMENT IN 2006-2007**

The following external factors are expected to influence AMSA's delivery of this output over the next year:

- Implementation of the Protocol on Preparedness, Response and Co-operation to **Pollution Incidents by Hazardous and Noxious Substances, 2000**.
- Development and implementation of competency based training principles into the national training program.
- Testing of the improved powers under the *Protection of the Sea (Powers of Intervention) Act 1981*.
- Maintenance of nine National Plan regional response **equipment stockpiles**.
- Australian Transport Council agreement to implement the **National Maritime Emergency Response Arrangements** by July 2007, in which AMSA has the role of regulating, monitoring, and coordinating emergency response services.
- Port-based maritime security measures, such as Maritime Security Identity Cards (MSICs) becoming mandatory by 1 January 2007.

- Ongoing change in Australia's **marine pollution risk profile** with new and expanded port developments and increased importation of oil and chemical cargoes.

## RESPONSE TO MARINE POLLUTION INCIDENTS

### AMSA's priority actions in response to the identified external factors:

**Sub-Output 1.3.1: Provide a level of pollution response capability consistent with National Plan requirements.**

**Portfolio Objective: *Fostering an efficient, sustainable, competitive, safe and secure transport system*** by Australia maintaining effective emergency response arrangements to shipping incidents and the risk of ship-sourced marine pollution.

**AMSA's response:** AMSA to manage the National Plan, promote international cooperation and ongoing improvement in Australia's pollution response capability.

#### **Priority Actions for 2006-2007**

- Improving AMSA's pollution preparedness and response outcomes by:
  - Managing marine pollution response within the National Plan jurisdiction.
  - Incorporating competency based training principles into the national training program, in cooperation with State/Northern Territory and industry stakeholders.
  - Participating in **National Plan Management Committee** consideration of strategic management issues in consultation with major stakeholders.
  - Participating in **National Plan Operations Group**, including Working Groups, on operational issues in consultation with major stakeholders.
  - Participating in State/Northern Territory **marine pollution committees**.
  - Responding to recommendations and feedback from **incident response** assessment reports and National Plan exercise reports.
  - Reviewing **risk profiles** in consultation with the States/Northern Territory and industry for changes in port operations, including new port developments and import levels of potential pollutants.
  - Ongoing testing of the **National Maritime Place of Refuge Risk Assessment Guidelines** for determining places of refuge for disabled and damaged ships and promoting the practical application of the Guidelines with relevant parties
  - Planning for **2008 biennial exercise** testing National Plan effectiveness.
  - Responding to national **chemical spill risk assessment** in Australian waters.
  - Complying with **port-based maritime security** measures, in particular Maritime Security Identity Cards (MSICs) issued to marine pollution response staff before 2007.
- Promote **international cooperation** in improving pollution responsiveness by:
  - Involvement in **exercises and training programs** to give effect to international cooperative agreements with the South Pacific Regional Environment Program (SPREP), New Zealand, Indonesia, New Caledonia and Papua New Guinea.
  - Participating in relevant **IMO working groups**, including the OPRC/OPCR-HNS Convention Technical Group, and contribute to the implementation of the OPRC Convention and the Hazardous and Noxious Substances Protocol.
  - Conducting the **triennial International Oil Spill Conference**, Spillcon2007, in March 2007 to promote information and expertise sharing in pollution response.

## RESPONSE TO MARINE POLLUTION INCIDENTS

**AMSA's priority actions in response to the identified external factors:**

**Sub-Output 1.3.2: Provide a level of emergency response capability consistent with the National Maritime Emergency Response Arrangements.**

**Portfolio Objective: *Fostering an efficient, sustainable, competitive, safe and secure transport system*** by Australia maintaining effective emergency response arrangements to shipping incidents and the risk of ship-sourced marine pollution.

**AMSA's response:** AMSA to maintain a **national emergency towage capability** and regulate, monitor and coordinate emergency response as **national decision maker** in line with the National Maritime Emergency Response Arrangements.

### **Priority Actions for 2006-2007**

- Contract with service providers to establish and maintain the required level of **ocean going emergency towage capability** at strategic locations around Australia, in line with the National Maritime Emergency Response Arrangements and in consultation with industry stakeholders, States/Northern Territory agencies and relevant ports.
- Provide a **dedicated emergency response vessel** for the northern part of the Great Barrier Reef and Torres Strait.
- Regulate, monitor and coordinate the emergency towage response arrangements as the **national decision maker** when there is a significant pollution risk in relation to any ship in Australia's waters and around Australia's coast.
- Facilitating and participating in **exercises and training programs** testing the National Maritime Emergency Response Arrangements

## OUTPUT 1.3: RESPONSE TO MARINE POLLUTION INCIDENTS

### Performance Measures for 2006-2007

<b>Portfolio Outcome: <i>Fostering an efficient, sustainable, competitive, safe and secure transport system</i></b>	
<b>Intermediate Outcome 1: Minimising the risk of shipping incidents and pollution in Australian waters</b>	
<b>Output Group 1: Ship Operations Safety and Marine Environment Protection Program</b>	
<b>Output 1.3: Capability to prevent and respond to marine pollution risks:</b> AMSA manages the National Plan to Combat Pollution of the Sea by Oil and Other Noxious and Hazardous Substances, which involves providing oil and chemical spill preparedness and response capabilities in consultation with State and Northern Territory Governments, port corporations and authorities, shipping, oil, exploration and chemical industries and emergency services. AMSA maintains an emergency response capability consistent with the National Maritime Emergency Response Arrangements and regulates, monitors and coordinates emergency response as national decision maker when there is a significant pollution risk in relation to any ship in Australian waters and around Australia's coast.	
<b>Measure</b>	<b>Target</b>
<b>Sub Output 1.3.1:</b> Provide a level of pollution response capability consistent with National Plan requirements.	
Availability of support resources and equipment (Quality)	95% availability
Implementation of recommendations from reviews of exercises and responses to spills (Quality)	100% implementation of accepted recommendations
Number of trained and adequately equipped personnel (Quantity)	40 National Response Team personnel available/200 personnel trained each two year cycle
Cost of maintaining a National Plan response capability (Price)	2006-07 estimates: \$4.6 million
<b>Sub Output 1.3.2:</b> Provide a level of emergency response capability consistent with the National Maritime Emergency Response Arrangements	
Availability of emergency towage vessels by December 2006(Quality)	Contracts in place for Emergency Towage Vessels in: <ul style="list-style-type: none"> <li>• GBR/Torres Strait (July 2006)</li> <li>• Western Australia (July 2006)</li> <li>• South Australia (July 2006)</li> <li>• Queensland (August 2006)</li> <li>• Victoria/Tasmania (August 2006)</li> <li>• New South Wales (October 2006)</li> <li>• Northern Territory (December 2006).</li> </ul>
Cost of establishing and maintaining an emergency response capability (Price)	2006-07 estimates: \$13.0 million

## OUTPUT 1.4: SYSTEMS AIDING SAFE MARINE NAVIGATION

### OUTPUT 1.4: SYSTEMS THAT AID SAFE MARINE NAVIGATION

This output covers AMSA's responsibility for providing technical, maintenance and engineering project management services supporting the provision of the national network of integrated aids to navigation and traffic management measures to meet the needs of commercial shipping for safe and efficient coastal navigation. AMSA also provides a safety communications network under the International Convention for the Safety of Life at Sea (SOLAS).

**It comprises the following Sub-Output:**

#### Sub-Output 1.4.1: Enhancement of systems that aid safe navigation.

This Sub-Output covers AMSA's management of the national network of integrated aids to navigation and coastal traffic management measures so it operates at international standards and meets commercial shipping requirements for safe and efficient coastal navigation. It also covers AMSA's provision of Australia's maritime safety communications service broadcasting and receiving safety of navigation information to and from ships at sea.

**AMSA's Maritime Safety and Environmental Strategy Business Unit and Emergency Response Business Unit deliver this output by:**

- Providing the national network of integrated aids to navigation and coastal traffic management measures that meet the requirements of commercial shipping for safe and efficient coastal navigation.
- Participating in the development and application of international navigation safety policy and standards, principally through the IMO and International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA).
- Providing a maritime safety communications service that broadcasts and receives safety of navigation information to and from ships at sea.

### OPERATING ENVIRONMENT IN 2006-2007

The following external factors are expected to influence AMSA's delivery of this output over the next year:

- Development of **international standards and operational practices** in the provision of aids to navigation **by IALA**, including the future expansion of the IMO Model Audit Scheme to include aids to navigation.

- Impact of **technological developments** on provision of aids to marine navigation including the expansion in global satellite navigation services providing highly accurate positioning fixing systems and availability of low cost remote monitoring systems.
- Greater community interest in **maintenance of heritage values** and need for compliance with relevant regulatory requirements impacting on AMSA's management of all aspects of property in relation to **historic lighthouses**.
- Effects of further changes in AMSA's delivery of marine aids to navigation services by **external service providers**.

## SYSTEMS AIDING SAFE MARINE NAVIGATION

### AMSA's priority actions in response to the identified external factors:

<p><b>Sub-Output 1.4.1: Enhancement of systems that aid safe navigation.</b></p>
<p><b>Portfolio Objective:</b> <i>Fostering an efficient, sustainable, competitive, safe and secure transport system</i> by Australia maintaining a national network of integrated marine aids to navigation and traffic management measures to meet the needs of commercial shipping for safe and efficient coastal navigation.</p>
<p><b>AMSA's response:</b> AMSA to maintain worlds best practice <b>availability for marine aids to navigation network</b> in line with IALA standards.</p>
<p><b>Priority Actions for 2005-2006:</b></p> <ul style="list-style-type: none"> <li>• Actively participate in <b>IALA</b> in contributing to international development of standards for aids to navigation and navigation systems.</li> <li>• Update and continue to implement AMSA's <b>Five-Year Strategic Plan</b> for Marine Aids to Navigation developed in consultation with the shipping industry, State and Territory administrations and other stakeholders.</li> <li>• Ensure the relevant deliverables are achieved in the new long-term contract arrangements for the maintenance of the national aids to navigation network.</li> <li>• Continue integration of technological and communications advances to improve ship monitoring in the Great Barrier Reef and Torres Strait, including via the implementation of the <b>REEFVTS Coastal Vessel Traffic Service</b> Strategic Plan.</li> <li>• Expand the geographic coverage of <b>ship tracking and communications technologies</b> (Automatic Identification Systems) and ship polling via the INMARSAT C satellite system.</li> </ul>
<p><b>AMSA's response:</b> AMSA to manage property identified as having Commonwealth heritage values consistent with the <i>Commonwealth Heritage Management Principles</i>.</p> <ul style="list-style-type: none"> <li>• Protect the values of historic property through implementing the AMSA Heritage Strategy and developing the AMSA Heritage Register in line with relevant legislation and heritage conservation principles.</li> <li>• Pursue better practice in conservation as part of property management</li> </ul>

**OUTPUT 1.4: SYSTEMS AIDING SAFE MARINE NAVIGATION****Performance Measures for 2006-2007**

<b>Portfolio Outcome: <i>Fostering an efficient, sustainable, competitive, safe and secure transport system</i></b>	
<b>Intermediate Outcome 1: Minimising the risk of shipping incidents and pollution in Australian waters</b>	
<b>Output Group 1: Ship Operations, Safety and Marine Environment Protection Program</b>	
<b>Output 1.4: Systems that aid safe marine navigation:</b> AMSA provides technical, maintenance and engineering project management services supporting the provision of the national network of integrated aids to navigation and traffic management measures to meet the needs of commercial shipping for safe and efficient coastal navigation. AMSA also provides a safety communications network under the International Convention for Safety of Life at Sea (SOLAS).	
<b>Measure</b>	<b>Target</b>
<b>Sub-Output 1.4.1:</b> Enhancement of systems that aid safe navigation	
<b>National Aids to Navigation Network</b>	
Marine navigation aids network meets requirements of the five-year Navigation Strategic Plan for Marine Aids to Navigation (Quality)	100% of priority strategies executed on time and within budget.
Availability of the marine navigational aids network (Quality):	<ul style="list-style-type: none"> <li>• Visual: Cat 1 - 99.8%</li> <li style="padding-left: 20px;">Cat 2 - 99.0%</li> <li style="padding-left: 20px;">Cat 3 - 97.0%</li> <li>• Racons: 99.6%</li> <li>• Tide gauges: 99.6%</li> <li>• DGPS: 99.6%</li> <li>• REEFVTS Coastal Vessel Traffic Service 98%</li> <li>• AIS (non REEFVTS) 99.8%</li> <li>• Unlit Beacons: 95%</li> <li>• Topmarks or daymarks: 95%</li> </ul>
All historic property in relation to lighthouses maintained in accordance with AMSA Heritage Strategy	100% of historic property managed in accordance with AMSA Heritage Strategy and specific conservation management plans where relevant.
Cost to provide a network of aids to navigation (Price)	2006-07 estimates: \$20.3 million
<b>Safety Communications Network</b>	
Median time taken to distribute safety information messages (Quality)	2 hours
Capability to monitor successful transmission of safety messages (Quantity)	100%
Cost to provide maritime safety messages (Price)	2006-07 estimates: \$0.1 million

## OUTPUT 2.1: MARITIME AND AVIATION SEARCH AND RESCUE

### OUTPUT 2.1: A CAPABILITY TO DETECT, LOCATE AND RESCUE PERSONS IN MARITIME AND AVIATION DISTRESS SITUATIONS

This output covers AMSA's responsibility for maintenance of safety communications services and provision of a 24-hour search and rescue coordination service over the internationally agreed Australian Search and Rescue Region.

**It comprises the following five sub-outputs:**

#### Sub-Output 2.1.1: Provide a 24-hour Emergency Response Centre

This Sub-Output covers AMSA's provision of the infrastructure and trained search and rescue personnel for Australia's national Emergency Response Centre (ERC) with capability of receiving and responding to notification of distress incidents, coordinating searches for persons in maritime and aviation distress incidents, and administering the AUSREP ship reporting service.

#### Sub-Output 2.1.2: Provide distress and safety communications services

This Sub-Output covers AMSA's provision of maritime distress and safety communications services that meet the requirements of the Global Maritime Distress and Safety System (GMDSS) under the Safety of Life at Sea (SOLAS) Convention and also can be used by suitably equipped non-SOLAS vessels for the rapid alerting of search and rescue authorities to a distress situation at sea.

#### Sub-Output 2.1.3: Provide trained and equipped search and rescue assets

This Sub-Output covers AMSA's provision of training and specialist search and rescue equipment to the dedicated aircraft operator and general aviation operators designated as Search and Rescue Units around Australia, which can be tasked by AMSA's ERC to undertake search and rescue operations.

#### Sub-Output 2.1.4: Maintain and enhance strategic relationships and increase public awareness of maritime safety issues

This sub-output covers AMSA's contribution to significant international and national issues concerning maritime and aviation search and rescue, liaising with other agencies to strengthen cooperation and coordination of search and rescue services, and undertaking education campaigns on maritime safety and aviation search and rescue issues, particularly general aviation and recreational boating.

#### Sub-Output 2.1.5: Provide an effective response to search and rescue incidents.

This Sub-Output covers AMSA's use of the preparedness measures provided under Sub-outputs 2.1.1 (Emergency Response Centre), 2.1.2 (distress communications) and 2.1.3. (search and rescue assets) to provide an effective response to people in distress situations.

## MARITIME AND AVIATION SEARCH AND RESCUE (Continued)

### AMSA's Emergency Response Business Unit delivers this output by:

- Providing a 24 hour Emergency Response Centre with the Australian Rescue Coordination Centre at its hub servicing the internationally agreed Australian Search and Rescue Region for the aviation and maritime sectors to fulfil Australia's obligations under international conventions.
- Assuming coordination of maritime and aviation distress incidents.
- Maintaining maritime distress and safety communications services that meet the requirements of the SOLAS Convention and can be used by suitably equipped non-SOLAS vessels.
- Providing satellite detection of distress beacons through provision of the Australian Cospas-Sarsat ground segment.
- Maintaining a ship reporting system (AUSREP) that meets the requirement of the SOLAS Convention and the International Convention on Maritime Search and Rescue.
- Providing training and specialist search and rescue equipment to the dedicated aircraft operator and selected general aviation operators designated as Search and Rescue Units (SRUs) around Australia.
- Contributing to international and national issues of significance concerning maritime and aviation search and rescue, maintaining and enhancing strategic relationships and increasing public awareness of maritime safety and aviation search and rescue issues.

### OPERATING ENVIRONMENT IN 2006-2007

The following external factors are expected to influence AMSA's delivery of this output over the next year:

- International decision to **cease satellite processing of 121.5 MHz distress beacon alerts** from 2009;
- Increased **uptake of 406 MHz distress beacons** requiring management of a larger registration data base;
- Potential demand for **search and rescue response at the extent of Australia's search and rescue region** with increased Antarctic flights and adventurers travelling to more remote locations;
- Increased demand for **ship tracking information** and its integration with other information and development of ship monitoring/communication technologies for the purposes of security, safety and marine emergency response roles;

- Community demand to maintain effective coordination between search and rescue agencies;
- Stakeholder demand for **improved efficiency** in providing search and rescue resources and **incorporation of technological advances** into the search and rescue system;
- Continued need to **improve safety awareness** for fishing vessels and small craft to reduce search and rescue demand from these sectors.
- Government and community interest in reducing **maritime incidents in the Torres Strait** and strengthening the maritime safety culture in the region.

## MARITIME AND AVIATION SEARCH AND RESCUE

**AMSA's priority actions in response to the identified external factors:**

### Sub-Output 2.1.1: Provide a 24 hour Emergency Response Centre

**Portfolio Objective:** *Fostering an efficient, sustainable, competitive, safe and secure transport system* by Australia providing an effective search and rescue service over the Australian search and rescue region in accordance with its international convention obligations.

**AMSA's response:** AMSA to ensure its **accommodation, systems and communications technology** provide optimal support for its emergency response functions and technological advances used to improve search and rescue operations.

#### Priority Actions in 2006-2007

- Improving AMSA's provision of search and rescue coordination services by:
  - Operating Australia's 24 hour Rescue Coordination Centre as the hub of the new Emergency Response Centre utilising its improved accommodation, systems and communications technology to enhance search and rescue response and facilitate multi-disciplinary emergency response and coordination with other agencies.
  - Enhance **staff skills and knowledge** and strengthen internal administrative and operational procedures.
  - Promote **operational procedures and protocols** describing the means of coordinating multiple participants in search and rescue activities.
- Using **technological advances** to improve search and rescue operations by:
  - Enhancing **data base management** techniques for increased 406 MHz beacon usage including the use of Internet registration.
  - Developing an integrated picture of shipping and vessel movements to support marine emergency response roles of the ERC (particularly emergency towage, casualty coordination and search and rescue), and to assist enforcement of environmental standards.
  - Provide operational and technical advice to the Civil Aviation Safety Authority and Airservices Australia regarding search and rescue aspects of their development projects, particularly *AeroBank* and *ADS-B*.

## MARITIME AND AVIATION SEARCH AND RESCUE

### AMSA's priority actions in response to the identified external factors:

<p><b>Sub-Output 2.1.2: Provide distress and safety communications services</b></p>
<p><b>Portfolio Objective:</b> <i>Fostering an efficient, sustainable, competitive, safe and secure transport system</i> by Australia providing distress and safety communications services meeting its international convention obligations for rapid alerting of distress situations at sea.</p>
<p><b>AMSA's response:</b> AMSA to deliver distress and safety communications services in line with international standards.</p>
<p><b>Priority Actions in 2006-2007</b></p> <ul style="list-style-type: none"> <li>• Manage contracts with external providers to ensure maximum availability of distress and safety communication services in line with international standards.</li> <li>• Review developing technologies and international developments impacting on future provision of distress and safety communications services.</li> </ul>
<p><b>Sub-Output 2.1.3: Provide trained and equipped search and rescue assets.</b></p>
<p><b>Portfolio Objective:</b> <i>Fostering an efficient, sustainable, competitive, safe and secure transport system</i> by Australia maintaining appropriate level of search and rescue assets to respond effectively to maritime and aviation distress situations within Australia's search and rescue region.</p>
<p><b>AMSA's response:</b> AMSA to <b>improve delivery</b> of search and rescue services by effectively managing contracts for dedicated and opportunity-based aviation assets.</p>
<p><b>Priority Actions in 2006-2007</b></p> <ul style="list-style-type: none"> <li>• Administer <b>Search and Rescue Unit Program</b> providing different levels of responsiveness and capability including resourcing dedicated fixed-wing units.</li> <li>• Maintain <b>dedicated search and rescue aircraft services</b>, with one aircraft already operating in Darwin and commissioning of four additional aircraft to become available in Perth (in August 2006), Cairns (in October 2006), Melbourne (in December 2006) and Brisbane (in February 2007).</li> <li>• Promote manufacture and introduction of the new <b>drop system for deploying equipment from pressurised twin turbine-engine aircraft</b>.</li> <li>• Assist SRU operators to meet <b>increased regulatory requirements</b> of the Civil Aviation Safety Authority for search and rescue operations.</li> <li>• Respond to search and rescue issues arising from <b>changes to the aviation environment</b>, including regulatory reform and airspace management changes.</li> <li>• Implement new equipment to enhance search and rescue operations, such as <b>Self Locating Search and Rescue Marker Buoys, electronic/optical search systems and specialised distress beacon direction finding equipment</b>.</li> </ul>

## MARITIME AND AVIATION SEARCH AND RESCUE (Continued)

### AMSA's priority actions in response to the identified external factors:

#### Sub-Output 2.1.4: Maintain and enhance strategic relationships and increase public awareness of maritime safety issues

**Portfolio Objective:** *Fostering an efficient, sustainable, competitive, safe and secure transport system* by Australia having an effectively coordinated search and rescue service between Australian agencies and promoting safety awareness to reduce the incidence of maritime and aviation distress situations requiring search and rescue services.

**AMSA's response:** AMSA to continuously improve its **search and rescue coordination with other agencies** and promote safety awareness on specific issues relevant to reducing the number of search and rescue incidents.

#### Priority Actions in 2006-2007

- Work with the Australian Antarctic Division, CASA, Airservices Australia and the ADF to ensure continued **effectiveness of search and rescue in remote areas**.
- Progress staged **public education campaign for phasing out of satellite processing of 121.5 MHz distress beacons** and promoting 406 MHz beacons.
- Contribute to **maritime and aviation safety awareness and education campaigns** including working with CASA on aviation safety initiatives.

#### Sub-Output 2.1.5: Provide an effective response to search and rescue incidents.

**Portfolio Objective:** *Fostering an efficient, sustainable, competitive, safe and secure transport system* by Australia having a search and rescue service available to respond effectively to people in maritime and aviation distress situations.

**AMSA's response:** AMSA to ensure its resources and systems provide optimal support to the effectiveness of its search and rescue response.

#### Priority Actions in 2006-2007

- Maintain a program of **post-incident review and feedback to support continuous improvement** in performance of search and rescue operations.
- Conduct **regular operational debriefs, meetings, workshops and exercises** aimed at improving coordination between participating agencies in search and rescue operations and in multidisciplinary emergency response operations.
- Developing practices and strengthening expertise in search and rescue coordination between the ERC and new search and rescue platforms, particularly the five new dedicated search and rescue aircraft and emergency towage vessel.

**OUTPUT 2.1: MARITIME AND AVIATION SEARCH AND RESCUE****Performance Measures for 2006-2007**

<b>Portfolio Outcome: <i>Fostering an efficient, sustainable, competitive, safe and secure transport system</i></b>	
<b>Intermediate Outcome 2: Maximising the number of people saved from maritime and aviation incidents</b>	
<b>Output Group 2: Search and Rescue Program</b>	
<b>Output 2.1: A capability to detect, locate and rescue persons in maritime and aviation distress situations:</b> AMSA maintains safety communications services and provides a 24-hour search and rescue coordination service over the internationally agreed Australian Search and Rescue Region.	
<b>Measure</b>	<b>Target</b>
<b>Sub-Output 2.1.1: Provide a 24 hour Emergency Response Centre (ERC)</b>	
Availability of the ERC (Quality) An ERC established that can handle a number of incidents, searches and AUSREP reports distributed evenly over year (Quantity)	100% <ul style="list-style-type: none"><li>• 15,000 incidents</li><li>• 500 searches</li><li>• 240,000 AUSREP reports</li></ul>
Cost of providing ERC (Price)	2006-07 estimates: \$9.2 million
<b>Sub-Output 2.1.2: Provide distress and safety communications services</b>	
Availability of each system (Quality) Number of COSPAS/SARSAT ground segments and Mission Control Centre (MCC) (Quantity) Number of Maritime Communications terrestrial and satellite stations (Quantity)	99.5% 2 ground stations/1 MCC <ul style="list-style-type: none"><li>• 2 terrestrial stations at Wiluna, Western Australia, and Charleville, Queensland and</li><li>• 1 satellite station at Perth</li></ul>
Cost of the strategy (Price)	2006-07 estimates: \$5.2 million
<b>Sub-Output 2.1.3: Provide trained and equipped search and rescue response assets</b>	
Availability of Search and Rescue Units (SRUs) (Quality) Number capable of deploying equipment, searching, rescuing (Quality)	<ul style="list-style-type: none"><li>• 5 dedicated and</li><li>• 58 on an opportunity basis</li> <li>• 5 to deploy equipment</li><li>• 63 to search</li><li>• 28 to rescue</li></ul>
Number of trained SRUs (Quantity)	63
Number of trained pilots and crew (Quantity)	276
Cost of the strategy (Price)	2006-07 estimates: \$22.5 million

**OUTPUT 2.1: MARITIME AND AVIATION SEARCH AND RESCUE****Performance Measures for 2006-2007 (continued)**

<b>Portfolio Outcome: <i>Fostering an efficient, sustainable, competitive, safe and secure transport system</i></b>	
<b>Intermediate Outcome 2: Maximising the number of people saved from maritime and aviation incidents</b>	
<b>Output Group 2: Search and Rescue Program</b>	
<b>Output 2.1: A capability to detect, locate and rescue persons in maritime and aviation distress situations:</b> AMSA maintains safety communications services and provides a 24-hour search and rescue coordination service over the internationally agreed Australian Search and Rescue Region.	
<b>Measure</b>	<b>Target</b>
<b>Sub-Output 2.1.4:</b> Maintain and enhance strategic relationships and increase public awareness of maritime safety issues	
Number of issues/problems identified in agreements or programs (Quality)	0
Number of agreements developed or varied satisfactorily (Quantity)	4
In conjunction with States and Territories, number of education programs supported (Quantity)	5
Cost of the strategy (Price)	2006-07 estimates: \$1.9 million
<b>Sub-Output 2.1.5:</b> Provide an effective response to search and rescue incidents	
Median time for ERC initiate response (Quality)	30 minutes
Median time for first unit to commence response action (Quality)	30 minutes
Median time until asset on scene (Quality)	
<ul style="list-style-type: none"> <li>• Incident within &lt; 50 nautical miles of search base</li> <li>• Incident within 50-200 nautical miles of search base</li> <li>• Incident within 200-500 nautical miles of search base</li> </ul>	30 minutes 60 minutes 90 minutes
A capability to respond to incidents (Quantity)	Maintain above capability
Median cost per search in 2006-07 (Price)	\$4,700 median cost per search

### 3. CORPORATE SERVICES

**AMSA's Corporate Business Unit supports delivery of AMSA's outputs by providing cost effective, efficient and timely corporate services:**

- Financial management: financial reporting, processing financial transactions, international travel arrangements and management of AMSA revenue and investments;
- Property and services: property management, provision of general business services, contract management and insurance and risk management;
- Human resources: human resource management, industrial relations, occupational health and safety, staff development, compensation and remuneration management;
- Corporate documentation: AMSA's quality and environmental management systems, corporate business planning and performance reporting, budget and coordination/production of other corporate documents;
- Information services: information management and management of AMSA's information technology infrastructure including systems development, maintenance, user support and IT equipment and stores;
- Corporate strategy: strategic planning, international relations and Government liaison;
- Public relations: community relations, incident management, publications, conference coordination, education campaigns and media liaison.

#### **OPERATING ENVIRONMENT IN 2006-2007**

The following external factors are expected to influence Corporate's provision of services over the next year in support of AMSA's delivery of its outputs:

- Australian Government adoption of **International Accounting Standards**.
- Application of the **Cost Recovery Guidelines** for Regulatory Agencies.
- Increasing pressure on **information technology** and systems to cope with the changing security environment.
- Emphasis on public and private sector organisations adopting **strong corporate governance frameworks**.
- **Stakeholder needs for information and consultation** about safety and environmental protection developments in the maritime industry;
- Stakeholder expectations for involvement in AMSA's **strategic planning**.

- Australia having greater **engagement in the Asia-Pacific and Indian Ocean region** on safety and environment protection issues.
- Importance of effective contract and project management with major external service providers in provision of emergency response services, including emergency towage, Emergency Response Centre development and dedicated search and rescue aircraft.

## **AMSA'S RESPONSE**

AMSA will continue to strengthen its corporate service capability in 2006-2007 to respond to these influences and in line with its continuous improvement policy:

### **Financial Services**

- Consolidating financial, budgeting and reporting systems and activity and human resource management systems to ensure that they continue to meet AMSA's business needs.
- Consolidating requirements of International Accounting Standards into the financial systems and AMSA's statutory and financial statement reporting.

### **Business Services**

- Continue to apply a uniform risk management approach to identifying risks and their drivers and focusing planning on risk management activities linked to Business Unit plans and the Corporate Plan;
- Review regularly at the corporate level AMSA's risk management system, which incorporates business continuity planning and testing, with each Business Unit examining its risk management profile and strategies to align with the systematic analysis carried out at the corporate level;
- Refine AMSA's internal control systems, policies and practices to ensure compliance with corporate governance guidelines and relevant standards.

### **Information Services**

- In consultation with business units, undertake or support, as appropriate, development and ongoing maintenance of business systems supporting AMSA outputs including taking advantage of business delivery functionality available through Web services;
- Improve delivery of appropriate information and documents on line and through AMSA's Internet;
- Consolidate management of records and documents while meeting requirements under the legislation on freedom of information, privacy and archives, through the Electronic Document Management (EDM) system;

- Ensure AMSA's security arrangements meet any changed requirements flowing from implementation of maritime security arrangements and the Australian Government Information Management Office (AGIMO) and other initiatives.
- Strengthen infrastructure framework to support improved performance and accessibility of data, information and knowledge across AMSA at a reduced cost through use of appropriate technology, including the Intranet.
- Continue improvement of the AMSA Information Technology Governance framework that supplies appropriate and effective planning and management of the Information Services environment.
- Ensuring robust disaster recovery arrangements are maintained for AMSA's information services.

### **Human Resources**

Following implementation of the new human resources system continue to review and strengthen delivery of services within the five pathways:

1. Human Resources Framework: Providing AMSA with employment arrangements that are lawful, ethical and competitive.
2. Workforce dynamics: Ensuring AMSA has the right mix of people, skills and experience available to assist in achieving its outputs.
3. Performance enhancement: Promoting the achievement of corporate objectives by all staff.
4. Health and safety: Meeting AMSA's statutory requirements to have a safe and healthy working environment.
5. Administration: Providing systems underpinning the employment arrangements (payments and records) to support the relationship between AMSA and its staff.

### **Corporate Strategy**

- Optimising engagement of stakeholders via consultation and communication processes, including AMSA's regional workshops in Launceston in July 2006 and Adelaide in December 2006, Shipping Symposium at the Gold Coast in September 2006, the Spillcon Conference in Perth in March 2007 and AMSA's contribution to industry workshops and major boat and air shows.
- Providing the secretariat of the Australia New Zealand Safe Boating Education Group (ANZSBEG) and contributing to the AMSA Advisory Committee;
- Promoting the role of the AMSA Advisory Committee and key stakeholder interests in providing strategic advice to AMSA;
- Coordinating AMSA's response and input to a range of maritime policy and regulatory matters.

## CORPORATE SERVICES

### Performance Measures for 2006-2007:

MEASURE	TARGET 2006-2007
<b>Financial Services</b>	
<b>Effectiveness:</b> Increase in cost effectiveness of AMSA services to stakeholders	
<b>Strategy:</b> Comply with Government accounting and cost recovery arrangements	
Adopt International Accounting Standards in financial statement and other statutory reporting requirements.	2006/07 financial statements to meet reporting requirements
<b>Risk Management</b>	
<b>Effectiveness:</b> Major risks identified and appropriate minimization strategies developed and implemented	
<b>Strategy:</b> Develop an integrated risk management framework tailored to AMSA's business operations	
Undertake regular business risk assessments including review of Business Continuity Plans (BCP)  Adjust as necessary internal control systems, policy and practices to mitigate risk and to ensure compliance with corporate governance standards.	Six monthly risk assessment review and BCP testing  Maintain AMSA certification to ISO9001 and 14001 standards during 2006-07 and seek certification to OH&S standard AS/NZS 4801 by July 2008.
<b>Information Services</b>	
<b>Effectiveness:</b> Optimal balance between business requirements and information technology opportunities.	
<b>Strategy:</b> Optimise use of information services	
Improve performance and accessibility to business data and information	Implementation of enhanced voice and data services contract providing improved secure and more responsive data communications by August 2006.  Enhanced whole of agency Disaster Recover by support by end 2006
<b>Human Resources Services</b>	
<b>Effectiveness:</b> A closer alignment between AMSA's corporate objectives and its employment policies	
<b>Strategy:</b> Develop tailored employment contracts to meet changing organizational and market demands	
Improved employment and performance frameworks	Enhanced flexibility in workplace agreements with staff by August 2006 and review performance management framework by October 2006.
<b>Corporate Strategy Coordination Services</b>	
<b>Effectiveness:</b> Maintain strong government and stakeholder relations and AMSA's public reputation	
<b>Strategy:</b> Provide secretariat and conferencing services to support business unit objectives	
Provision of ANZSBEG secretariat services to assist it to fulfil its objectives.	Delivery of ANZSBEG outcomes on time and to members' satisfaction
Organisation of conferencing arrangements.	Delivery on time and on budget.

#### 4. PERFORMANCE REVIEW 2005-2006

The following tables compare performance against the measures and targets put forward in AMSA's Corporate Plan for 2005-2006 to 2007-2008, and provide an explanation where there is a significant variation:

##### OUTPUT 1.1: SHIP SAFETY AND ENVIRONMENT PROTECTION STANDARDS

<b>Portfolio Outcome: <i>Fostering an efficient, sustainable, competitive, safe and secure transport system</i></b>	
<b>AMSA Outcome 1: Minimising the risk of shipping incidents and pollution in Australian waters</b>	
<b>Output Group 1: Ship Operations Safety and Marine Environment Protection Program</b>	
<b>Output 1.1: Safety and environment protection standards for responsible operation of ships:</b> AMSA provides a regulatory framework of safety and environmental protection standards for Australia consistent with international treaties and contemporary safety management systems.	
<b>Measure</b>	<b>Performance 2005-2006</b>
<b>Sub-Output 1.1.1:</b> Provision of an Australian regulatory framework and operational standards for maritime safety and environment protection that encourages industry to improve its safety and environmental performance.	
<p>Currency and relevance of the Australian regulatory framework (Quality) <b>Target:</b> <i>All relevant international standards implemented.</i></p> <p>Proportion of accepted recommendations actioned from audit/incident investigation of Australian flagged vessels (Quality) <b>Target:</b> <i>100% of recommendations actioned and reducing trend in number of non-conformance notices issued after ISM audits</i></p> <p>Cost to provide the framework (Price) <b>Target:</b> 2005-06 estimates: \$3.2 million</p>	<p>During 2005-06 (up to 31 March 2006), the currency and relevancy of the regulatory framework was maintained by the issue, reissue or amendment of 3 Marine Orders and a further 7 Marine Orders are planned to be progressed by 30 June 2006.</p> <p>During 2005-06 (up to 31 March 2006), all accepted recommendations were or are being actioned.</p> <p>During 2005-06, there were 97 non-conformance notices issued from 63 ISM audits, compared with 98 notices from 57 ISM audits in 2004-05 and 102 notices from 57 audits in 2003-04.</p> <p>During 2005-06 (up to 31 March 2006), the cost was \$1.968 million.</p>
<b>Sub-Output 1.1.2:</b> Promotion of a safety culture in the maritime industry by influencing industry attitudes, behaviours and business practices.	
<p>Improvement in the standard of foreign flag ships operating in Australian waters (Quality) <b>Target:</b> Reducing trend in average number of deficiencies per inspection</p> <p>Cost of promoting a safety culture in the maritime industry (Price) <b>Target:</b> 2005-06 estimates: \$1.0 million</p>	<p>During 2005, there were on average 2.6 deficiencies per inspection, compared to 2.3 in 2004 and 2.4 in 2003.</p> <p>During 2005-06, (as at 31 March 2006) the cost was \$0.156 million.</p>

## OUTPUT 1.1: SHIP SAFETY AND ENVIRONMENT PROTECTION STANDARDS

### Performance Review 2005-2006 (continued):

<b>Portfolio Outcome: <i>Fostering an efficient, sustainable, competitive, safe and secure transport system</i></b>	
<b>AMSA Outcome 1: Minimising the risk of shipping incidents and pollution in Australian waters</b>	
<b>Output Group 1: Ship Operations Safety and Marine Environment Protection Program</b>	
<b>Output 1.1: Safety and environment protection standards for responsible operation of ships:</b> AMSA provides a regulatory framework of safety and environmental protection standards for Australia consistent with international treaties and contemporary safety management systems.	
<b>Measure</b>	<b>Performance 2005-2006</b>
<b>Sub-Output 1.1.3:</b> Participation and influence in international and regional maritime forums and partnerships.	
Proportion of issues of significance to Australia identified and actively pursued to influence outcomes (Quality) <b>Target:</b> 100%	During 2005-06, (as at 31 March 2006) there was 100% compliance. 40 issues were identified by Australia, supported by presentation of 32 papers that were resolved or addressed. One issue (recommendations relating to the IOPC Fund) was not progressed to the extent sought by Australia. The major issues progressed included: <ul style="list-style-type: none"> <li>- Measures to prevent accidents with lifeboats;</li> <li>- Safety aspects of ballast water management;</li> <li>- Revision of the intact stability code; and</li> <li>- Development of standards regarding rate of discharge for sewage.</li> </ul>
Cost of participation in international and regional maritime forums and partnerships meetings (Price) <b>Target:</b> 2005-06 estimates: \$2.5 million	During 2005-06, (as at 31 March 2006) the cost was \$2.757 million.

## Performance Review 2005-2006 (continued):

### OUTPUT 1.2: MONITORING COMPLIANCE WITH SAFETY AND ENVIRONMENTAL STANDARDS

<b>Portfolio Outcome:</b> <i>Fostering an efficient, sustainable, competitive, safe and secure transport system</i>	
<b>AMSA Outcome 1: Minimising the risk of shipping incidents and pollution in Australian waters</b>	
<b>Output Group 1: Ship Operations Safety and Marine Environment Protection Program</b>	
<b>Output 1.2: An infrastructure for monitoring compliance with safety and environmental protection standards:</b> AMSA monitors compliance with international standards by conducting inspections of ships, cargoes and cargo handling equipment in Australian ports, overseeing ship operations in Australian waters (including coastal pilotage in Torres Strait and the Great Barrier Reef) and issues certificates of competency to seafarers.	
Measure	Performance 2005-2006
<b>Sub-Output 1.2.1:</b> Improve compliance with standards covering ship condition, operation and handling of cargoes through maintaining and enhancing strategic relationships, increased public and industry awareness on compliance matters.	
<p>Inspection rate of risk assessed eligible ships under the port State control program covering all ships and single visit ships (Quality)</p> <p><b>Target:</b> Single-hull tankers – 100% Other High risk ships – 80% Medium to high risk – 60% Low to medium risk – 40% Low risk – 25% Overall target = &gt; 50%</p> <p>AMSA allocation of priority to older high risk ships (15 or more years when eligible for inspection)</p> <p><b>Target:</b> 90% of inspection of ships in this risk group within first two port visits after the ship becomes eligible.</p> <p>Improvement in the standard of foreign flag ships operating in Australian waters (Quality)</p> <p><b>Target:</b> Declining trend in average deficiencies per inspection</p> <p>Extent of industry compliance (Quality)</p> <p><b>Target:</b> Declining trend in average number of non-conformances per ISM audit</p> <p>Number of Port State Control (PSC) inspections (Quantity)</p> <p><b>Target:</b> PSC inspections in 2005 estimates: 3,150</p> <p>Number of Flag State Control (FSC) inspections (Quantity)</p> <p><b>Target:</b> FSC inspections in 2005 estimates: 95</p> <p>Average cost of PSC and FSC inspections (Price)</p> <p><b>Target:</b> 2005-06 estimates \$650/PSC inspection and \$450/FSC inspection.</p> <p>Cost of providing a compliance monitoring infrastructure (Price)</p> <p><b>Target:</b> 2005-06 estimates: \$14.7 million</p>	<p>During 2005, inspection rates of eligible ships were: Single-hull tankers – 98% High risk ships – 94% Medium to high risk – 82% Low to medium risk – 71% Low risk – 56% Overall rate - 75%</p> <p>During 2005, 94% of eligible older high risk ships were inspected within first two port visits to Australia.</p> <p>During 2005, there were on average 2.6 deficiencies per inspection, compared to 2.3 in 2004 and 2.4 in 2003.</p> <p>During 2005-06 (as at 31 March 2006), there were on average 1.5 non-conformances per ISM audit, compared to 1.1 in 2004-05 and 1.6 in 2003-04.</p> <p>During 2005, 3,072 PSC inspections compared to 3,199 in 2004 and 2,827 in 2003.</p> <p>During 2005, 111 FSC inspections compared to 95 in 2004 and 88 in 2003.</p> <p>During 2005-06 (as at 31 March 2006), average cost was \$780/PSC inspection and \$525/FSC inspection.</p> <p>During 2005-06 (as at 31 March 2006), the cost was \$8.710 million.</p>

**Performance Review 2005-2006 (continued):****OUTPUT 1.2: MONITORING COMPLIANCE WITH SAFETY AND ENVIRONMENTAL STANDARDS (continued)**

<b>Portfolio Outcome: <i>Fostering an efficient, sustainable, competitive, safe and secure transport system</i></b>	
<b>AMSA Outcome 1: Minimising the risk of shipping incidents and pollution in Australian waters</b>	
<b>Output Group 1: Ship Operations Safety and Marine Environment Protection Program (continued)</b>	
<b>Output 1.2: An infrastructure for monitoring compliance with safety and environmental protection standards:</b> AMSA monitors compliance with international standards by conducting inspections of ships, cargoes and cargo handling equipment in Australian ports, overseeing ship operations in Australian waters (including coastal pilotage in Torres Strait and the Great Barrier Reef) and issues certificates of competency to seafarers.	
<b>Measure</b>	<b>Performance 2005-2006</b>
<b>Sub-Output 1.2.2:</b> Maintain a high standard of seafarers' qualifications.	
IMO endorsement of seafarer qualifications system as being compliant with international standards (Quality) <b>Target:</b> Maintain Australia's inclusion on IMO "White List" of STCW compliant administrations  Number of certificates issued (Quantity) <b>Target:</b> 2005-06 estimates: 600 certifications, 450 oral examinations  Person hours spent (Quantity) <b>Target:</b> 2005-06 estimates: 19,000 hours  Cost of maintaining marine qualifications and certification system (Price) <b>Target:</b> 2005-08 estimates: \$1.5 million	During 2005-06, Australia maintained its inclusion on IMO "White List" of STCW compliant administrations.  During 2005-06 (as at 31 March 2006), 1,910 certifications and 393 oral examinations were provided, compared with 2,086 and 438 in 2004-05 and 1,946 and 496 in 2003-04.  During 2005-06 (as at 31 March 2006), 12,531 hours were recorded, compared with 17,900 hours in 2004-05 and 17,201 in 2003-04.  During 2005-06 (as at 31 March 2006) the cost was \$1.610 million

## Performance Review 2005-2006 (continued):

### OUTPUT 1.3: RESPONSE TO MARINE POLLUTION INCIDENTS

<b>Portfolio Outcome: <i>Fostering an efficient, sustainable, competitive, safe and secure transport system</i></b>	
<b>AMSA Outcome 1: Minimising the risk of shipping incidents and pollution in Australian waters</b>	
<b>Output Group 1: Ship Operations Safety and Marine Environment Protection Program (continued)</b>	
<b>Output 1.3: Capability to respond to marine pollution incidents:</b> AMSA manages the National Plan to Combat Pollution of the Sea by Oil and Other Noxious and Hazardous Substances, which involves providing oil and chemical spill preparedness and response services in consultation with State and Northern Territory Governments, port corporations and authorities, shipping, oil, exploration and chemical industries and emergency services.	
<b>Measure</b>	<b>Performance 2005-2006</b>
<b>Sub-Output 1.3.1:</b> Provision of a level of response capability consistent with National Plan requirements.	
Availability of support resources and equipment (Quality) <b>Target:</b> 95% availability  Implementation of recommendations from reviews of exercises and responses to spills (Quality)  <b>Target:</b> 100% implementation of accepted recommendations  Number of trained and adequately equipped personnel (Quantity) <b>Target:</b> 40 National Response Team personnel available/200 personnel trained each two year cycle  Cost of maintaining a response capability (Price) <b>Target:</b> 2005-06 estimates: \$4.7 million	During 2005-06 (as at 31 March 2006), support resources and equipment availability was >95%.  During 2005-06, (as at 31 March 2006) all accepted recommendations were implemented.  During 2005-06 (as at 31 March 2006), >40 National Response Team personnel were available and 399 personnel trained each two-year cycle.  During 2005-06 (as at 31 March 2006), the cost was \$2.732 million

## Performance Review 2005-2006 (continued):

### OUTPUT 1.4: SYSTEMS AIDING SAFE MARINE NAVIGATION

<b>Portfolio Outcome: <i>Fostering an efficient, sustainable, competitive, safe and secure transport system</i></b>	
<b>AMSA Outcome 1: Minimising the risk of shipping incidents and pollution in Australian waters</b>	
<b>Output Group 1: Ship Operations Safety and Marine Environment Protection Program</b>	
<b>Output 1.4: Systems that aid safe marine navigation:</b> AMSA provides technical, maintenance and engineering services supporting the provision of the national network of integrated aids to navigation and traffic management measures to meet the needs of commercial shipping for safe and efficient coastal navigation. AMSA also provides a safety communications network under the International Convention for Safety of Life at Sea (SOLAS).	
<b>Measure</b>	<b>Performance 2005-2006</b>
<b>Sub-Output 1.4.1:</b> Enhancement of systems that aid safe navigation.	
<p><b>National Aids to Navigation Network</b></p> <p>Marine navigational aids network meets requirements of the five-year Navigational Strategic Plan for Marine Aids to Navigation (Quality)</p> <p><b>Target:</b> 100% in priority strategies executed on time and within budget</p> <p>Availability of navigational aids network (Quality):</p> <p><b>Target:</b></p> <ul style="list-style-type: none"> <li>• Visual: Cat 1 - 99.8% Cat 2 - 99.0% Cat 3 - 97.0%</li> <li>• Racons: 99.6%</li> <li>• Tide gauges: 99.6%</li> <li>• DGPS: 99.6%</li> <li>• Ship Reporting System: 98%</li> <li>• Unlit Beacons: 95%</li> <li>• Topmarks and daymarks: 95%</li> </ul> <p>Cost to provide a network of aids to navigation (Price)</p> <p><b>Target:</b> 2005-06 estimates: \$18.4 million</p> <p><b>Safety Communications Network</b></p> <p>Median time taken to distribute safety information messages (Quality)</p> <p><b>Target:</b> 2 hours</p> <p>Capability to monitor successful transmission of safety messages (Quantity)</p> <p><b>Target:</b> 100%</p> <p>Cost to provide maritime safety messages (Price)</p> <p><b>Target:</b> 2005-06 estimates: \$0.4 million</p>	<p>During 2005-06 (as at 31 March 2006), all priority strategies were completed on time and within budget.</p> <p>During 2005-06 (as at 31 March 2006), the network was available:</p> <ul style="list-style-type: none"> <li>• Visual: Cat 1 - 99.7%</li> <li>Visual: Cat 2 - 99.9%</li> <li>Visual: Cat 3 - 99.7%</li> <li>• Racons: 99.8%</li> <li>• Tide gauges: 99.7%</li> <li>• DGPS: 99.7%</li> <li>• Ship Reporting System: 97.2%</li> <li>• Unlit Beacons: 100%</li> <li>• Topmarks and daymarks: 100%</li> </ul> <p>During 2005-06 (as at 31 March 2006), the cost was \$13.256 million.</p> <p>During 2005-06 (as at 31 March 2006), median time was 15 minutes</p> <p>During 2005-06 (as at 31 March 2006), the capability was maintained 100%.</p> <p>During 2005-06 (as at 31 March 2006), the cost was \$0.115 million.</p>

## Performance Review 2005-2006 (continued):

### OUTPUT 2.1: MARITIME AND AVIATION SEARCH AND RESCUE

<b>Portfolio Outcome:</b> <i>Fostering an efficient, sustainable, competitive, safe and secure transport system</i>	
<b>AMSA Outcome 2:</b> Maximising the number of people saved from maritime and aviation incidents	
<b>Output Group 2:</b> Search and Rescue Program	
<b>Output 2.1:</b> A capability to detect, locate and rescue persons in aviation and maritime distress situations: AMSA maintains safety communications services and provides a 24-hour search and rescue coordination service over the internationally agreed Australian Search and Rescue Region.	
<b>Measure</b>	<b>Performance 2005-2006</b>
<b>Sub-Output 2.1.1:</b> Provision of a 24 hours Emergency Response Centre (ERC).	
<p>Availability of the ERC (Quality)</p> <p><b>Target:</b> 100%</p> <p>An ERC established that can handle a number of incidents, searches and AUSREP reports distributed evenly over year (Quantity)</p> <p><b>Target:</b> 15,000 incidents 500 searches 240,000 AUSREP reports</p> <p>Cost of the strategy (Price)</p> <p><b>Target:</b> 2005-06 estimates: \$8.8 million</p>	<p>During 2005-06 (as at 31 March 2006), ERC was 100% available.</p> <p>During 2005-06 (as at 31 March 2006), the ERC handled:</p> <ul style="list-style-type: none"> <li>• 8,399 incidents</li> <li>• 432 searches</li> <li>• 222,459 AUSREP reports</li> </ul> <p>During 2005-06 (as at 31 March 2006), the cost was \$6.716 million</p>
<b>Sub-Output 2.1.2:</b> Provision of a distress and safety communications network.	
<p>Availability of each system (Quality)</p> <p><b>Target:</b> 99.5%</p> <p>Number of COSPAS/SARSAT ground segments and Mission Control Centre (Quantity)</p> <p><b>Target:</b> 2 ground stations/1 MCC</p> <p>Number of Maritime Communications (terrestrial) and Land (satellite) stations (Quantity)</p> <p><b>Target:</b> 2 terrestrial stations at Wiluna, Western Australia, and Charleville, Queensland, and 1 satellite station at Perth.</p> <p>Cost of the strategy (Price)</p> <p><b>Target:</b> 2005-06 estimates: \$5.4 million</p>	<p>During 2005-06 (as at 31 March 2006), availabilities were maintained: Cospas/Sarsat: 99.95% Terrestrial Radio: 99.95% Inmarsat: 99.93%</p> <p>During 2005-06 (as at 31 March 2006), 2 ground stations/1 MCC were maintained.</p> <p>During 2005-06 (as at 31 March 2006), 2 terrestrial stations at Wiluna, WA, and Charleville, Qld, and 1 satellite station at Perth, WA, were maintained.</p> <p>During 2005-06 (as at 31 March 2006), the cost was \$3.824 million</p>

## Performance Review 2005-2006 (continued):

### OUTPUT 2.1: MARITIME AND AVIATION SEARCH AND RESCUE

<b>Portfolio Outcome:</b> <i>Fostering an efficient, sustainable, competitive, safe and secure transport system</i>	
<b>AMSA Outcome 2:</b> Maximising the number of people saved from maritime and aviation incidents	
<b>Output Group 2:</b> Search and Rescue Program	
<b>Output 2.1:</b> A capability to detect, locate and rescue persons in aviation and maritime distress situations: AMSA maintains safety communications services and provides a 24-hour search and rescue coordination service over the internationally agreed Australian Search and Rescue Region.	
<b>Measure</b>	<b>Performance 2005-2006</b>
<b>Sub-Output 2.1.3:</b> Provision of trained and equipped search and rescue response assets.	
Availability of Search and Rescue Units (SRUs) (Quality) <b>Target:</b> 4 dedicated and 58 on an opportunity basis	During 2005-06 (as at 31 March 2006), 4 dedicated SRUs and 57 opportunity-based SRUs available.
Number capable of deploying equipment, searching, rescuing (Quality) <b>Target:</b> 13 to deploy equipment, 62 to search, and 21 to rescue	During 2005-06 (as at 31 March 2006), there were 13 SRUs to deploy equipment, 61 SRUs to search and 28 SRUs to rescue.
Number of trained SRUs (Quantity) <b>Target:</b> 62	During 2005-06 (as at 31 March 2006), there were 61 trained SRUs.
Number of trained pilots and crew (Quantity) <b>Target:</b> 346	During 2005-06 (as at 31 March 2006), 215 pilots and crew had been trained.
Cost of the strategy (Price) <b>Target:</b> 2005-06 estimates: \$11.6 million	During 2005-06 (as at 31 March 2006), the cost was \$7.243 million
<b>Sub-Output 2.1.4:</b> Maintain and enhance strategic relationships and increase public awareness of maritime safety issues.	
Number of issues/problems identified in agreements or programs (Quality) <b>Target:</b> 0	During 2005-06 (as at 31 March 2006), no new issues/problems were identified.
Number of agreements developed or varied satisfactorily (Quantity) <b>Target:</b> 4	During 2005-06 (as at 31 March 2006), 2 agreements were developed or reviewed.
In conjunction with States and Territories, number of education programs supported (Quantity) <b>Target:</b> 5	During 2005-06 (as at 31 March 2006), 7 education programs were supported.
Cost of the strategy (Price) <b>Target:</b> 2005-06 estimates: \$1.3 million	During 2005-06 (as at 31 March 2006), the cost was \$0.834 million

**Performance Review 2005-2006 (continued):**

<b>Portfolio Outcome: <i>Fostering an efficient, sustainable, competitive, safe and secure transport system</i></b>	
<b>AMSA Outcome 2: Maximising the number of people saved from maritime and aviation incidents</b>	
<b>Output Group 2: Search and Rescue Program</b>	
<b>Output 2.1: A capability to detect, locate and rescue persons in aviation and maritime distress situations:</b> AMSA maintains a safety communications services and provides a 24-hour search and rescue coordination service over the internationally agreed Australian Search and Rescue Region.	
<b>Measure</b>	<b>Performance 2005-2006</b>
<b>Sub-Output 2.1.5:</b> Provision of an effective response to search and rescue incidents.	
Median time for RCC to initiate response (Quality) <b>Target:</b> 30 minutes	During 2005-06 (as at 31 March 2006), median time was 30 minutes.
Median time for first unit to commence response action (Quality) <b>Target:</b> 30 minutes	During 2005-06 (as at 31 March 2006), median time was 25 minutes.
Median time until asset on scene (Quality) <b>Target:</b> Incident within:	During 2005-06 (as at 31 March 2006), median time within each range was:
<ul style="list-style-type: none"> <li>• &lt; 50 nautical miles of search base: 30 minutes</li> <li>• 50-200 nautical miles of search base: 60 minutes</li> <li>• 200-500 nautical miles of search base: 90 minutes</li> </ul>	<ul style="list-style-type: none"> <li>• &lt; 50 nautical miles: 7 minutes</li> <li>• 50-200 nautical miles: 36 minutes</li> <li>• 200-500 nautical miles: 92 minutes</li> </ul>
A capability to respond to incidents (Quantity) <b>Target:</b> Maintain above capability	During 2005-06 (as at 31 March 2006), the above capability was maintained.
Median cost per search (Price) <b>Target:</b> \$3,700 median cost per search	During 2005-06 (as at 31 March 2006), median cost per search was \$4,686

**Performance Review 2005-2006 (continued):****Corporate Services:**

MEASURE	PERFORMANCE 2005-2006
<b>Financial Services</b>	
<b>Effectiveness:</b> Increase in cost effectiveness of AMSA services to stakeholders	
<b>Strategy:</b> Comply with Government accounting and cost recovery arrangements	
Adopt International Accounting Standards in financial statement and other statutory reporting requirements. <b>Target:</b> 2004/05 financial statements to meet reporting requirements	2004/05 financial statements met reporting requirements. ANAO provided positive audit report in relation to adoption of new standards. Financial statements unqualified and no audit recommendations.
<b>Risk Management</b>	
<b>Effectiveness:</b> Major risks identified and appropriate minimization strategies developed and implemented	
<b>Strategy:</b> Develop an integrated risk management framework tailored to AMSA's business operations	
Undertake regular business risk assessments including review of Business Continuity Plans (BCP) <b>Target:</b> Six monthly risk assessment review and BCP testing  Adjust as necessary internal control systems, policy and practices to mitigate risk and to ensure compliance with corporate governance standards. <b>Target:</b> Maintain AMSA certification to ISO9001 and 14001 standards during 2005-06.	Six monthly risk assessment review and BCP testing conducted. AMSA received third Comcover award for excellence in risk management.  AMSA maintained certification to ISO9001 and 14001 standards during 2005-06.
<b>Information Services</b>	
<b>Effectiveness:</b> Optimal balance between business requirements and information technology opportunities.	
<b>Strategy:</b> Optimise use of information services	
Improve performance and accessibility to business data and information <b>Target:</b> Eliminate potential critical single points of infrastructure failure during 2005 and implement improved long term organisation system planning.	Many potential critical single points of infrastructure failure eliminated during 2005 and improved governance framework for long term organisation system planning implemented.
<b>Human Resources Services</b>	
<b>Effectiveness:</b> A closer alignment between AMSA's corporate objectives and its employment policies	
<b>Strategy:</b> Develop new AMSA certified agreement facilitating workforce flexibility and productivity	
New AMSA certified agreement ratified <b>Target:</b> By December 2005.	New Agreement ratified in March 2006.

**Performance Review 2005-2006 (continued):****Corporate Services:**

<b>Corporate Strategy Coordination Services</b>	
<b>Effectiveness:</b> Maintain strong government and stakeholder relations and AMSA's public reputation	
<b>Strategy:</b> Provide secretariat and conferencing services to support business unit objectives	
Provision of ANZSBEG secretariat services to assist it to fulfil its objectives. <b>Target:</b> Delivery of ANZSBEG outcomes on time and to members' satisfaction	ANZSBEG outcomes delivered on time and to members' satisfaction
Organisation of conferencing arrangements. <b>Target:</b> Delivery on time and on budget	All conferences and workshops delivered on time and on budget.