

**AUSTRALIAN MARITIME SAFETY AUTHORITY**

**ELEVENTH  
ANNUAL REPORT  
2000 -2001**

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*The Hon. John Anderson, MP*

**Office of the Chairman**

The Hon John Anderson MP  
Minister for Transport and Regional Services  
Parliament House  
CANBERRA ACT 2600

Dear Minister

On behalf of the Australian Maritime Safety Authority, I have much pleasure in submitting the Authority's Annual Report 2000-2001, including the Report of Operations and Financial Statements for the year ended 30 June 2001.

The report is made in accordance with a resolution on 18 September 2001 of the Directors who are responsible under section 9 of the *Commonwealth Authorities and Companies Act 1997* for its preparation and content in accordance with the Finance Minister's Orders.

Yours sincerely

Ken Moss

Chairman

18 September 2001

## ORGANISATION PROFILE

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The Australian Maritime Safety Authority (AMSA) is the national safety agency with a primary role in maritime safety, protection of the marine environment and aviation and marine search and rescue. Established under the *Australian Maritime Safety Authority Act 1990* as a Commonwealth Authority, AMSA is largely self-funded through levies on the commercial shipping industry.

AMSA's primary 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;
- Providing the national aids to navigation network and navigational systems, including development and application of international navigational safety policy and standards;
- Protecting the marine environment through management of the national strategy for preparedness and response coordination to marine pollution incidents;
- Coordinating search and rescue operations for the maritime and aviation sectors through the 24-hour Rescue Coordination Centre over the internationally agreed Australian Search and Rescue Region;
- Maintaining a maritime distress and safety communications network;
- Providing related services including public awareness and education in marine safety and pollution prevention, administration of Australia's ship registration system, operation of ship reporting systems, involvement in training standards and competency of seafarers, pilots and marine surveyors, and publication and public access to ship safety and environmental standards.

### OUR VISION

*To achieve world's best practice in providing services to Australia in maritime safety, aviation and marine search and rescue, and protection of the marine environment from ship-sourced pollution.*

### MISSION STATEMENT

AMSA will pursue world's best practice in the efficient provision of highly effective maritime safety, aviation and marine search and rescue, and marine environment protection services.

This will be achieved by continuing to serve the Government, industry and the community through developing relationships with stakeholders and by applying contemporary management techniques, organisational systems and technology to meet their needs.

This process will be undertaken while maintaining a keen focus on the rights, needs and morale of our own employees.

## HIGHLIGHTS 2000-2001

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- International Maritime Organization** AMSA officers continued to make a substantial contribution to the work of the IMO in the development and implementation of ship safety and environment protection measures relevant to Australia. A major achievement this year was the finalisation of the new International Convention on Civil Liability for Pollution Damage from Ships' Bunkers, to which AMSA made a major contribution over the last six years.
- Regional Cooperation** Activities in support of the Asia-Pacific and the Indian Ocean Memoranda of Understanding on Port State Control have continued to be a focus of AMSA's efforts to promote improved shipping standards in these regions. An important element to which AMSA has contributed is the development of computerised information systems for the exchange of ship inspection data between maritime administrations.
- Ship Inspection Targeting** Improved targeting of ship safety inspections at higher risk ships has resulted from adoption of AMSA's Ship Inspection Decision Support System. This takes account of a wide range of factors such as ship age, type, flag, classification society and past inspection history. A new program of focused inspections also began in December 2000 aimed at examining specific areas of ship operations requiring special attention.
- National Plan Review Implementation** Following the release in June 2000 of the report of the review of the National Plan to Combat Pollution of the Sea by Oil and Other Noxious and Hazardous Substances, AMSA has been active in implementing its recommendations. These include a new inter-governmental agreement formalising administrative and funding arrangements under the Plan and strengthening collaborative strategic decision making by its major stakeholders.
- AusSAR Strategic Review Implementation** The strategic and pricing review of services provided by AusSAR to government, which reported in October 2000, was the basis for a commitment in the Federal Budget for additional operational and capital funding to strengthen AusSAR's search and rescue capability.
- Maritime Safety Communications** A significant upgrade is planned to High Frequency maritime distress and safety radio communications services from 1 July 2002 with AMSA entering into contractual arrangements in August 2000 with a new service provider. The new contract allows AMSA to continue fulfilling Australia's obligations in accordance with the Global

Maritime Distress and Safety System while providing a better quality service for all ships covered by the International Convention for the Safety of Life at Sea.

### **Marine Aids to Navigation Strategic Plan**

AMSA's five-year strategic plan for marine aids to navigation was completed in February 2001. The Plan outlines the policy parameters underpinning the navigational aids network and the methodology for maintaining and enhancing the current network to sustain performance into the future. An operational plan based on the strategic framework is to be finalised by end 2001.

### **Crew Competency Standards**

Training and certification standards for seafarers have been upgraded in preparation for the full implementation on 1 February 2002 of the revised International Convention on Standards of Training, Certification and Watchkeeping for Seafarers. AMSA is encouraging Australian certified seafarers to ensure their certificates of competency are upgraded before the February 2002 deadline.

### **Great Barrier Reef Review**

The Minister announced in November 2000 a review of ship safety and pollution prevention measures in the Great Barrier Reef. AMSA played a prominent role in progressing the review by chairing the Steering Committee and providing the review secretariat. The final report was released by the Minister in September 2001. It made 41 recommendations that are being considered by the Federal and Queensland Governments.

### **Program of Business Improvement**

Substantial reforms to AMSA's service delivery were brought about through the Program of Business Improvement completed in June 2001. These included the sale of AMSA's lighthouse tender ship, *Cape Grafton*; external provision of shipping services and maintenance services for the aids to navigation network and search and rescue equipment. This led to a reduced requirement for corporate support and common services with a rationalised structure being implemented in January 2001 and further restructuring in July 2001. The structural changes saw AMSA's number of business units reduced from six to four during 2000-2001.

### **International Conferences**

In August 2000, AMSA co-sponsored the biennial Spillcon conference in Darwin involving overseas and local specialists in marine pollution prevention and response. AMSA sponsored the National Shipping Industry Conference held in Sydney in March 2001, which included presentations on a range of contemporary shipping issues and was attended by national and international maritime industry interests.

## CHAIRMAN'S REPORT

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On 1 January 2001, AMSA celebrated ten years of service to Australia as the national maritime safety agency. Those associated with AMSA over the last decade can be proud of its achievements and standing as a leader in its field.

The keys to AMSA's success have been its ability to respond to the changing needs of its stakeholders and to continuously improve efficiency in service delivery. AMSA's activities over the past year as detailed in this report demonstrate the breadth and depth of its operations and high standards of performance.

### **Organisational Reform**

The smooth implementation of the Program for Business Improvement, which has resulted in significant organisational changes, is a credit to AMSA's management and staff. The new organizational structure and business arrangements provide AMSA with greater efficiency in resource allocation and allow it to focus on providing its core safety and environmental protection services to government and the maritime industry.

### **Ship Safety and Environment Protection**

AMSA officers have continued to make a substantial contribution at the international level with their work in the International Maritime Organization (IMO) and in regional forums. A senior executive was re-elected to the chair of the IMO's Marine Environment Protection Committee for the year 2001. AMSA also has taken a lead role in progressing the organisational review of IMO's Secretariat, as well as promoting a number of ship safety and marine environment initiatives of importance to Australia.

The improved exchange of ship inspection data through computerised systems in both the Asia-Pacific and Indian Ocean areas will be an important element in achieving AMSA's objective of eliminating substandard shipping from the region. At the national level, work continued on enhancing AMSA's port State control program with better targeting of high risk ships and the new focused ship inspection campaigns spotlighting particular safety issues.

The year saw the completion of AMSA's strategic plan for marine aids to navigation. The plan provides a three-year rolling work program with a ten-year strategic outlook. It has been subjected to external audit and the Board considers it provides a robust framework for the future provision of navigation aids to the maritime industry with appropriate transparency of the use of Marine Navigation Levy funding.

### **Search and Rescue Services**

Australian Search and Rescue, AusSAR, marked its fourth anniversary this year. Since its establishment in 1997, AusSAR has responded to over 900 major incidents and assisted saving more than 1500 lives. While there have been some recent public challenges to AusSAR's standing, the Board is confident that its reputation, both in Australia and internationally, as a highly professional and effective search and rescue agency, will emerge intact.

## **Corporate Governance**

During 2000-2001, the AMSA Board has paid considerable attention to its obligations under the *Commonwealth Authorities and Companies Act 1997* and AMSA's establishment legislation. A Board Charter has been developed setting out the roles and responsibilities of Board members and management and their relationship with the Government. The Board undertakes regular reviews of its governance responsibilities and has carried out a performance assessment in conjunction with the National Institute for Governance at the University of Canberra.

## **Board Membership**

The Minister announced in June 2001, that AMSA's Chairman, Mr Ted Anson AM, would take up the appointment as Chairman of the Civil Aviation Safety Authority from 1 July 2001. AMSA was fortunate to have the benefit over the last two years of his considerable business skills and extensive experience in the maritime industry. I wish to express the Board's appreciation of his strong leadership and contribution to AMSA's organisational growth.

During the year, the Board was pleased to welcome the reappointment in October 2000 of Mrs Sarina Bratton and Mr Tony Hyams, in the knowledge that AMSA would gain substantially from their continued contribution to its work.

On behalf of the Board, I pay tribute again to the dedication and professionalism of the AMSA staff. Without their commitment to meeting stakeholder expectations, in an environment of substantial structural change, AMSA would not be in a position to face the future with justified confidence.



Ken Moss  
Chairman

September 2001



**Mr Edward (Ted) Anson AM, Chairman**

Mr Anson was originally appointed to the AMSA Board as Chairman on 8 April 1999 for a period of two years and was reappointed for a four-year term from 8 April 2001. From 1 July 2001, he retired from the AMSA Board to take up the appointment as Chairman of the Civil Aviation Safety Authority. He is the former Executive Chairman of ANL Limited and held senior executive positions in several shipping industry companies including BHP, RW Miller, Howard Smith Industries and James Patrick and Co. Mr Anson is Deputy Chairman of Australian River Co Limited, a Board Member of the Australian Industry Development Corporation, a member of Lloyd's Australia Committee and Chairman of Lloyd's Register Australia Technical Committee.



**Dr Kenneth Moss, Chairman Designate**

Dr Moss became Chairman on 1 July 2001, having been originally appointed to the AMSA Board on 8 April 1999 for a period of three years. After several years at BHP, he joined the Howard Smith Group in 1974 and was Managing Director from 1993 until his retirement in late 2000. Dr Moss is Chairman of Boral Limited and Centennial Coal Company Limited and serves on the Board of the National Australia Bank, GPT Management Limited, the Australian Institute of Company Directors and Hunter Medical Research Limited.



**Mr Julian Manser, Deputy Chairman**

Mr Manser is Chief Executive of the Perkins Shipping Group and was appointed as Deputy Chairman in April 1999 for a three-year term, after originally being appointed to the AMSA Board in June 1997. He is currently Director of the Darwin Port Corporation and a Director of Shipowners Protection Ltd based in London. He has previously been a Director of National Terminals Ltd, Melbourne Port Authority, and ANL Cargo Operations.



**Mrs Sarina Bratton**

Mrs Bratton was originally appointed to the AMSA Board in September 1996, and reappointed from 1 September 1998 for a two-year term. She was appointed for another two year term from 7 October 2000. She has extensive experience in the cruise shipping sector having been the founder and Managing Director of the Norwegian Capricorn Line. Formerly she was Vice President and General Manager Asia Pacific, Cunard Line. Mrs Bratton also was a Director of the Sydney Paralympic Organising Committee (Prime Ministerial nominee), and is presently a Director of the Australian Trade Commission (AusTrade).

### Mr Tony Hyams

Mr Hyams was appointed to the AMSA Board on 1 September 1998 for a period of two years and was appointed for another two-year term from 7 October 2000. He is an Advisory Director of Credit Suisse First Boston and a Director of Australian Pacific Airports Corporation (Melbourne and Launceston airports), the Australian Infrastructure Fund, and the Australian Government Employees Superannuation Fund.



### Mr James Kimpton AM

Mr Kimpton was appointed to the AMSA Board in December 1999 for a two-year period. Until July 1999, he held senior management positions with Ansett Australia. His career has involved product marketing and distribution, management consulting in marketing, market research and strategic planning, public administration and government relations. He is Deputy Chairman of the Civil Aviation Safety Authority and Chairman of the Creswick Foundation.



### Mr Clive Davidson, Chief Executive Officer

Mr Davidson was appointed on 4 May 1998 for a three-year term and was reappointed from 4 May 2001 for another three years. He has held executive positions at the former Department of Transport and Communications, Australian Civil Aviation Safety Authority, Siemens Plessey Systems, AMSA Navigational Services and the Federal Office of Asset Sales and IT Outsourcing. He is a member of the Seafarers Safety, Rehabilitation and Compensation Authority and the Council of the Australian Maritime College.

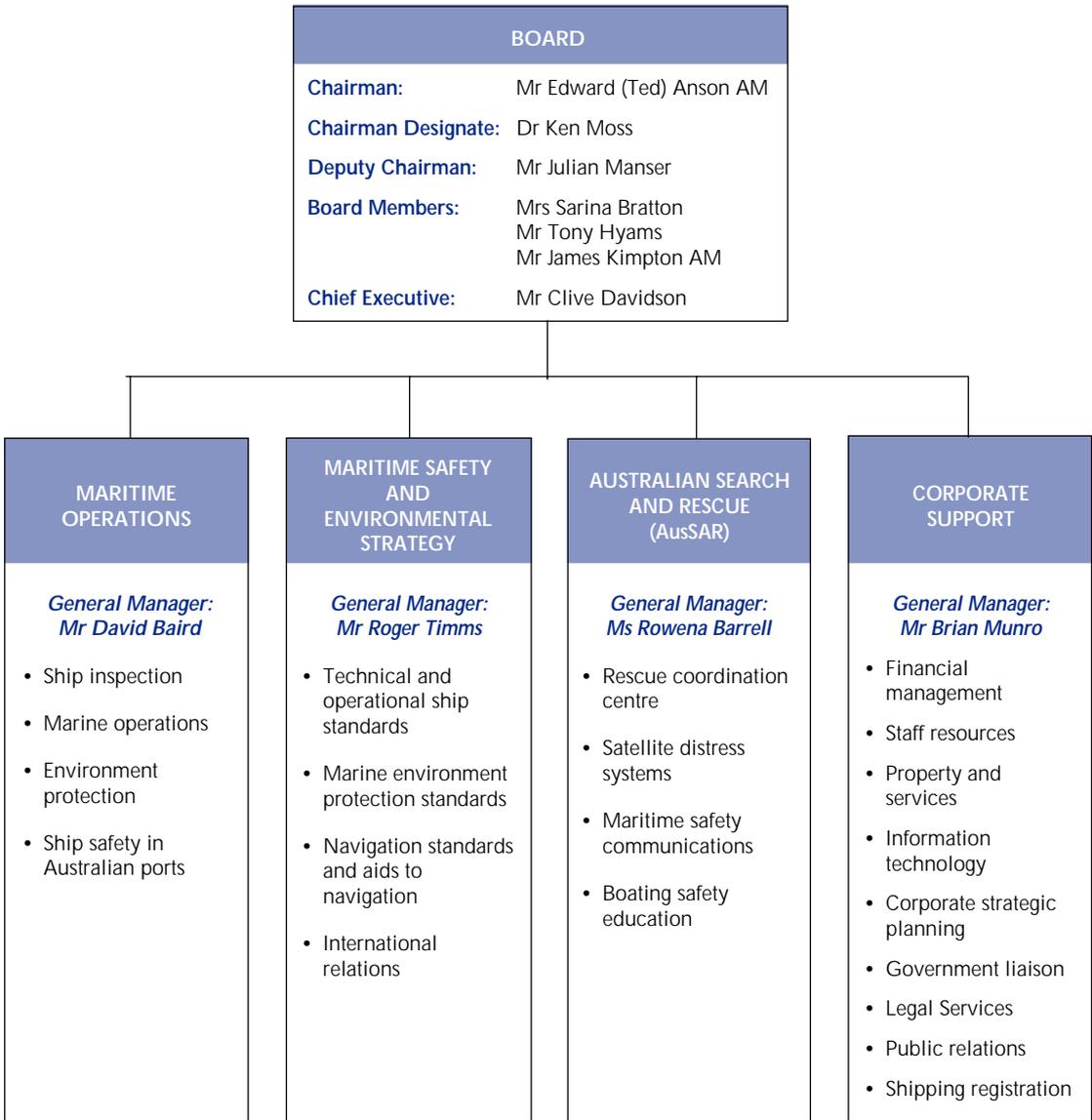


#### Board Member meeting attendance 2000 - 2001

Member	Board Meeting		Audit Committee	
	Eligible	Attended	Eligible	Attended
Mr Edward (Ted) Anson (Chair to 30 June 2001)	9	9	1	1
Dr Ken Moss (Chair from 1 July 2001)	9	9	1	1
Mr Julian Manser	9	9	4	4
Mrs Sarina Bratton	7	7	3	2
Mr Tony Hyams	7	7	3	3
Mr James Kimpton	9	9	-	-
Mr Clive Davidson	9	9	-	-

# CORPORATE STRUCTURE 30 JUNE 2001

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## FINANCIAL SNAPSHOT

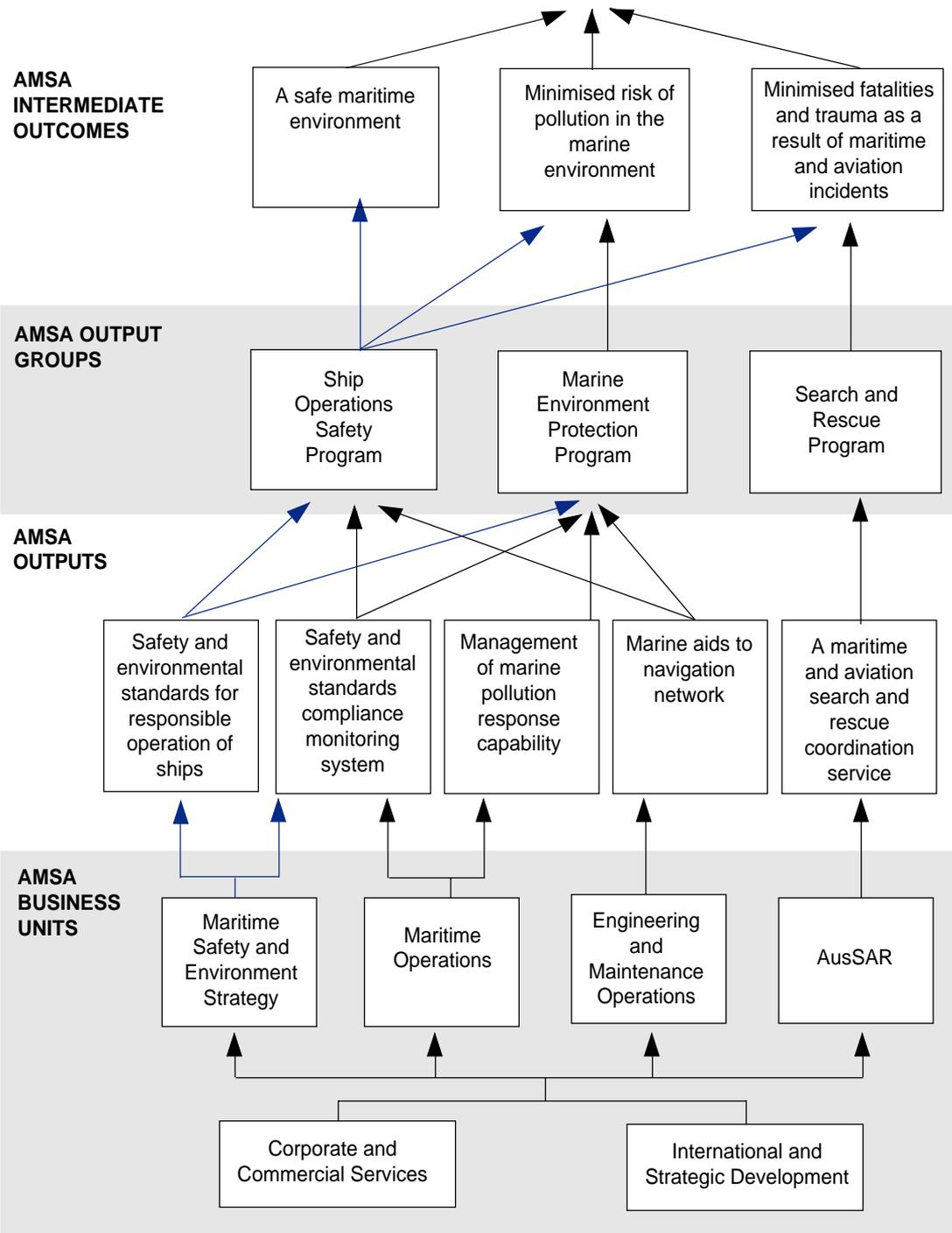
	1997-98	1998-99	1999-00	2000 - 01
	\$m	\$m	\$m	\$m
<b>REVENUE</b>				
Marine Navigation Levy	30.22	26.92	22.47	20.29
Regulatory Functions Levy	14.24	16.11	18.59	19.20
Protection of the Sea Levy	3.55	3.59	3.61	3.72
Community Service Obligation (Commonwealth Funded)	16.30	16.43	16.63	16.93
Other Revenue	10.64	13.84	22.35	18.87
<b>Total Operating Revenue</b>	<b>74.95</b>	<b>76.89</b>	<b>83.65</b>	<b>79.01</b>
<b>Total Operating Expenditure</b>	<b>68.88</b>	<b>71.86</b>	<b>77.92</b>	<b>73.71</b>
<b>Net Surplus</b>	<b>6.07</b>	<b>5.03</b>	<b>5.73</b>	<b>5.30</b>
Total Assets	94.94	91.41	86.58	85.79
Total Liabilities	14.04	12.27	11.00	10.87
Total Current Assets	18.89	18.45	27.74	19.40
Total Current Liabilities	8.56	7.78	6.84	8.05
Total Equity	80.91	79.14	75.58	74.92

## PERFORMANCE SUMMARY

	1997-98	1998-99	1999-00	2000 - 01
<b>FINANCIAL</b>				
Total Liabilities to Total Equity	0.17	0.16	0.15	0.15
Return on Equity (before abnormal)	7.50%	6.36%	7.58%	7.07%
Current Ratio (Current Assets/ Current liabilities)	2.21	2.37	4.06	2.41
<b>REAL PRICE INDEX (base of 100 in 1996-97)</b>				
- Marine Navigation Levy	87.3	77.1	61.3	50.8
- Regulatory functions Levy	100.3	112.6	123.8	117.2
- Protection of the Sea Levy	99.1	97.9	95.0	89.6
<b>TOTAL DAYS LOST</b>				
Industrial Disputes	82	0	0	0
Sick leave	1863	1915	1568	945
Industrial Accidents	365	209	144	35
Total	2310	2124	1712	980
<b>ACCIDENT REDUCTION</b>				
No. of accidents resulting in injuries	76	59	55	47
No. of accidents NOT resulting in injuries	27	11	19	8
<b>TOTAL EMPLOYMENT</b>				
Permanent Staff Only	388	347	321	238
Temporary Contract Staff	45	32	28	12

# AMSA'S OUTCOMES AND OUTPUTS 2000-2001

**PORTFOLIO OUTCOME**      **Transport and Regional Services Portfolio outcome:**  
**Linking Australia through transport and regional services**



# AMSA OUTCOME 1:

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## A SAFE MARITIME ENVIRONMENT

### OUTPUT 1.1: SAFETY AND ENVIRONMENTAL STANDARDS FOR RESPONSIBLE OPERATION OF SHIPS

#### **AMSA delivers this output by:**

- Representing Australia in the International Maritime Organization in the development, implementation and enforcement of international standards governing ship safety, navigation, marine environment protection, ship operations, 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, carriage and handling of cargoes, passengers and regulation of marine pollution.

## MAJOR ACTIVITIES 2000-2001

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### Contribution to International Maritime Organization (IMO) Issues

**Ship Safety Issues** AMSA continued to actively participate in the progression of major ship safety issues relevant to Australia's interests in the IMO. This included support for the IMO's adoption of a number of new safety initiatives including:

- Mandatory carriage requirements for Automatic Identification System (AIS) equipment to be fitted on ships over the period 2002 to 2007. This radio data exchange system will actively promote ship safety in the Great Barrier Reef region where AMSA has been conducting sea trials of AIS equipment.
- Mandatory carriage of Voyage Data Recorders on new ships built after July 2002 and on existing passenger ships. This initiative will assist in determining the cause of maritime casualties.
- A new revised High Speed Craft Code, which will enter into force July 2002. The Australian high-speed craft building industry contributed significantly to AMSA's input to the development of the new code.
- Amendments to the International Convention for Safety of Life at Sea (SOLAS) including a complete revision of Chapter V of the convention on safety of navigation and Chapter II-2 on fire protection for entry into force in July 2002.
- Development of a Fire Safety Code.
- Identification of measures to be reviewed in assessing the safety of large passenger ships and continuing work to improve the safety of bulk carriers.
- Safety related issues associated with the international community's response to loss of the tanker, *Erika*, off the French coast in 1999, including a condition assessment scheme. These included accelerating the phase out of single hull oil tankers and the identification of other measures to eliminate substandard oil tankers.
- Approval of a code covering piracy and armed robbery against ships and associated measures to help combat the trafficking or transport of illegal migrants at sea.

- Progression of proposals for the development of a specific Code for Floating Production, Storage and Offloading Units (FPSO) and for standards relating to ships' mooring and anchoring equipment.
- Revision of the code for safe practice for bulk carriers and development of Ground Effect craft (Wing in Ground (WIG) Craft - water borne vessels with flying capability).
- Amendments to the Code for the carriage of Irradiated Nuclear Fuels (INF Code) by ships.

### **Improved Seafarer Training and Certification Standards**

AMSA has taken an active role in the revision of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers 1978, which was amended in 1995 (STCW95) and came into force on 1 February 1997. It has transitional arrangements to bring it into full implementation by 1 February 2002.

The previous standards of training, certification and watchkeeping contained in STCW78 have been completely updated by STCW95, to provide a stronger focus on the human element in ship safety and pollution prevention. This represents a major step toward a consistent, global application of training and certification standards.

STCW95 adopts control measures to enforce compliance, as evidenced through the *White List*. This recognises maritime administrations that have systems of seafarer training and certification determined by the IMO to be in full conformity with STCW95 requirements. Australia, like other parties to STCW95, was required to demonstrate compliance with convention requirements prior to being included on the *White List* published by the IMO in December 2000.

AMSA also contributed to IMO consideration of measures to counter fraudulent practices associated with seafarers' certificates of competency and the development of guidelines to address fatigue in the maritime industry.

### **Environment Protection**

Australia contributed to debate in the IMO leading to adoption of amendments to the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78) that will see most single-hulled oil tankers phased out by 2015.

Other key issues for Australia included the development of new conventions dealing with the use of anti-fouling paint and the transfer of harmful aquatic organisms by ship's ballast water, and issues relating to the on-going implementation of the International Convention on Oil Pollution Preparedness, Response and Cooperation 1990.



*The Australian delegation to the IMO Bunkers Convention Conference*

Australia has played a key role over the last six years in the development by the IMO of the new International Convention on Civil Liability for Bunker Oil Pollution Damage from Ships' Bunkers 2001 (the Bunkers Convention). This requires all ships, other than oil tankers, to have insurance coverage for spills of fuel oil to fulfil Australia's commitment in the Government's Oceans Policy.

The Convention also is compatible with the Government's recent legislation requiring all ships visiting Australian ports to prove they have the necessary insurance coverage to meet the costs of oil spills.

## **National Regulatory Framework**

During 2000-2001, AMSA promulgated a number of new and amended Marine Orders implementing enhanced standards that are summarised in AMSA's Regulatory Plan in the appendices to this report.

From April 2001, all ships of 400 gross tonnage or more carrying oil as cargo or bunkers are required to carry a relevant insurance certificate when visiting Australian ports. The new requirement was introduced by amendments to the *Protection of the Sea (Civil Liability) Act 1981*. A six-month period of grace has been applied before full enforcement action is taken.

AMSA continues to participate in the National Marine Safety Committee (NMSC), which is tasked with developing a harmonised system of marine regulation across Commonwealth, State and Territory jurisdictions.

AMSA has been working closely with the NMSC to assist the States and Northern Territory develop a national strategy for the implementation of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW95). It is intended that this plan will utilise the provisions in the convention whereby an Administration may define national requirements for the qualifications and training of crews

on ships engaged on near-coastal voyages. This will enable the provisions of the convention to be incorporated into Australia's unique network of Federal, State and Territory maritime jurisdictions.

### **Royal Australian Navy Gap Analysis**

During 2000-2001, AMSA has been working with the Royal Australian Navy (RAN) to develop a gap analysis aimed at establishing areas where core competencies are common to both naval training syllabuses and the requirements of STCW95.

Once commonalities have been established, more of the prior learning and sea time of military personnel may be accepted towards the issue of AMSA certificates of competency. On completion of the gap analysis, it is intended that recognition of prior learning will be coordinated by AMSA through direct liaison between the maritime colleges and RAN training coordinators. This will ensure any advance standing is granted in accordance with established education principles.

### **Review of the Great Barrier Reef Safety and Environmental Initiative**



The Minister for Transport and Regional Services, the Hon John Anderson, announced on 6 November 2000 a review of measures to promote ship safety and pollution prevention in the Great Barrier Reef.

The review was overseen by a Steering Committee comprising the Chief Executive Officer of AMSA, the Chair of the Great Barrier Reef Marine Park Authority, and senior officers of the Queensland Department of Transport and the Commonwealth Department of Transport and Regional Services. The final report was publicly released by the Minister in early September 2001. AMSA will be working with the other regulatory agencies involved in the review in implementing the Government's response to its recommendations.

### **Environment Protection Initiatives**

AMSA attended the tenth Environmental and Scientific Coordinators Workshop held in February 2001 in Queenscliff, Victoria. Participants included State and Northern Territory government and industry personnel. This annual forum brings together pollution response planners and decision makers to discuss and debate issues related to the environmental and scientific support during maritime spills.

# PERFORMANCE REVIEW 2000-2001

## OUTPUT GROUP 1 - SHIP OPERATIONS SAFETY PROGRAM

### Output 1.1 - Safety and environmental standards for responsible operation of ships

- **Strategy** - Ensure international standards development meets Australia's needs.
  - Expeditious adoption of international safety standard approach into Australian regulation.
  - Promote and maintain international, regional and national Memoranda of Understanding (MOUs)/bilateral agreements.

Performance Measures	Performance 2000-2001
<p><b>Quantity</b> - Number of improvements in Australia's regulatory standards flowing from new international standards (Target:100% of standards implemented)</p> <p><i>[Australia is a party to nearly all of IMO's international conventions regulating shipping. AMSA is responsible for implementing changes to Australia's regulatory framework flowing from improved international standards in these conventions. AMSA promulgates subordinate legislation, Marine Orders, under the Navigation Act 1912 and Protection of the Sea (Pollution from Ships) Act 1983.] (Regulatory Plan in Appendices details new Marine Orders)</i></p>	<p>During 2000-2001, two Marine Orders were issued by AMSA implementing changes in international standards by the date when they entered into force internationally.</p>
<p>Implementation of Government's response to recommendations from the review of the <i>Navigation Act 1912</i>. (Target: timing in accordance with Government requirements)</p>	<p>Whole-of-government response to the report being progressed by Department of Transport and Regional Services. AMSA is continuing review of Marine Orders and progressing certain issues raised by the offshore hydrocarbon industry.</p>
<p>Participation in the development of the National Standard for Commercial Vessels (NSCV) (Target: ongoing participation)</p> <p><b>Quality</b> - Currency and relevance of the Australian framework (Target: 100% current and relevant)</p>	<p>AMSA has fully participated in NMSC workshops on different aspects of the NSCV and provided comments on drafts of its different parts.</p> <p>During 2000-2001, two Marine Orders gave effect to changes in existing recommended international standards or codes of practice. Two Marine Orders gave effect to changes resulting from reviews or revision of national standards and two Marine Orders made minor amendments to existing Marine Orders.</p>
<p>Proportion of significant Australian issues identified that have been resolved or addressed to Australia's satisfaction (Target: 100%)</p> <p><i>[AMSA represents Australia in the IMO and takes an active role in its main technical committees, the Maritime Safety Committee and the Marine Environment Protection Committee.]</i></p>	<p>During 2000-2001, Australia presented 13 papers covering significant issues to the IMO Maritime Safety Committee and Marine Environment Protection Committee. Ten issues were resolved to Australia's satisfaction and three issues are still being addressed through the IMO processes.</p>
<p><b>Timeliness</b> - Implementation of international standards within target dates (Target: 100% within target dates)</p>	<p>During 2000-2001, two changes in international standards came into effect and AMSA implemented each of these changes within the specified date of effect.</p>
<p><b>Price</b> - Cost of providing a safety regulatory framework (Target: estimated cost of \$8 million not to increase in real cost over time).</p>	<p>For 2000-2001, the full year cost is \$7.2 million. (The notional variance from the estimated cost represents a retribution of corporate costs relating to the provision of engineering maintenance services by an external provider.)</p>

# AMSA OUTCOME 1:

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## A SAFE MARITIME ENVIRONMENT

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

**AMSA 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.
- Participating in regional forums to promote consistency in port State control standards and exchange of ship inspection data with neighbouring countries.
- Providing occupational health and safety inspectorate services 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 STCW Convention.
- Administering the licensing system for coastal pilots and safety regulation of coastal pilotage services under the *Navigation Act 1912*.

### **Port State Control Program**

AMSA published its annual report on Port State Control in Australia in March 2000. During calendar year 2000, AMSA inspected 2926 ships under its port State control program and detained 125 ships until serious safety deficiencies were rectified, representing a detention rate of 4.3 per cent, compared to 5.3 per cent in 1999.

There has been considerable debate internationally about the safety of older oil tankers since the incident in 1999 involving the tanker *Erika* which broke up off the coast of France. AMSA's ongoing analysis of its port State control inspection records has included a study on the age profile and safety of oil tankers visiting Australia in recent years. This study showed that overall there was an improving trend in the standard of oil tankers since 1995.

The age profile of oil tankers visiting Australia is newer on average than for the general shipping fleet, as indicated in Figure 1.

Previous analysis of all ship types had found a high correlation between ship age and detentions. This relationship is much weaker for oil tankers, which have a detention rate about half the average. The comparative detention rate compared to age profile is shown in Figure 2.

The detention rate for oil tankers has been declining over the last few years, as indicated in Figure 3.

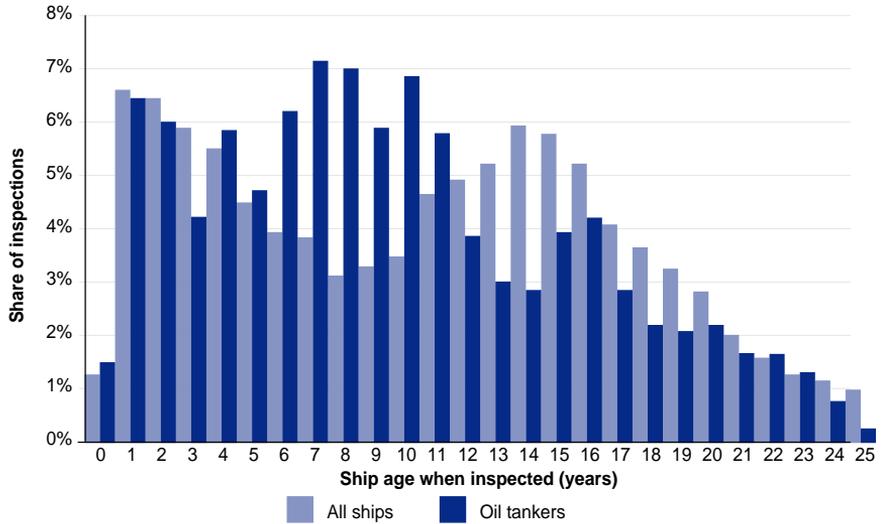
### **Improved Targeting of Ship Inspections**

AMSA continued development of its Ship Inspection Decision Support System (SIDSS) to improve ship inspection targeting on higher-risk ships through a risk assessment analysis of each ship. This takes into account a wide range of factors including the ship's flag State, classification society, age, type of ship and its previous inspection performance record. Other factors can be considered if relevant and if sufficient data is available, such as the history of particular shipowners, operators and charterers in relation to ship quality.

The analysis also has resulted in a reallocation of AMSA resources with relocation of Marine Surveyors so as to provide better coverage of higher-risk ships at remote ports in northern Queensland and south west Australia.

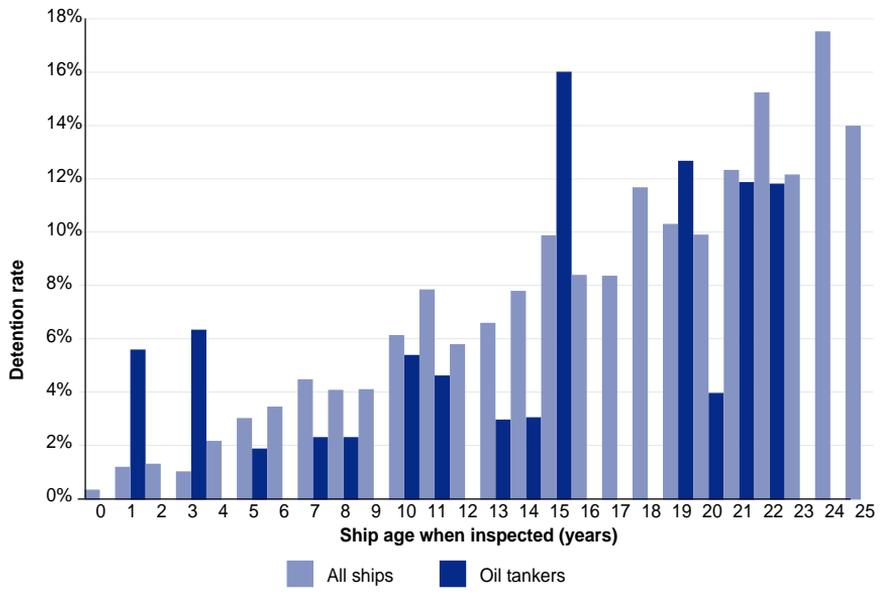
**Figure 1**

*Age profile of oil tankers compared to all ships inspected from 1995-2000*



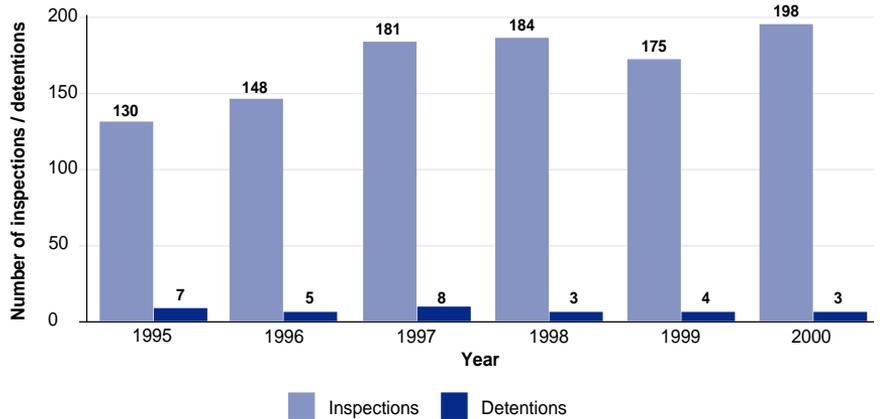
**Figure 2**

*Detention rate of oil tankers compared with all ships inspected from 1995-2000*



**Figure 3**

*Number of inspections and detentions of oil tankers 1995-2000*



## **Focused Ship Inspection Campaigns**

AMSA introduced a program to focus ship inspections at selected operational ports identified as needing special attention. The program commenced in December 2000 and is intended to operate for two years with six campaigns of four months' duration targeted on specific areas.

The first area was collision avoidance, primarily in recognition of recent incidents involving merchant ships colliding with fishing vessels. Ship inspections examined bridge visibility, radar operation and navigation lights serviceability and effectiveness. A total of 1055 inspections were undertaken during this campaign with 132 ships having deficiencies reported.

The second inspection campaign concerned the Global Maritime Distress Safety System (GMDSS) radio communications. This focused on appropriate provisions onboard ship to support operation of the system, understanding of operating procedures, ability of qualified crew to demonstrate proficiency in use of equipment, and checking the qualifications of operators. At the end of June 2001, this campaign was still in operation, by which time 880 inspections had been undertaken, 353 identifying deficiencies.

The third campaign will address crew living conditions and compliance with STCW95.

## **International Cooperation on Port State Control**

AMSA has continued to be an active participant in the Asia-Pacific Memorandum of Understanding on Port State Control (AP-MOU). AMSA contributed to the redevelopment of the AP-MOU database incorporating the latest software, internet access, and communications facilities. The Asia-Pacific Computer Information System (APCIS) is now operational using the latest information storage and exchange technology. This facilitates the recording and exchange of ship inspection data supporting greater efficiency in the conduct of port State control and less disruption to shipping activities. AMSA commenced data exchange with the AP-MOU as part of international cooperation to improve administrations' knowledge of the operations and seaworthiness of ships in the region.

AMSA continued to play a role in building the effectiveness and leadership of the Indian Ocean Memorandum of Understanding on Port State Control (IO-MOU) in building port State control in

this important region. The Indian Ocean region has intense shipping activity and the members of the IO-MOU have a demonstrated commitment to improve the quality of shipping within the region.

During 2000, attention has focused on development of the Indian Ocean Computerised Information System to facilitate recording and exchange of ship inspection information within the region. This will lead to greater efficiency in the conduct of port State control inspections. AMSA hosted a meeting of the Indian Ocean MOU on Port State Control in Fremantle during December 2000.

### **Flag State Control Program**

AMSA enhanced its information exchange and liaison with the six approved classification societies that are delegated, under the *Navigation Act 1912*, to perform certain survey and certification functions with respect to Australian registered ships, in line with guidelines adopted by the IMO. AMSA has a program of audits of the six classification societies, which will involve the progressive audit of each by April 2002.

### **Coastal Pilotage**

In April 2000, a review commissioned by AMSA and the Queensland Department of Transport of the safety licensing of coastal pilots recommended the development of a Code of Practice addressing several important safety issues, including pilot recruitment, training, and fatigue. This has led to the development of the Great Barrier Reef Pilotage Safety Management Code, which is based on the same principles as the International Safety Management (ISM) Code that covers international shipping.

The Code embodies the existing management procedures and also clarifies the responsibility of pilotage provider organisations and individual pilots, institutes comprehensive fatigue management principles, effective and safe boarding arrangements, emergency management arrangements and ensures maintenance of effective training programs and professional development programs including the introduction of a "check" pilot system.

The Code was promulgated by a new Marine Order made pursuant to the *Navigation Act 1912* which came into full operation from 1 July 2001.

# PERFORMANCE REVIEW 2000-2001

## OUTPUT GROUP 1 - SHIP OPERATIONS SAFETY PROGRAM

### Output 1.2 - Safety and environmental standards compliance monitoring system

- **Strategy** - Promote regional and international cooperation in information exchange on ship inspection.

Performance Measures	Performance 2000-2001
<p><b>Quantity</b> - Level of participation in regional data exchange (Target: Weekly exchange of ship inspection data)  <i>[The Memoranda of Understanding on Port State Control for the Asia-Pacific region includes agreement to regularly exchange port State control data with the MOU Secretariat.]</i></p>	Port State control data is being exchanged daily with the Asia-Pacific MOU secretariat.

- **Strategy** - Target inspections at high risk ships.

Performance Measures	Performance 2000-2001
<p><b>Quantity</b> - Inspection rate of eligible ships under port State control Program (Target: maintain at current level)  <i>[In administering Australia's port State control program, AMSA aims to inspect at least 50 per cent of eligible ships calling at Australian ports. An "eligible" ship has not been inspected during the last six months (or three months for passenger ships or tankers over 15 years old) immediately proceeding the date of arrival at a port.]</i></p>	During calendar year 2000, 62.9 per cent of eligible ships were inspected compared to 59 per cent in calendar year 1999.
<p>Number of eligible ships inspected (Target: estimate based on five year average of 2800)</p>	During calendar year 2000, 2926 inspections of eligible ships were carried out by AMSA marine surveyors compared to 2753 in calendar year 1999.
<p>Number of ISM audits conducted (Target: all eligible Australian ships every 2.5 years)  <i>[In 1999-2000, AMSA resumed the ISM Code audit role from Classification Societies. Under the ISM Code, all ships must have a Ship Management Certificate and be issued with a Document of Compliance.]</i></p>	During 2000-2001, 13 Documents of Compliance verifications (compared to eight in 1999-2000) and 21 Safety Management Certificates verifications or renewals (compared to 19 in 1999-2000) were issued in line with the target to audit all eligible Australian ships every 2.5 years. Total number of eligible Australian ships in 2000-01 is 39.
<p><b>Quality</b> - Proportion of high risk ships inspected (Target: category A: 100%)  <i>[Since April 2000, AMSA surveyors have been using the Ship Inspection Decision Support System (SIDSS) to improve the focus of port State control inspections on higher risk ships. SIDSS provides a risk ranking for each ship according to characteristics such as ship age, type, and inspection history.]</i>  <i>[Change in target: Under the new system, AMSA targets 80 per cent of high risk category and 60 per cent of medium to high risk category. Inspection of 100 per cent of high risk ships is not possible due to some ships visiting remote ports where AMSA has no survey staff.]</i></p>	<p>Since the adoption of the new system, 64 per cent of eligible ships in high risk category and 62 per cent of eligible ships in the medium to high risk category have been inspected. Ship inspection resources are being relocated to ensure achievement of the targeted 80 per cent of high risk ships.  <i>[The 80 per cent target was achieved in the East and South AMSA regions but not in the North and West. Recruitment action was undertaken to secure more marine surveyor resources in Cairns and Fremantle.]</i></p>
<p>Proportion of shipping incidents resulting from hardware or competency failure (Target: declining trend)  <i>[The Australian Transport Safety Bureau (ATSB) Marine Unit investigates serious marine incidents to identify the circumstances and determine the cause of the incident.]</i></p>	The ATSB has reported on eight of the 10 incidents it is investigating that occurred in 1999 of which 40 per cent appeared to involve hardware or competency failure. The ATSB reports on 15 incidents it investigated in 1998 indicated that 67 per cent appeared to involve hardware or competency failure.
<p><b>Timeliness</b> - Proportion of routine compliance monitoring without undue delay to shipping. (Target: 100%)  <i>[AMSA aims to conduct all routine ship inspections during the ship's scheduled stay in port and conclude them before the ship's scheduled sailing time.]</i></p>	During 2000-2001, there were no undue delays recorded to ships to allow AMSA inspections to be undertaken.
<p><b>Price</b> - Cost per ship inspected under the PSC program (Target: Average cost of \$650 per PSC inspection to be maintained or reduced at real cost over time).</p>	During 2000-2001, the average labour cost per ship inspection under port State control was \$652, excluding travel costs.

# AMSA OUTCOME 1:

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## A SAFE MARITIME ENVIRONMENT

### OUTPUT 1.3: MARINE AIDS TO NAVIGATION NETWORK

**AMSA delivers 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 International Maritime Organization (IMO) and International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA);
- Providing a maritime safety communications network that broadcasts and receives safety and navigation information to and from ships at sea.

## MAJOR ACTIVITIES 2000-2001

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### **Navigational Services Advisory Committee**

The Navigational Services Advisory Committee (NSAC), AMSA's principal consultative forum on navigational safety matters in Australian waters, met twice during the year, in November 2000 and in June 2001. The NSAC generally concurred with AMSA's proposals in relation to the direction for the aids to navigation network and progressed the following major issues:

- Outsourcing of the maintenance function for AMSA's navigational aids;
- Review of measures to promote ship safety and pollution prevention in the waters of the Great Barrier Reef;
- Review of the aids to navigation network in South Australian waters and subsequently, the rest of Australia;
- New radar and software upgrades for the REEFREP ship reporting system and trials of the Automatic Identification System (AIS) for ships in the REEFREP ship reporting area;
- AMSA's Differential Global Positioning System (DGPS) installation program;
- AMSA's involvement in the Australian Global Navigation Satellite System Coordination Committee;
- Production of Electronic Navigational Charts by the Royal Australian Navy Hydrographic Office;
- Preparations for Australia hosting the fifteenth IALA conference in March 2002 in Sydney.

An electronic correspondence group has now been established to allow for the frequent and regular exchange of information and ideas within the NSAC.

### **Improvements to the Aids to Navigation Network**

During 2000-2001, the aids to navigation network was maintained at a level of availability above the relevant IALA standards. Improvements to the network continued through a number of major projects:

- New lights were established at Maxwell Reef and East Cay and new racons established at Dalrymple Islet and East Cay off the Queensland coast; and,
- Three Differential Global Positioning Systems (DGPS) stations commenced operations at Weipa in Queensland, and Perth and Albany in Western Australia.



*The new light beacon at East Cay, Old*

AMSA, working with the NSAC, undertook a review of aids to navigation in South Australian waters. The review aimed to identify the strategic network requirements for the safe and efficient passage of commercial trading vessels, rather than assessing each aid independently. As a result, the AMSA network will be reduced from 49 to 36 aids to navigation sites, but with nine of the aids being upgraded. Three aids to navigation will be discontinued and responsibility for a further 11 aids to navigation transferred to the South Australian Government.

This review of the aids to navigation network has now been extended to all Australian waters. AMSA has the preparatory and planning process underway in conjunction with the NSAC.

### **Strategic Plan for Marine Aids to Navigation**



*Barrenjoey lightstation, NSW was handed over to the NSW Government in January 2001*

During 2000-2001, the five-year Strategic Plan for Marine Aids to Navigation was completed. The Plan provides a framework for AMSA's decision making in relation to marine aids to navigation. It provides a three-year rolling work program within a 10-year strategic outlook on the future directions of aids to navigation. This ensures the shipping industry has a transparent means of assessing AMSA's allocation of funding from the Marine Navigation Levy.

The Plan outlines the policy parameters that underpin the navigational aids network and provides a methodology for maintaining and enhancing the current network to sustain performance into the future. It also identifies factors to be monitored by AMSA to ensure the navigational aids network remains adequately and efficiently maintained over the period of the Plan.

The Strategic Plan has been subject to an external audit of the methodology used in its development, which concluded that the Strategic Plan had considered the strategic risks to the navigational aids network and provided an appropriate framework within which an operational plan is currently being developed with a view to its finalisation by end 2001.

### **Maritime Safety Communications Network**

AMSA continued to broadcast maritime safety information through the Coast Radio communications network maintained by AusSAR. During the year, 453 messages were broadcast to ships at sea on a wide range of incidents such as faults with particular aids to navigation, ship breakdowns, hazards to navigation, marine pollution and distress situations.

# PERFORMANCE REVIEW 2000-2001

## OUTPUT GROUP 1 - SHIP OPERATIONS SAFETY PROGRAM

### Output 1.3 - Marine aids to navigation network

- **Strategy** - Consult with stakeholders to identify and deliver changes to meet their needs.

Performance Measures	Performance 2000-2001
<b>Quantity</b> - A comprehensive network of navigational aids (Target: current network comprising 412 navaid sites)	During 2000-2001, the total number of aids to navigation in the national network increased to 420, including three new DGPS, two new lights and two new racons.
<b>Quality</b> - Development of the Navigation Plan by first quarter of 2000 -2001.	A draft of the Strategic Plan for Navigational Systems in Australian Waters was developed in February 2001 and is being discussed with the industry.
<b>Timeliness</b> - On time delivery of new navigation aids network requirements to specification (Target: 100% on time)	During 2000-2001, seven new aids to navigation were constructed by AMSA. Two (29 per cent) were delivered on time and five (71 per cent) had delays in installation/commissioning arising from factors connected with the move to providing engineering and maintenance services by an external provider and site acquisition.
<b>Price</b> - On cost delivery of new navigational aid network requirements (Target: 100% on cost)	During 2000-2001, four of the seven new aids (57 per cent) were delivered on or under cost. The three aids delivered over cost were due to weather delays and increases in the actual contract cost above initial cost estimates. Overall the capital works costs for new aids to navigation were delivered 4.45 per cent under budget.

- **Strategy** - Maintain a high level of availability for navigation aids and safety communications network.

Performance Measures	Performance 2000-2001
<b>Quality</b> - Availability of the marine navigation aids network (Target: IALA standard: category 1: 99.8% category 2: 99% category 3: 97%) <i>[International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) is a non-government body working towards the harmonisation of standards for navigational systems worldwide.]</i>	During 2000-2001, standards achieved: category 1: 99.84 per cent, category 2: 99.85 per cent category 3: 99.45 per cent
Availability of the terrestrial coast radio stations and the ground segment of the Inmarsat satellite system (Target 99.5%)	During 2000-2001, actual availability of terrestrial communication services was maintained at 99.99 per cent. Availability for Inmarsat was maintained 99.89 per cent for both Pacific Ocean and Indian Ocean regions.
Outsourcing of the Engineering and Maintenance Operations under the Program of Business Improvement by March 2001.	The Program for Business Improvement led to the successful market testing of AMSA's engineering and maintenance functions and engagement of an external provider under a contract that commenced on 30 March 2001.
<b>Price</b> - Levy revenue as a proportion of navaid asset holding (Target: a ratio of 0:65 to be maintained or reduced in real term over time)	For 2000-2001, the ratio is 0:65.
Average cost of maintenance per navigational aid (Target: \$22700 per aid - maintenance costs to be maintained or reduced in real terms over time)	For 2000-2001, the average maintenance cost per navigational aid is \$24500. [The increase in the average maintenance cost per aid is attributable to both the increased size of, and changes in the configuration of, the network of aids to navigation.]
Cost of maintenance of navigational aids as a proportion of value of assets deployed (Target: a ratio of 0:3 to be maintained or reduced in real terms over time )	For 2000-2001, the ratio is 0:33.

# AMSA OUTCOME 2:

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## MINIMISED RISK OF POLLUTION IN THE MARINE ENVIRONMENT

### OUTPUT 2.1: MANAGEMENT OF MARINE POLLUTION RESPONSE CAPABILITY

**AMSA delivers this output by:**

- Managing the National Plan to Combat Pollution of the Sea by Oil and Other Noxious and Hazardous Substances (the National Plan). This involves 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.
- Contributing to environment protection initiatives and education and information sharing on marine pollution prevention.

## MAJOR ACHIEVEMENTS 2000-2001

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### **National Plan**

The 1999-2000 review of the National Plan to Combat Pollution of the Sea by Oil and Other Noxious and Hazardous Substances was completed in June 2000. It recommended development of an Inter-Governmental Agreement between the Commonwealth, States and Northern Territory to underpin the National Plan arrangements, including funding arrangements in line with the Review's findings. It also recommended the appointment of an independent chairperson of the new National Plan Management Committee that provides strategic oversight of the effectiveness and efficiency of the National Plan.

The Australian Transport Council agreed to a new Inter-Governmental Agreement on the National Plan in May 2001. The new agreement provides a basis for continued Commonwealth, State and Northern Territory commitment and support for the National Plan, formally sets out the obligations of all parties and agreed minimum activities, allowing participants' performance against those minimums to be readily assessed.

The Inter-Governmental Agreement will also ensure the national approach to preparedness and response to oil and chemical spills in the marine environment is continued and strengthened and provide a mechanism to ensure decision making under the National Plan is cooperative and the obligations of all parties are met.

To complement the new National Plan Inter-Governmental Agreement, a Memorandum of Understanding on Oil Pollution Preparedness and Response was agreed between AMSA and the Australian Institute of Petroleum in June 2001. The MOU formalises the parties' intention to cooperate in ensuring the National Plan operates effectively.

Another key outcome of the 2000 National Plan Review was the introduction of new management arrangements designed to provide more collaborative strategic decision-making by the major stakeholders in the National Plan. In addition to the establishment of the National Plan Management Committee, a National Plan Operations Group was established to support the Committee and undertake ongoing operational activities under the plan for both oil and chemicals.

## Response to Pollution Incidents



*The Bunga Teratai Satu aground on the Great Barrier Reef near Cairns, Qld*

During 2000-2001, there were 24 incidents involving a response under the National Plan, but none were major pollution events. AMSA provided support and advice in relation to the groundings of the container ship, *Bunga Teratai Satu*, in the Great Barrier Reef off Queensland in November 2000, the Indonesian fishing vessel, *Pratidina 05*, in the Torres Strait in November 2000, and the bulk carrier, *Devprayag*, near Portland, Victoria in April 2001.

AMSA has established the role of a Casualty Coordinator to ensure closer liaison with other Government agencies and salvage companies during major incidents. This approach was used for the first time in the response to the grounding of *Bunga Teratai Satu*.

# PERFORMANCE REVIEW 2000-2001

## OUTPUT GROUP 2 - MARINE ENVIRONMENT PROTECTION PROGRAM

### Output 2.1 - Management of Marine Pollution Response Capability

- **Strategy** - Provide level of response capability consistent with National Plan requirements

Performance Measures	Performance 2000-2001
<p><b>Quantity</b> - Number of personnel trained (Target: 200 every 2 years)  <i>[The National Plan supports an integrated oil spill response training program for senior and middle management and operator level personnel. A minimum target has been set of 200 personnel to be trained in each two year cycle.]</i></p>	A total of 237 people will have been trained in the current two year cycle.
<p>Frequency of equipment audits (Target: major stockpile every 18 months; other stockpile every 24 months)  <i>[The National Plan holds a wide range of equipment at all major ports incorporating booms, skimmers and support equipment.]</i></p>	All major and other stockpiles of equipment were audited within these timeframes.
<p><b>Quality</b> - Availability of National Plan response equipment (Target: 95%)</p>	During 2000-2001, the average availability of National Plan response equipment has been 99.6 per cent.
<p>Availability of support resources (Target: 40 national response team, 200 support personnel)  <i>[The National Plan supports an integrated oil spill response training program for senior and middle management and operator level personnel. A minimum target has been set of 200 personnel to be trained in each two year cycle.]</i></p>	During 2000-2001, there are 53 National Response Team personnel available and more than 200 support personnel.
<p>Implementation of agreed findings actioned from National Plan incident response debrief (Target: 100%)  <i>[After each pollution incident requiring a National Plan response, the participants are involved in a debrief and the results are used to improve future performance.]</i></p>	All actions and recommendations will be implemented within the current work program.
<p><b>Price</b> - Unit cost per person trained (Target: \$700 per person based on 196 personnel trained averaged over seven years, to be maintained in real terms)</p>	During 2000-2001, the average material and service costs of training was \$895 per person compared to \$770 in 1999-2000. [The variation in cost is influenced by travel costs to the training location.]
<p>Levy revenue as a proportion of National Plan equipment holding.  <i>(Target: a ratio of 0.6 to be maintained at current level or reduced over time)</i>  <i>[National Plan operations are funded by a levy on commercial shipping imposed under the Protection of the Sea (Shipping Levy) Act 1981.]</i></p>	During 2000-2001, the ratio is 0.5.

- **Strategy** - Effective input to marine pollution incident response

Performance Measures	Performance 2000-2001
<p><b>Quantity</b> - Number of marine pollution incidents involving National Plan response (Target: workload trend)</p>	During 2000-2001, there were 24 incidents involving a National Plan response compared to four in 1999-00 and 16 in 1998-99.
<p><b>Quality</b> - Median/average time taken to respond by equipment and personnel following request to participate (Target: within 24 hours anywhere in Australia)</p>	During 2000-2001, the average response time for personnel and equipment was below 24 hours.

# AMSA OUTCOME 3:

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## MINIMISED FATALITIES AND TRAUMA AS A RESULT OF MARITIME AND AVIATION INCIDENTS

### OUTPUT 3.1: A MARITIME AND AVIATION SEARCH AND RESCUE COORDINATION SERVICE

**AMSA delivers this output by:**

- Providing a 24 hour Rescue Coordination Centre servicing the internationally agreed Australian Search and Rescue Region for the aviation and maritime sectors.
- Assuming coordination of maritime and aviation incidents.
- Providing a maritime distress and safety communications network that meets the requirements of the Safety of Life at Sea (SOLAS) Convention and also can be used by suitably equipped non-SOLAS vessels.
- Providing training and specialist SAR equipment to selected general aviation operators designated as Search and Rescue Units (SRUs) around Australia.
- Contributing to international and national issues of significance concerning aviation and maritime search and rescue activities, maintaining and enhancing strategic relationships and increasing public awareness of maritime safety issues.

## MAJOR ACTIVITIES 2000-2001

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### **Rescue Coordination Centre**

During the year, 10165 incidents were processed. Of these incidents, 477 required search activity. A total of 429 people were rescued at a success rate of 96 per cent.

A total of 1350 distress beacon alerts were received during the year, with 155 incidents involving a real distress situation. The trend in rising beacon alerts continued this year, with an increase of 8 per cent on the previous year. While distress beacons are a very effective means of alerting AusSAR to a distress situation, some beacon alerts (about 88 per cent) are not associated with genuine emergencies and consume time and resources to resolve.

Notable search and rescue operations included the following:

- An extensive search was conducted for survivors from a crashed helicopter (VH-THM) in mountains in north-east Victoria. The helicopter was located but the occupants did not survive;
- Two cargo ships (*Madona* and *Sulteng One*) foundered in two separate incidents during the year. In each case, rescues were completed by other merchant ships coordinated by the Rescue Coordination Centre; and
- In October 2000, the Turkish ship *Tahir Kiran* rescued the crew of the Australian yacht *Pleiades* in the central Indian Ocean. United States Navy and Royal Australian Air Force Orion aircraft assisted the rescue.

The Australian Ship Reporting system (AUSREP) received 237 353 reports in 2000-2001 of which 3309 ships failed to report on schedule and required follow-up action.

### **Maritime Distress and Safety Communications**

A contract to provide High Frequency (HF) maritime distress and safety radio communications services from 1 July 2002 was signed with Television New Zealand Australia Limited in August 2000. The contract will enable AMSA to continue to fulfil Australia's obligations in accordance with the Global Maritime Distress and Safety System (GMDSS). AMSA's current contract with Telstra for the provision of terrestrial and satellite distress and safety communications services will expire on 30 June 2002.



*Signing the new radio communications agreement are (left) Clive Thompson and Peter Lambourne (TVNZ) and Rowena Barrell and Clive Davidson (AMSA)*

At the end of the financial year, a request for tender for GMDSS satellite services was being finalised. A service provider will be sought to provide these services from 1 July 2002 when the current contract expires.

During the first half of 2001, AusSAR provided comment on the development of a request for tender for Very High Frequency (VHF) and HF radio services for non-SOLAS vessels. State and Territory governments are examining a number of options, which may result in the provision of State/Territory based voice communications services for non-SOLAS vessels.

### **Phasing-out of 121.5 MHz Distress Beacons**

The Cospas-Sarsat Council met in October 2000 and agreed that satellite processing of 121.5 MHz distress beacons will cease on 1 February 2009. This will mean only 406 MHz distress beacons will be fully functional after 1 February 2009. AusSAR has advised State and Territory administrations of the international decision and has been working with both maritime and aviation agencies to address a number of key issues, including carriage requirements and possible amendments to legislation.

AusSAR commenced the development of a national education campaign aimed at distress beacon users to inform them of the change in 2009. The campaign has been arranged into three distinct phases:

- Phase 1, to be implemented between now and 2004, will highlight the benefits of the more accurate 406 MHz distress beacons over the 121.5 MHz distress beacons;
- Phase 2, scheduled for 2004 to 2007, will inform the general public about alternatives to 121.5 MHz distress beacons, and possible legislative changes occurring in relation to the carriage and disposal of beacons; and
- Phase 3, scheduled for 2007 to 2009, will focus on the transition from 121.5 MHz distress beacons to 406 MHz beacons.



*A new promotion for 406 MHz EPIRB distress beacons*

States and Territories were kept informed on the transition through the Australia New Zealand Safe Boating Education Group (ANZSBEG). AusSAR continued to work with the Civil Aviation Safety Authority and the National Marine Safety Committee to address the carriage requirements and associated legislative issues. AusSAR commenced discussions with a number of Australian beacon manufacturers with the aim of facilitating production of a cheaper 406 MHz distress beacon.

## Search and Rescue Unit (SRU) Program



*Aircrew droppable equipment training*

During the year, AusSAR provided 75 training sessions to selected general aviation operators around Australia designated as SRUs, involving the training of 446 pilots and aircrew. AusSAR facilitated the training of a further 167 air search observers.

A Memorandum of Understanding (MOU) was signed with Victoria to participate in a national visual air search program. The program aims to increase the effectiveness of Australia's air search capability. Two States, South Australia and Tasmania, signed last year. Discussions are progressing with other States and Territories to finalise the MOUs.

Following market testing, AusSAR's search and rescue equipment maintenance and training support services (previously undertaken by AMSA's Engineering and Maintenance Operations business unit) were outsourced to Australian Maritime Systems Limited from 30 March 2001.

## Performance Reviews

**Implementation of SRU Program Review:** The aim of the review is to achieve more effective and timely response from strategically located fixed and rotary wing aircraft. Following a Request for Tender for the Provision of Aerial Search and Rescue Capability that closed on 15 February 2000, over 100 responses were evaluated.

In October 2000, strategies to maintain and enhance search and rescue arrangements and capability around Australia were submitted to the Federal Government. In May, the Government announced in the Budget the provision of additional funding to AusSAR to maintain and improve capabilities to respond to search and rescue incidents. The Government also foreshadowed a capital investment in 2001-2002 for some night search capability and specialised equipment to locate distress beacons. A revised SRU program will be progressively implemented over the 2001-2002 financial year.

**Strategic and Pricing Review:** ACIL Consulting were engaged in July 2000 to undertake an independent analysis of the level of services provided by AusSAR to government and recommend an appropriate basis for the pricing of those services. A Steering Committee comprising representatives of the Department of Transport and Regional Services, the Department of Finance and Administration and AMSA was established.

ACIL reported in October 2000 and the report was used as the basis of a submission to the Federal Government for additional funding to maintain and improve search and rescue arrangements and capability. The Federal Budget in May 2001 included a commitment to an additional \$3.7 million over four years in operational funding and \$1.7 million in capital funding for AusSAR to strengthen its search and rescue capability.

The operational funding will be provided over four years. It will enable AusSAR to provide three dedicated aircraft that are guaranteed to respond when tasked with search and rescue operations and to increase the number of non-dedicated aircraft operators trained to assist in such operations.

The capital funding will be used to increase Australia's search capability by equipping trained operators with specialized distress beacon direction finding equipment and through the purchase of Forward Looking Infra Red equipment for the dedicated aircraft to increase night search capability.

**Operations Review:** AusSAR deferred completion of an internal review of its operations area pending completion of the Strategic and Pricing review of AusSAR. It is planned for completion during the latter half of 2001.

**Planning, Development and Standards Review:** AusSAR conducted an internal review of its Planning, Development and Standards area during 2000-2001, which was aimed at identifying and implementing improved structural and organisational efficiencies within the section. The review will be finalised and recommendations implemented before the end of 2001.

## **International and National Cooperation**

A Search and Rescue Arrangement was signed between Australia and Papua New Guinea during 2000-2001. The arrangement replaces and updates a pre-existing aviation search and rescue agreement and establishes for the first time a maritime search and rescue arrangement. The arrangement will help Australia and Papua New Guinea to continue to work closely to promote the safety of life in the region.

As part of a Maritime Surveillance Advisers Conference sponsored by the Department of Defence held in October 2000, AusSAR conducted a search and rescue workshop attended by twelve South West Pacific Island nations as well as search and

rescue representatives from New Caledonia, New Zealand and the United States of America. The workshop provided a significant opportunity to discuss search and rescue arrangements in the Pacific between the key nations represented.

### **Training Programs**

AusSAR's National Search and Rescue School conducted six formal courses covering, in aggregate, 26 weeks of instruction. On the job training also was facilitated for three internal staff covering, in aggregate, 24 weeks during 2000-2001. Forty-four officers from overseas or external SAR authorities also attended formal courses. Courses covered search and rescue techniques and were tailored for each individual group.

# PERFORMANCE REVIEW 2000-2001

## OUTPUT GROUP 3 - SEARCH AND RESCUE PROGRAM

### Output 3.1 - A maritime and aviation search and rescue coordination service

- **Strategy** - Provide a 24 hour search and rescue (SAR) coordination centre and safety communications network.

Performance Measures	Performance 2000-2001
<p><b>Quantity</b> - Number of SAR incidents actioned (Target: workload trend)</p>	<p>During 2000-2001, 10165 incidents were actioned compared to 10848 in 1999-2000.</p>
<p>Number of Ausrep reports processed (Target: workload trend)</p>	<p>During 2000-2001, there were 237 353 AUSREP reports processed, compared to 235 131 in 1999-2000.</p>
<p><b>Quality</b> - Availability of Cospas-Sarsat satellite distress beacon detection system (Target: 99.5%)  <i>[The Australian ground segment comprises two ground receiver stations or Local User Terminals (LUTs) at Albany in Western Australia and Bundaberg in Queensland; and the Australian Mission Control Centre (AUMCC) co-located with the Rescue Coordination Centre in Canberra.]</i></p>	<p>During 2000-2001, measured availability of the Albany and Bundaberg LUTs was 99.9 per cent and 100 per cent respectively, compared to 99.61 per cent and 99.65 per cent in 1999-2000. The AUMCC availability was 99.86 per cent compared to 99.99 per cent in 1999-2000.</p>
<p>Availability of the terrestrial coast radio stations and the ground segment of the Inmarsat satellite system (Target: 99.5%)  <i>[Telstra provides terrestrial communications services through a network of coast radio stations, undertaking to maintain a 99.5 per cent availability of equipment during each calendar month. These stations provide terrestrial radio operating distress and safety communication services in the medium frequency (MF) and high frequency (HF) spectrum. Inmarsat services are provided through Telstra's Earth Station in Perth, Western Australia. Telstra undertakes to maintain a 99.5 per cent availability during each calendar month for equipment providing these services over the Indian and Pacific Ocean satellite coverage areas.]</i></p>	<p>During 2000-2001, availability of terrestrial communication services was maintained at 99.99 per cent, which was the same availability as in 1999-2000. Availability for Inmarsat was maintained at a monthly average of 99.91 per cent for the Pacific Ocean region (compared to 99.73 per cent in 1999-2000). The Indian Ocean region availability was 99.91 per cent compared to 99.72 per cent in 1999-2000.</p>
<p>Availability of the search and rescue coordination system (Target: 100%)  <i>[This measures the availability of the Rescue Coordination System to provide a response to an incident.]</i></p>	<p>During 2000-2001, availability of the search and rescue coordination system was greater than 99.999 per cent.</p>
<p><b>Price</b> - The cost of operations relative to incidents actioned (Target: estimated cost of \$1500 per incident based on average of 15000 incidents actioned per annum to be maintained or reduced in real terms over time)  <i>[This is the cost of providing AusSAR on a daily basis.]</i></p>	<p>During 2000-2001, the average cost of operations was \$2165 per incident, over a total of 10 165 incidents.</p>
<p>Cost of distress and safety communications network (Target: \$7.2 million based on current service level agreement to be maintained over two years).  <i>[This is the cost of providing the above terrestrial and satellite distress and safety communications networks.]</i></p>	<p>During 2000-2001, the cost was \$7.301 million. The higher cost was due to a greater number of calls than budgeted.</p>
<p>Price to Government in proportion to the level of SAR asset holding (Target: a ratio of 5:2 based on current price and asset level, subject to the outcome of a strategic and pricing review of AusSAR).</p>	<p>The ratio for 2000-2001 is 8:2. The increase arises from the rationalisation of SAR assets during June 2000 asset revaluation.</p>

# PERFORMANCE REVIEW 2000-2001

## OUTPUT GROUP 3- SEARCH AND RESCUE PROGRAM

### Output 3.1 - A maritime and aviation search and rescue coordination service

- **Strategy** - Provide trained and equipped search and rescue (SAR) response assets.

Performance Measures	Performance 2000-2001
<b>Quantity</b> - Number of Search Rescue Unit (SRU) operators trained (Target: 380 operators and 81 training sessions).	During 2000-2001, 75 training sessions trained a total of 446 pilots and crew and 167 search observers. This was less than targeted as several operators cancelled or postponed planned training due to aircraft or crew unavailability. During 1999-2000, 82 training sessions trained 378 pilots and crew and 138 air search observers.
<b>Quality</b> - Implement SRU restructuring and improvement strategy and joint Australian Defence Forces (ADF) review on better integration of civil and military search and rescue arrangements (Target: implementation of the restructure by early 2001).	SRU restructuring and improvement strategy is being implemented following additional Budget funding for search and rescue announced 22 May 2001. A revised SRU program is being progressively implemented in 2001-2002.
<b>Price</b> - Unit cost per SRU operator trained (Target: \$6800 per operator trained subject to SRU restructuring review and resource maintenance and support outsourcing arrangements)	During 2000-2001, the average cost of training an operator was \$6392 per person.

- **Strategy** - Effective input to maritime and aviation incident response.

Performance Measures	Performance 2000-2001
<b>Quality</b> - Success rate in the number of saveable lives saved through search and rescue coordination (Target: 100% success rate) <i>[Total number of persons saved relative to total number of persons at risk. A person is defined to be at risk if the person has a chance of surviving the initial incident].</i>	During 2000-2001, 447 people were considered at risk with AusSAR successfully coordinating the rescue of 429 people (a success rate of 96 per cent). During 1999-2000, 379 people were considered at risk with AusSAR successfully coordinating the rescue of 352 people (a success rate of 93 per cent).
<b>Timeliness</b> - Median/average time taken to respond by first asset (Target: various response time in accordance with the SRU request for tender documentation) <i>[Response time taken between receipt of an alert and first available resource being actioned].</i>	During 2000-2001, data collected from the AusSAR Incident register indicates the median response time between the Rescue Coordination Centre (RCC) being alerted and "engines on" for a response asset was 57 minutes. This is less than the relevant response time indicated in request for tender documents.

- **Strategy** - Increase public awareness of maritime safety and influence more safety conscious behaviour.

Performance Measures	Performance 2000-2001
<b>Quantity</b> - Level of input into ANZSBEG program on sea safety education (Target: significant contributions)	During 2000-2001, AusSAR contributed \$40,000 towards the ANZSBEG budget and submitted seven papers on major boating safety issues that were accepted by ANZSBEG. AusSAR provided the secretariat services and continues to maintain an external web site promoting national boating safety.

# CORPORATE CULTURE

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## EFFECTIVE CORPORATE SUPPORT FOR DELIVERY OF ALL AMSA OUTPUTS

AMSA's corporate support objectives include:

- Meeting and exceeding stakeholder expectations.
- Fostering committed and professional staff.
- Continuously improving business processes.
- Maximising value for money.

## MAJOR ACTIVITIES 2000-2001

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### Organisational Reforms

During 2000-2001, AMSA has implemented a substantial organisational change as a result of its Program for Business Improvement, which was completed in June 2001. The program commenced in December 1999 with a review of the most effective means of delivering services that AMSA provided internally. There were three major changes flowing from the review:

- External provision of shipping services associated with maintaining the national network of aids to navigation. In June 2000, AMSA sold its lighthouse tender ship, *Cape Grafton*, to P&O Maritime Services after a competitive tender process.
- Awarding of the contract for the provision of maintenance of AMSA's aids to navigation and search and rescue equipment to an external provider, Australian Maritime Systems Ltd, operative from 30 March 2001. This followed an extensive competitive tender process. The contractor engaged a high percentage of former AMSA employees affected by the new contract arrangements. The Engineering and Maintenance Operations business unit was no longer required. The contract management, policy and planning functions associated with the aids to navigation service function have been amalgamated within the Maritime Safety and Environmental Strategy business unit.
- Restructuring of corporate services in line with the diminished requirement for these functions. Following a review of corporate services in conjunction with market testing of information technology infrastructure services, it was decided to amalgamate the International and Strategic Development business unit with the Corporate and Commercial Services unit to become the Corporate Support unit from January 2001. Further rationalisation of services allowed the Corporate Support unit to be divided into four bureaus, Chief Financial Officer, Chief Information Officer, General Counsel and Corporate Strategy from 1 July 2001.

### Staff Relations

AMSA's achievement of its organisational objectives is supported and facilitated by a range of human resource policies and strategies that are underpinned by the promotion of continuous improvement, flexibility and innovation and the pursuit of a safe, equitable and productive workplace.

**Certified Agreement** During 2000-2001, AMSA has been consolidating implementation of its industrial agreement that was certified by the Australian Industrial Relations Commission on 3 March 2000. The agreement formalised industrial arrangements for AMSA staff not covered by an individual employment contract or Australian Workplace Agreement until 23 November 2002.

Its main terms and conditions of employment include:

- salary advancement based on performance and/or market, not seniority;
- aggregation of all payments into a single basic rate of salary;
- market-based salaries;
- flexibility in hours of work;

- further simplification and more flexible leave arrangements; and
- at risk performance payments for all staff.

The agreement included movements in the level payments including:

- 5 per cent lump sum payment on certification;
- 3 per cent increase on 24 November 2000; and
- 3.25 per cent increase on 24 November 2001.

### **Staff Training and Development Programs**

AMSA is committed to training and development programs to better equip staff to meet work demands effectively. This commitment is demonstrated by the level of investment in education and training.

A total of \$0.771 million or 3.02 per cent of actual salary costs was expended on training and development activities during the year.

### **Studies Assistance Scheme**

Twenty-four staff members have been studying during the past year under the provisions of AMSA's Studies Assistance Scheme. Under the scheme, approved students are provided with financial assistance as well as paid leave to attend classes, exams and complete assignments. Courses currently being undertaken include tertiary qualifications at various levels in specialisations covering business administration, law, maritime studies, and technology.

### **Occupational Health and Safety Activities**

In support of AMSA's commitment to achieving and sustaining the highest practical health and safety standards for its employees, contractors and visitors, the following key activities have been undertaken:

- Preparation of the 2001-2003 Occupational Health and Safety Strategic Plan and development of positive performance indicators.
- Revision of AMSA's Occupational Health and Safety Agreement in consultation with employees, unions and management.
- A further program of ergonomic workstation assessments for all Canberra employees.
- Risk assessments of first aid requirements for all office and field environments, occupational violence for office and field-based employees in two business units/divisions, and search and rescue (SAR) field training activities related to the national network of SRUs.
- Revision of AMSA's medical standards for employment.
- Formulation of a Disease and Vaccination Guide for use by employees and contractors whilst travelling.

- Revised management reporting methodology for occupational health and safety incidents, expenditure and benchmarking information.
- Development of a database for recording medical assessment and related information pertaining to employees.
- Continued training including workplace ergonomics, confined space entry, advanced and defensive driving skills, first aid and helicopter underwater escape.

There has been a significant decline in the average lost days by AMSA employees through injury/illness per employee (see Figure 4). This coincided with the external provision of shipping services associated with the national aids to navigation network, where seagoing employees generally experienced a higher rate of injury.

In accordance with Section 68 of the *Occupational Health & Safety (Commonwealth Employment) Act 1991*, six incidents were notified and reported to Comcare.

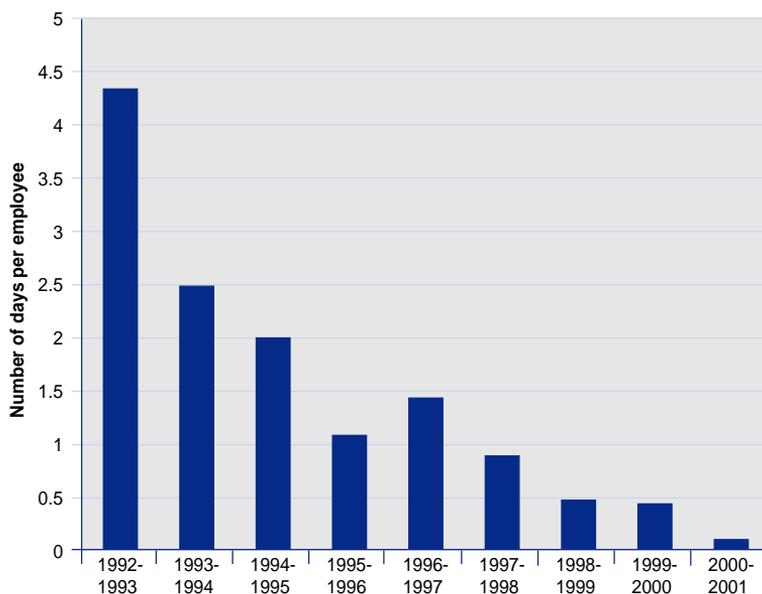
The total incidents reported each financial year is shown in Figure 5.

## Occupational Health and Safety Committees

The National Occupational Health and Safety Committee, comprising management, staff and union representatives met four times during 2000-2001.

The structure of the Committee was revised to reflect organisational changes and to refocus its core responsibility with regard to strategic safety management. The Committee develops and oversees the implementation of AMSA's Occupational Health and Safety Strategic Plan. It also reviews and updates policy and procedural documents;

Figure 4  
Average days lost due to injury



advises management on the occupational health and safety implications of major changes to the workplace, work practices and employment arrangements; makes recommendation to management on unresolved issues; and reviews incident occurrences and rehabilitation activities. One additional workplace occupational health and safety committee was formed.

**Health and Safety Representatives**

In accordance with the *Occupational Health & Safety (Commonwealth Employment) Act 1991*, Health and Safety Representatives have been appointed and information about the selected representative and deputy, where applicable, placed in each workplace. New representatives have been selected and trained as vacancies have arisen in Designated Work Groups. AMSA altered one Designated Work Group to reflect recent organisational changes.

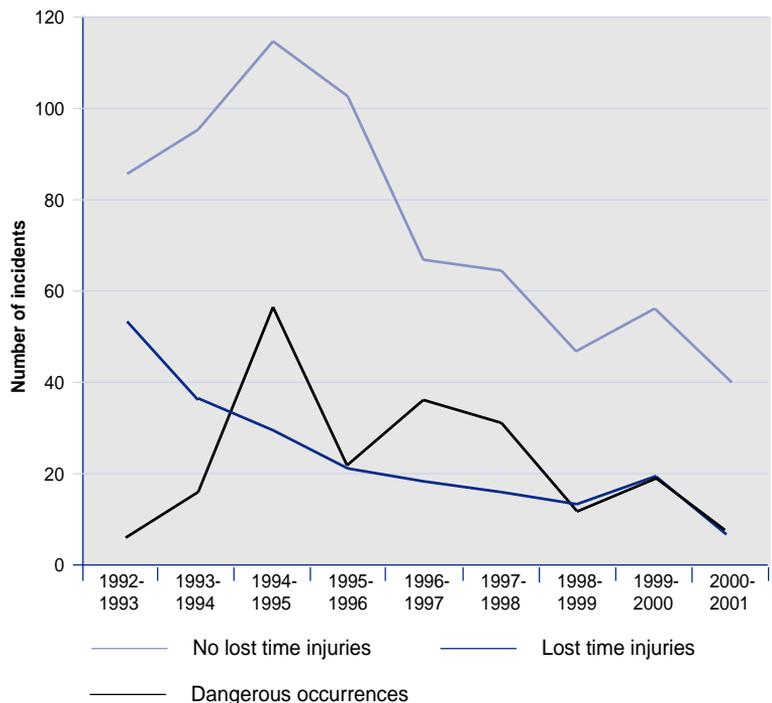
**National Policy Development**

Four existing policies were updated during the year to address identified risk areas and a policy developed to manage the safety of contractors in consultation with employees and unions.

**Employee Assistance Program**

AMSA provides an Employee Assistance Program (EAP) that delivers free counselling services to staff and their families. The EAP was accessed by fourteen AMSA employees and five family members during the year. This represents an annual utilisation of 6.3 per cent.

Figure 5  
Total incidents reported each financial year



## Disability Strategy

In response to the relaunch of the Commonwealth Disability Strategy in October 2000, AMSA is reviewing its existing planning processes and policies, including its Service Charter, Workplace Diversity Plan, and Online Action Plan, to ensure consistent integration of disability access issues and consolidation of performance reporting. The completion of the corporate services restructure in July 2001 allows renewed focus on this project in 2001-2002.

The major area of impact in relation to AMSA's primary roles as regulator, service provider, and employer is to ensure accessibility of information resources and some services to special groups. AMSA is concerned particularly that its online services are designed in accordance with international guidelines for accessibility for stakeholders with physical and technical disabilities. In line with its On Line Action Plan, AMSA is implementing primary conformance standards so no special group is unable to use AMSA's web site. The aim is to progressively upgrade to higher level conformance standards.

## Staff Profile

Figure 6 illustrates AMSA's staff profile as at 30 June 2001.

Figure 7 shows the movement in the number of employees in each AMSA classification over the last five years.

Figure 8 provides a breakdown of AMSA staff by gender and age.

Figure 9 demonstrates the number of employees engaged under the AMSA certified agreement, Australian Workplace Agreements or under contract.

Figure 6

AMSA staff profile

Classification	Female							Male							Grand Total		
	Fixed Term			Ongoing				Total	Fixed Term			Ongoing				Total	
	F/T	P/T	C	F/T	P/T	C	F/T		P/T	C	F/T	P/T	C				
Chief Executive	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	
Executive Manager	1	0	0	0	0	0	1	3	0	0	0	0	0	0	3	4	
Senior Manager	4	0	0	0	0	0	4	20	0	0	4	0	0	24	28		
AMSA 7	0	0	0	0	0	0	0	2	0	1	15	0	0	18	18		
AMSA 6	1	0	0	5	1	0	7	1	0	0	45	1	0	47	54		
AMSA 5	1	0	0	7	2	0	10	0	0	0	61	1	0	61	71		
AMSA 4	0	0	0	10	1	0	10	1	0	0	9	0	0	10	20		
AMSA 3	2	0	1	11	3	0	17	1	0	0	11	0	0	12	29		
AMSA 2	1	0	0	7	0	0	8	0	0	0	5	0	0	5	13		
AMSA 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>Grand Total</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>40</b>	<b>6</b>	<b>0</b>	<b>57</b>	<b>29</b>	<b>0</b>	<b>1</b>	<b>150</b>	<b>1</b>	<b>0</b>	<b>181</b>	<b>238</b>		

Employment Status: FT - Full Time, PT - Part Time, C - Casual

Figure 7

Employment by classification

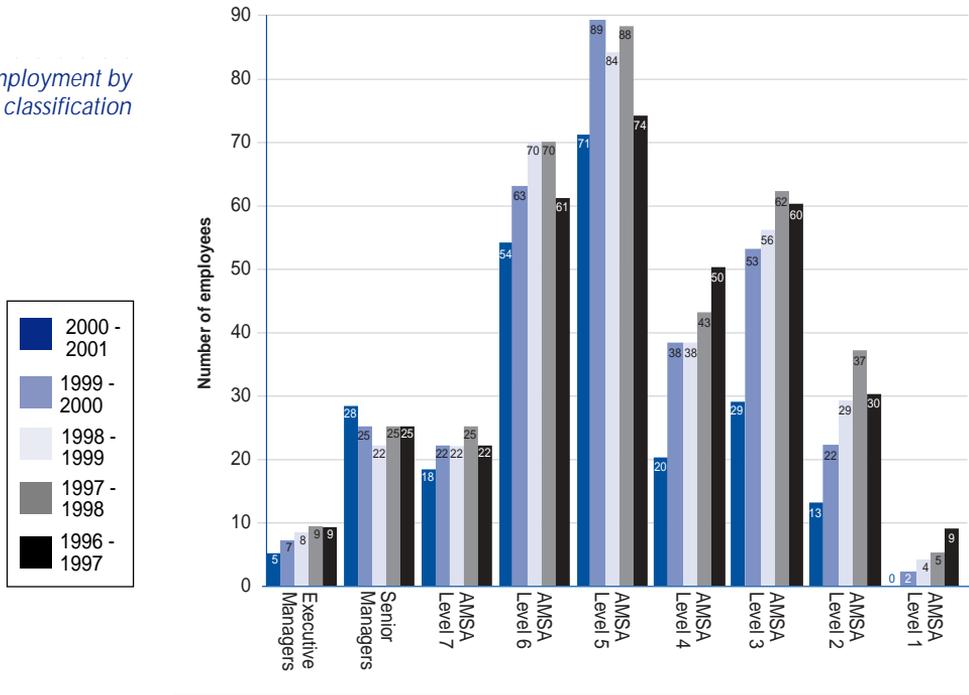


Figure 8

Age / gender profile

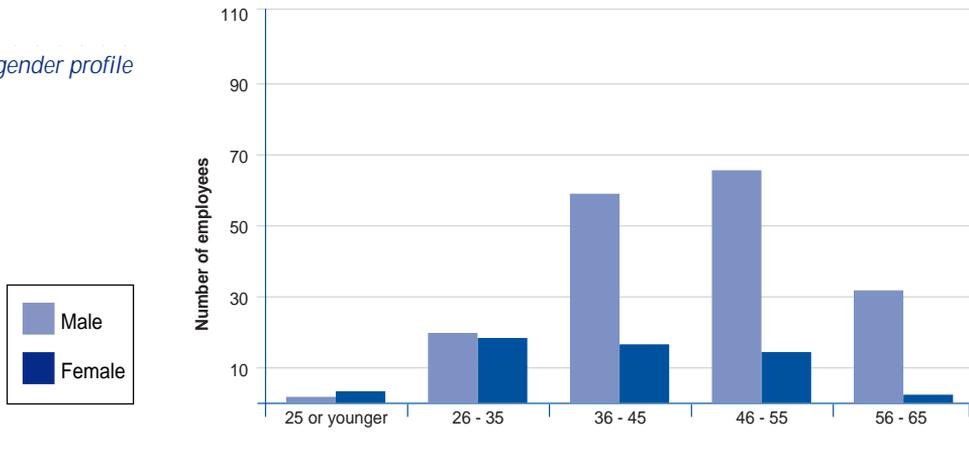
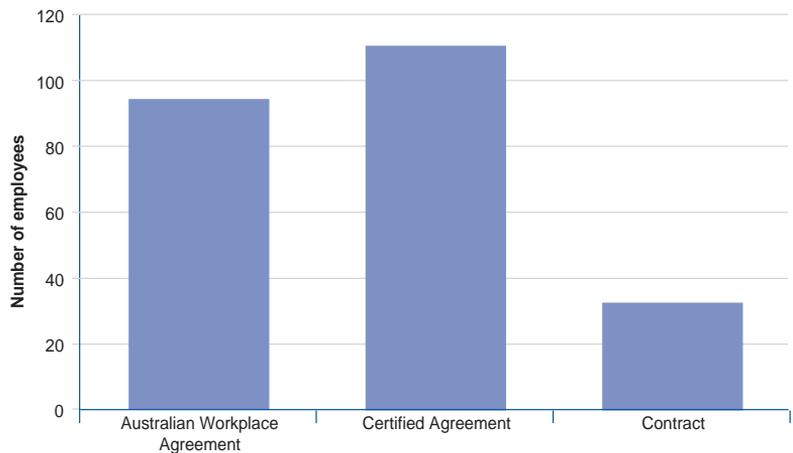


Figure 9

AMSA employment arrangements



## AMSA's services and business processes

The full implementation of AMSA's Program for Business Improvement during 2000-2001 meant that resources utilised by AMSA were subjected to greater scrutiny and there was a continuing focus on competitiveness of services, both internally and externally.

### Shipping Registration Services

AMSA provides the ship registration service for the maritime and fishing industries and the boating community pursuant to the *Shipping Registration Act 1981*. The number of ships on the Register increased by 159 during 2000-2001 with 8735 registered at 30 June 2001, compared with 8576 registered at 30 June 2000. There were 264 ships registered during the year.

Amendments have been proposed to the *Shipping Registration Act 1981* following recommendations of the regulatory review of the legislation. The main recommendations were to remove the requirement for large commercial or trading ships to be registered and to divide the register into four parts with one each for title, nationality, foreign-owned demise-chartered ships, and ships in the course of construction. The amending legislation is expected to be introduced into Federal Parliament in 2001-2002.

Figure 10

Summary of registered ships as at 30 June 2001

State	Recreational	Fishing	Government	Demise Charter	Commercial & Trading	TOTAL
NSW	1 771	279	4	6	245	<b>2 305</b>
VIC	649	197	0	2	99	<b>947</b>
QLD	1 585	758	19	12	402	<b>2 776</b>
SA	283	315	1	0	43	<b>642</b>
WA	606	416	0	3	150	<b>1 175</b>
TAS	252	216	2	0	56	<b>526</b>
NT	274	66	1	0	28	<b>366</b>
<b>TOTAL</b>	<b>5 420</b>	<b>2 244</b>	<b>27</b>	<b>23</b>	<b>1 023</b>	<b>8737</b>

### AMSA Fees and Charges

AMSA provides a number of services to the maritime industry that are not covered by the levy scheme and are subject to specific fees and charges. These mainly relate to certain ship inspections and

the processing of marine qualifications. During 2000-2001, AMSA revised its fees and charges for marine services with the new rates operative from 1 October 2000 and introduced new charges, mainly for marine qualifications, from 1 February 2001. The revised fees and charges reflected the costs of providing these services and more comprehensively covered the current range of services provided by AMSA in the maritime industry.

### **AMSA Levy System**

AMSA continued to improve financial performance to stakeholders as reflected in its series of levy reductions in recent years culminating in a further reduction of 10 per cent in the rate of the Marine Navigation Levy from 1 July 2000.

This is expected to deliver annual savings of \$2.3 million to the shipping industry, and represented a saving of around \$1 425 for a 20 000 tonne bulk carrier visiting Australia every three months.

### **Competitive Tendering and Contracting**

AMSA's Program for Business Improvement was completed in June 2001. It reviewed all services and recommended placing some services out to tender where there was a viable market. The review identified three priority areas for attention:

- Acquisition of shipping services from the market. A detailed analysis of AMSA requirements concluded that AMSA's continued ownership and management of its aids to navigation maintenance vessel, *Cape Grafton*, could not be justified. The ship was sold to P&O Maritime Services in June 2000 after a competitive tender process and renamed *Southern Supporter*. P&O Maritime Services also was successful in its tender to provide shipping services with the inaugural charter commencing in July 2000.
- Market testing of engineering and project management services related to maintenance and construction of aids to navigation and maintenance of search and rescue (SAR) equipment and logistical training support. Following a competitive tender process, a contract was awarded in January 2001 for provision of these services by an external provider, Australian Maritime Systems Limited, operative from March 2001.
- Review of the continued in-house provision of corporate support and common service requirements to operational units in the light of outsourcing the above services, including market testing of information technology infrastructure services.

This resulted in rationalisation of the International and Strategic Development and Corporate and Commercial Services business units into a single unit, Corporate Support. Further restructuring of corporate functions operative from 1 July 2001 saw the Corporate Support unit divided into four bureaus (Chief Finance Officer, Chief Information Officer, General Counsel, and Corporate Strategy).

## **Financial Management Systems**

AMSA continued to consolidate implementation of the Activity Management System (AMS) which provides an integrated approach to the identification of output costs and the internal transfer pricing arrangements between internal purchaser and provider business units. It also provides data on time management with staff recording the time allocated to specific types of work and the tracking of hours worked progressively during the year.

AMSA continued to use the Balanced Scorecard approach in developing its performance measures in relation to its business outputs for 2001-2002. This methodology assists in adoption of indicators that better identify outcome and output measures from an organisational perspective, both internally and externally. Four perspectives are adopted to assess performance in terms of key strategic objectives in relation to stakeholder satisfaction, financial performance, improvement to internal processes, and adoption of innovation and learning for more effective use of staff, systems and technology.

## **Management System**

The quality management system in the Engineering and Maintenance Operations business unit maintained accreditation to AS/NZS ISO 9001:1994 standard through out the relevant part of the reporting period.

During April 2001, AMSA's third-party certification agency, Davis Langdon International Quality (DLIQ), audited the management systems covering the three business units, AusSAR, Maritime Safety and Environmental Strategy and Maritime Operations. Following corrective action for a number of deficiencies, these business units met the target for achieving certification to AS/NZS ISO 9001:2000 standards before end June 2001.

The Corporate Support unit has commenced work on documenting its processes with the aim of being included in the certification by the end of 2001.

### **Enabling Legislation and Responsible Minister**

The Australian Maritime Safety Authority (AMSA) is established under the *Australian Maritime Safety Authority Act 1990* (No 78 of 1990) which came into effect on 22 October 1990. The main objects of the Act are to:

- (a) promote maritime safety;
- (b) protect the marine environment from pollution from ships and other environmental damage caused by shipping;
- (c) provide a national search and rescue service; and
- (d) promote the efficient provision of services by the Authority.

AMSA commenced operations on 1 January 1991 and has the following statutory functions, to:

- (a) combat pollution in the marine environment;
- (b) provide a search and rescue service;
- (c) 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, a State, a Territory or their authorities or agencies;
- (d) perform such other functions as are conferred on the Authority by or under any other Act;
- (e) provide consultancy and management services or to perform any other prescribed functions relating to any of the above matters; and
- (f) perform functions incidental to any of the previously described functions.

During the period covered by this report, the responsible Minister under the *Australian Maritime Safety Authority Act 1990* is the Hon John Anderson MP, Minister for Transport and Regional Services.

### **Organisational Structure**

During 2000-2001, AMSA reduced its number of business units from six to four as shown on page 8 of this annual report.

The International and Strategic Development unit was disbanded in January 2001. Its international coordination functions were largely transferred to the Maritime Safety and Environmental Strategy Unit. Its common services (legal, public relations, strategic planning and government liaison) were transferred to the new Corporate Support business unit, along with the functions of its predecessor, the Corporate and Commercial Services unit (including financial management, staff resources, property and services, information technology and shipping registration).

The Engineering and Maintenance Operations business unit was disbanded in March 2001 when its operational functions were contracted to an external service provider.

AMSA's services are mainly provided, on a cost recovery basis, from fee and levy revenue sources. It also receives Community Service Obligation (CSO) funding from the Commonwealth Government specifically relating to search and rescue, maritime safety communications, and boating safety education.

AMSA's head office is situated in Canberra. Principal offices are located in Brisbane, Queensland; Sydney, New South Wales; Melbourne, Victoria; Adelaide, South Australia; and Fremantle, Western Australia. (A list of AMSA office addresses included in the Appendices to this report.)

### **Review of Operations and Future Prospects**

The review of AMSA's operations and future prospects is discussed under each Output Group from page 11 to 48 of this annual report.

A summary table providing a financial snapshot and performance summary for the last four financial years including 2000-2001 appears at page 9 and detailed financial statements commence at page 55 of this annual report.

### **Significant Events**

There were no events relevant to section 15 of the *Commonwealth Authorities and Companies Act 1997* during 2000-2001 or after the financial year's end.

### **Judicial Decisions and Reviews by Outside Bodies**

During 2000-2001, there were no judicial decisions or decisions of administrative tribunals that had, or may have, a significant impact on AMSA's operations.

### **Effects of Ministerial Directions**

There is one Ministerial Direction continuing from the previous financial year that was published in the Commonwealth of Australia Gazette No. GN 34 on 30 August 1995. The then Minister for Transport in accordance with section 8(1) of the *Australian Maritime Safety Authority Act 1990* directed AMSA to make arrangements with the States to transfer any interest in land held by AMSA at specified locations in the schedule to the Direction. This Direction was fully implemented in 2000 - 2001.

### **Directors and Audit Committee**

The particulars about AMSA Board members and the Audit Committee are provided on page 6 and 7 of this annual report.

### **Indemnities and Insurance Premiums for Officers**

AMSA provides indemnities and insurance cover to Board members and other officers in line with the *Commonwealth Authorities and Companies Act 1997*.

# ENVIRONMENTAL PERFORMANCE 2000-2001

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The *Environment Protection and Biodiversity Act 1999* (section 516A) requires agencies to report annually on environmental matters.

The *Australian Maritime Safety Authority Act 1990* specifies, inter alia, that AMSA's main objects are to:

- promote maritime safety;
- protect the marine environment from pollution from ships and other environmental damage caused by shipping;
- provide a national search and rescue service; and
- promote the efficient provision of services by the Authority.

AMSA's outputs reflect these primary responsibilities and include:

Output 1.1: Safety and Environmental protection standards for responsible operation of ships.

Output 1.2: Safety and Environmental standards compliance monitoring.

Output 1.3: Marine Navigation aids and safety compliance monitoring.

Output 2.1: Management of marine pollution response capability.

### International

AMSA is responsible for the implementation and enforcement of a number of International Maritime Organization (IMO) conventions promoting ecologically sustainable development of the oceans.

The role of IMO in ecologically sustainable development relates to:

- Improving the safety and efficiency of maritime transport, thereby increasing global trade and improving economic well-being.
- Enhancing marine environment protection to facilitate integrated coastal management and greater access to protein through improved fisheries catches.
- Promoting sustainable livelihoods and poverty eradication by encouraging improved standards of employment for seafarers in the global shipping and fishing industries.

The conventions specifically aimed at the prevention, reduction and control of marine pollution from ships to which Australia is a signatory, are:

- International Convention on Civil Liability for Oil Pollution Damage 1992;
- International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage 1992;
- International Convention for the Prevention of Pollution from Ships 1973/78 (MARPOL 73/78);
- International Convention Relating to Intervention on the High Seas in Cases of Oil Pollution Casualties 1969; and
- International Convention on Oil Pollution Preparedness, Response and Co-operation 1990.

During 2000-2001, AMSA participated actively in the IMO's consideration of environmental issues. Major activities in this regard are detailed in this report under the relevant outputs and include:

- Adoption of proposals for the early phasing out of single hulled tankers by 2015 in response to issues raised following the loss the tanker, *Erika*, off the French coast in 1999.
- Development of new conventions dealing with the use of anti-fouling paint and the transfer of harmful aquatic organisms by ship's ballast water.
- Agreement to the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001, requiring all ships, other than oil tankers, to have insurance coverage for spills of fuel oil.

## **National Ship Safety and Environment Standards**

The international maritime conventions are implemented in Australia by the following Commonwealth legislation, for which AMSA has administrative responsibilities:

- *Protection of the Sea (Civil Liability) Act 1981*;
- *Protection of the Sea (Oil Pollution Compensation Fund) Act 1993*;
- *Protection of the Sea (Prevention of Pollution from Ships) Act 1983*;
- *Navigation Act 1912*; and
- *Protection of the Sea (Powers of Intervention) Act 1981*.

Some of these convention requirements also are given effect by State and Northern Territory legislation. AMSA maintains an ongoing consultation with State and Territory marine administrations on an individual basis and through the Australian Maritime Group and the National Marine Safety Committee on the implementation and administration of ship safety and environment protection regulatory standards.

During 2000-2001, AMSA contributed to the development of national legislation requiring all ships of 400 gross tonnage or more to have insurance coverage to meet the costs of oil spills when visiting Australian ports. The new requirement was introduced by amendments to the *Protection of the Sea (Civil Liability) Act 1981* which came into operation in April 2001.

### **Marine Pollution Preparedness and Response**

AMSA manages Australia's National Plan to Combat Pollution of the Sea by Oil and Other Noxious and Hazardous Substances. The National Plan is a cooperative arrangement between the Commonwealth, State and Northern Territory Governments and the oil chemical, exploration and shipping industries on a range of preparedness and response capabilities and activities.

On 25 May 2001, the Australian Transport Council agreed to a new Inter-Governmental Agreement on the National Plan, which was the key outcome of a major review completed in June 2001. The Agreement strengthens the national approach to preparedness and response to oil and chemical spills in the marine environment.

A Memorandum of Understanding on Oil Pollution Preparedness and Response also has been developed between AMSA and the Australian Institute of Petroleum, which was signed in Canberra in June 2001, to complement the new National Plan Inter-Governmental Agreement.

### **National Network of Aids to Navigation**

AMSA also has responsibility for providing the national network of marine navigational aids and safety communications to meet Australia's

commitments under the International Convention for the Safety of Life at Sea, 1974 (SOLAS). These functions are specified in the *Commonwealth Lighthouses Act 1911*.

AMSA is responsible for:

- Managing technical, maintenance and engineering services supporting the provision of the Commonwealth aids to navigation network.
- Strategic planning to ensure that the aids to navigation network is meeting navigational safety and shipping industry requirements.
- Liaison with stakeholders such as the commercial shipping industry and Commonwealth and State bodies, mainly through the Navigation Services Advisory Committee.
- Liaison and participation in regional and international standard-setting organizations, such as the IMO and the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA).

The AMSA network comprises 420 aids including lights, buoys, radar transponder beacons (racons), tide gauges, Differential Global Positioning Systems and a Ship Reporting System. The network includes 58 lighthouses of historical significance. Many are located in highly remote areas of Australia requiring specialised environmental and heritage management strategies.

AMSA is accountable for the efficient and effective use of resources used for the navigational network, which are provided by the shipping industry through the Marine Navigational Levy. It is important therefore that AMSA clearly demonstrates the transparent and cost effective application of these funds.

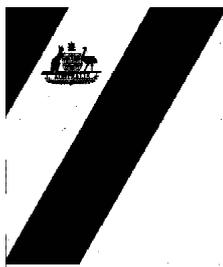
AMSA's management system has third party accreditation to ISO 9001 standards, with a view to adopting a certified ISO 14001 environmental management system in future.

In modernising and maintaining the existing aids to navigation network, AMSA's environmental strategies include the application of:

- Low maintenance equipment and systems.
- Renewable energy power systems. Solar power supplies were first introduced in 1981 to operate remote aids to navigation. They now account for almost 80 per cent of the powered aids with the remainder using mains electricity.
- Increased maintenance intervals to minimise environmental impacts and environmentally sensitive maintenance policies to remove noxious vegetation and clean-up waste on sites.
- Innovative maintenance and construction techniques. As most sites are leased from State Governments, remote site designs tend to use lighter weight structures with pier or pile connections to the ground to minimise disturbance to the environment and simplify future removal tasks.
- Revised maintenance and construction transport arrangements.

# FINANCIAL STATEMENTS

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## INDEPENDENT AUDIT REPORT

To the Minister for Transport and Regional Services

### Scope

I have audited the financial statements of the Australian Maritime Safety Authority for the year ended 30 June 2001. The financial statements comprise:

- Statement by Directors;
- Statement of Financial Performance;
- Statement of Financial Position;
- Statement of Cash Flows;
- Schedule of Commitments;
- Schedule of Contingencies;
- Administered Schedules of:
  - Revenues and Expenses;
  - Assets and Liabilities;
  - Cash Flow Statement;
  - Commitments;
  - Contingencies.
- Notes to and forming part of the Financial Statements.

The members of the Board are responsible for the preparation and presentation of the financial statements and the information they contain. I have conducted an independent audit of the financial statements in order to express an opinion on them to you.

The audit has been conducted in accordance with Australian National Audit Office Auditing Standards, which incorporate the Australian Auditing Standards, to provide reasonable assurance as to whether the financial statements are free of material misstatement. Audit procedures included examination, on a test basis, of evidence supporting the amounts and other disclosures in the financial statements, and the evaluation of accounting policies and significant accounting estimates. These procedures have been undertaken to form an opinion as to whether, in all material respects, the financial statements are presented fairly in accordance with Australian Accounting Standards, other mandatory professional reporting requirements and statutory requirements in Australia so as to present a view of the entity which is consistent with my understanding of its financial position, the results of its operations and its cash flows.

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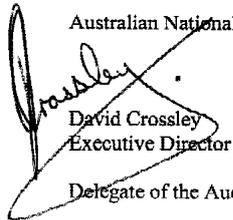
The audit opinion expressed in this report has been formed on the above basis.

Audit Opinion

In my opinion,

- (a) the financial statements have been prepared in accordance with Schedule 1 of the Commonwealth Authorities and Companies (Financial Statements 2000-2001) Orders; and
- (b) the financial statements give a true and fair view, in accordance with applicable Accounting Standards, other mandatory professional reporting requirements and Schedule 1 of the Commonwealth Authorities and Companies (Financial Statements 2000-2001) Orders, of the financial position of the Australian Maritime Safety Authority as at 30 June 2001 and the results of its operations and its cash flows for the year then ended.

Australian National Audit Office



David Crossley  
Executive Director

Delegate of the Auditor-General

Canberra  
18 September 2001

**AUSTRALIAN MARITIME SAFETY AUTHORITY  
STATEMENT BY DIRECTORS**

In our opinion, the attached financial statements give a true and fair view of the matters required by Schedule 1 to the Finance Minister's Orders made under the *Commonwealth Authorities and Companies Act 1997* for the year ended 30 June 2001.



Signed Dr Ken Moss  
Chairman of the Board  
18 September 2001



Signed Clive Davidson  
Chief Executive Officer  
18 September 2001

**AUSTRALIAN MARITIME SAFETY AUTHORITY**  
**STATEMENT OF FINANCIAL PERFORMANCE**  
*for the year ended 30 June 2001*

	Notes	2001 \$'000	2000 \$'000
<b>Revenues from ordinary activities</b>			
Revenues from government	5A	<b>69,247</b>	71,046
Sales of goods and services	5B	<b>3,708</b>	7,733
Interest	5C	<b>1,528</b>	1,115
Proceeds from disposal of assets	5D	<b>4,095</b>	10,468
Other	5E	<b>433</b>	1,008
<b>Total revenues from ordinary activities</b>		<b>79,011</b>	91,370
<b>Expenses from ordinary activities</b>			
Employees	6A	<b>28,866</b>	31,820
Suppliers	6B	<b>33,627</b>	31,069
Depreciation and amortisation	6C	<b>7,617</b>	8,790
Write-down of assets	6D	<b>103</b>	1,078
Disposal of assets	5D	<b>3,501</b>	12,232
Other	6E	<b>-</b>	650
<b>Total expenses from ordinary activities</b>		<b>73,714</b>	85,639
<b>Net surplus (deficit)</b>		<b>5,297</b>	5,731
<b>Net surplus attributable to the Commonwealth</b>		<b>5,297</b>	5,731
Net credit (debit) to asset revaluation reserve		<b>7,093</b>	186
<b>Total revenues, expenses and valuation adjustments recognised directly in equity</b>		<b>7,093</b>	186
<b>Total changes in equity other than those resulting from transactions with owners as owners</b>		<b>12,390</b>	5,917

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

**AUSTRALIAN MARITIME SAFETY AUTHORITY**  
**STATEMENT OF FINANCIAL POSITION**  
*as at 30 June 2001*

	Notes	2001 \$'000	2000 \$'000
<b>ASSETS</b>			
<b>Financial assets</b>			
Cash	7A	4,268	4,703
Receivables	7B	1,770	928
Accrued Revenue	7C	121	824
Investments	7D	11,500	19,924
<b>Total financial assets</b>		<b>17,659</b>	<b>26,379</b>
<b>Non-financial assets</b>			
Land and buildings	8A	8,533	9,945
Infrastructure, plant and equipment	8B	54,184	48,125
Inventories	8C	1,406	707
Intangibles	8D	3,666	770
Other	8F	338	655
<b>Total non-financial assets</b>		<b>68,127</b>	<b>60,202</b>
<b>Total assets</b>		<b>85,786</b>	<b>86,581</b>
<b>LIABILITIES</b>			
<b>Provisions</b>			
Employees	9A	7,351	8,485
<b>Total provisions</b>		<b>7,351</b>	<b>8,485</b>
<b>Payables</b>			
Suppliers	10A	3,508	2,051
Other	10B	7	461
<b>Total payables</b>		<b>3,515</b>	<b>2,512</b>
<b>Total liabilities</b>		<b>10,866</b>	<b>10,997</b>
<b>EQUITY</b>			
Capital	11	30,610	35,610
Reserves	11	18,109	11,578
Accumulated surpluses	11	26,201	28,396
<b>Total equity</b>		<b>74,920</b>	<b>75,584</b>
<b>Current Liabilities</b>		<b>8,053</b>	6,837
<b>Non-current liabilities</b>		<b>2,813</b>	4,160
<b>Current assets</b>		<b>19,403</b>	27,741
<b>Non-current assets</b>		<b>66,383</b>	58,840

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

**AUSTRALIAN MARITIME SAFETY AUTHORITY**  
**STATEMENT OF CASH FLOWS**  
*for the year ended 30 June 2001*

	Notes	2001 \$'000	2000 \$'000
<b>OPERATING ACTIVITIES</b>			
<b>Cash received</b>			
Appropriations		69,343	73,268
Sales of goods and services		4,380	7,868
Interest		1,607	1,013
GST recovered from taxation authority		3,203	-
Other		433	1,008
<b>Total cash received</b>		<b>78,966</b>	<b>83,157</b>
<b>Cash used</b>			
Employees		(30,000)	(32,749)
Suppliers		(36,772)	(30,936)
Other		(414)	(234)
<b>Total cash used</b>		<b>(67,186)</b>	<b>(63,919)</b>
<b>Net cash from operating activities</b>	12	<b>11,780</b>	<b>19,238</b>
<b>INVESTING ACTIVITIES</b>			
<b>Cash received</b>			
Proceeds from sales of property, plant and equipment		4,096	10,468
<b>Total cash received</b>		<b>4,096</b>	<b>10,468</b>
<b>Cash used</b>			
Purchase of property, plant and equipment		(8,444)	(7,332)
Purchase of intangibles		(3,236)	(428)
<b>Total cash used</b>		<b>(11,680)</b>	<b>(7,760)</b>
<b>Net cash from investing activities</b>		<b>(7,584)</b>	<b>2,708</b>
<b>FINANCING ACTIVITIES</b>			
<b>Cash used</b>			
Repayment of capital		(5,000)	-
Capital use paid		(8,054)	(9,314)
<b>Total cash used</b>		<b>(13,054)</b>	<b>(9,314)</b>
<b>Net cash from financing activities</b>		<b>(13,054)</b>	<b>(9,314)</b>
<b>Net increase in cash held</b>		<b>(8,858)</b>	<b>12,632</b>
Cash at the beginning of the reporting period		<b>24,627</b>	<b>11,995</b>
<b>Cash at the end of the reporting period</b>		<b>15,769</b>	<b>24,627</b>

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

**AUSTRALIAN MARITIME SAFETY AUTHORITY**  
**SCHEDULE OF COMMITMENTS**  
*as at 30 June 2001*

	Notes	2001 \$'000	2000 \$'000
<b>BY TYPE</b>			
CAPITAL COMMITMENTS			
Infrastructure, plant and equipment <sup>①</sup>		9,205	1,569
<b>Total capital commitments</b>		<b>9,205</b>	<b>1,569</b>
OTHER COMMITMENTS			
Operating leases <sup>②</sup>		14,009	16,665
Other commitments <sup>③</sup>		21,943	27,334
<b>Total other commitments</b>		<b>35,952</b>	<b>43,999</b>
COMMITMENTS RECEIVABLE		(4,105)	(4,137)
<b>Net commitments</b>		<b>41,052</b>	<b>41,431</b>
<b>BY MATURITY</b>			
<b>All net commitments</b>			
One year or less		20,055	15,432
From one to five years		18,126	21,453
Over five years		2,871	4,546
<b>Net commitments</b>		<b>41,052</b>	<b>41,431</b>
<b>Operating lease commitments</b>			
One year or less		2,620	2,694
From one to five years		7,382	7,874
Over five years		2,734	4,449
<b>Net operating lease commitments</b>		<b>12,736</b>	<b>15,017</b>

NB: Commitments are GST inclusive where relevant.

① Relates primarily to a contractual agreement with TVNZ Australia Ltd. for the provision of shore based facilities for terrestrial radio services and Immarsat satellite services, and assets under construction;

② Operating leases included are effectively non-cancellable and comprise:

<i>Nature of lease</i>	<i>General description of leasing arrangement</i>
leases for office accommodation	• lease payments are subject to annual increases in accordance with the terms specified in the lease agreements.
motor vehicles to AMSA Officers	• no contingent rentals exist; • there are no renewal or purchase options available to the Agency.

③ As at 30 June 2001, other commitments relate primarily to:

- contractual agreement with Telstra Maritime Communications for the provision of maritime safety radio services (SOLAS) valued at \$7,932,000 (2000: \$15,846,298);
- contractual agreement with TVNZ Australia Ltd. for the provision of shore based facilities for terrestrial radio services and Immarsat satellite services; and
- hire of the vessel Southern Supporter valued at \$6,547,997 (2000: \$8,800,797)

The above schedule should be read in conjunction with the accompanying notes

**AUSTRALIAN MARITIME SAFETY AUTHORITY  
SCHEDULE OF CONTINGENCIES**

*as at 30 June 2001*

	Notes	2001 \$'000	2000 \$'000
<b>CONTINGENT LOSSES</b>			
Claims for damages/costs		-	100
<b>Total contingent losses</b>		-	100
<b>CONTINGENT GAINS</b>			
<b>Net contingencies</b>		-	-
		-	100

Remote contingencies are disclosed in Note 13.

**SCHEDULE OF UNQUANTIFIABLE CONTINGENCIES**

In the normal course of operations, the Authority is responsible for the provision of funds necessary to meet the clean up costs arising from ship sourced marine pollution. The Commonwealth has agreed that the Authority's responsibility should be limited to a maximum outlay of \$10 million. The Authority has arranged a loan facility for this purpose. In all circumstances, the Authority is responsible for making appropriate efforts to recover the costs of any such incidents.

Details of the loan facility are disclosed in Note 14.

**AUSTRALIAN MARITIME SAFETY AUTHORITY**  
**STATEMENT OF ADMINISTERED REVENUES AND EXPENSES**  
*for the year ended 30 June 2001*

	Notes	2001 \$'000	2000 \$'000
<b>Revenues from ordinary activities</b>			
<i>Total taxation</i>		-	-
<b>Non-Taxation</b>			
Appropriation		4,649	2,712
Interest		-	10
<b>Total non-taxation</b>	20	<u>4,649</u>	<u>2,722</u>
<b>Total revenues from ordinary activities</b>		<b>4,649</b>	<b>2,722</b>
<b>Expenses from ordinary activities</b>			
Search and Rescue Incident Costs	21	4,649	2,722
<b>Total expenses from ordinary activities</b>		<b>4,649</b>	<b>2,722</b>
Cash transferred to Official Public Account		-	-
<b>Net increase (decrease) in administered net assets</b>		<u>-</u>	<u>-</u>

**AUSTRALIAN MARITIME SAFETY AUTHORITY**  
**STATEMENT OF ADMINISTERED ASSETS AND LIABILITIES**  
*as at 30 June 2001*

	Notes	2001 \$'000	2000 \$'000
<b>ASSETS</b>			
<b>Financial assets</b>			
Cash at Bank	22	96	234
Receivables	23	225	403
<b>Total assets</b>		<u>321</u>	<u>637</u>
<b>LIABILITIES</b>			
Trade Creditors	24	121	104
Other Creditors	24	-	333
		<u>121</u>	<u>437</u>
<b>EQUITY</b>			
Accumulated Results		200	200
<b>Total equity</b>		<u>200</u>	<u>200</u>
<b>Total liabilities and equity</b>		<u>321</u>	<u>637</u>

The above schedule should be read in conjunction with the accompanying notes

**AUSTRALIAN MARITIME SAFETY AUTHORITY**  
**STATEMENT OF ADMINISTERED CASH FLOWS**  
*for the year ended 30 June 2001*

	Notes	2001 \$'000	2000 \$'000
<b>OPERATING ACTIVITIES</b>			
<b>Cash received</b>			
Appropriation		4,827	2,707
Interest		-	10
<b>Total cash received</b>		<b>4,827</b>	<b>2,717</b>
<b>Cash used</b>			
Search and Rescue Incident Costs		4,965	2,574
<b>Total cash used</b>		<b>4,965</b>	<b>2,574</b>
<b>Net cash from operating activities</b>		<b>(138)</b>	<b>143</b>
<b>Net increase in cash held</b>			
Cash at the beginning of the reporting period		234	91
<b>Cash at the end of the reporting period</b>		<b>96</b>	<b>234</b>

**SCHEDULE OF ADMINISTERED COMMITMENTS**  
*as at 30 June 2001*

There were no administered commitments as at 30 June 2001.

The above schedule should be read in conjunction with the accompanying notes

**SCHEDULE OF ADMINISTERED CONTINGENCIES**  
*as at 30 June 2001*

There were no administered contingencies as at 30 June 2001.

The above schedule should be read in conjunction with the accompanying notes

**AUSTRALIAN MARITIME SAFETY AUTHORITY**  
**NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS**  
*for the year ended 30 June 2001*

<b>Note</b>	<b>Description</b>
1	Summary of Significant Accounting Policies
2	Reporting by segments and outcomes
3	Economic Dependency
4	Subsequent Events
5	Operating Revenues
6	Operating Expenses - Goods and services
7	Financial Assets
8	Non-Financial Assets
9	Provisions
10	Payables
11	Equity
12	Cash Flow Reconciliation
13	Remote Contingencies
14	External Financing Arrangements
15	Directors Remuneration
16	Related Party Disclosures
17	Remuneration of Officers
18	Remuneration of Auditors
19	Financial Instruments
20	Administered Revenue
21	Administered Expenses
22	Administered Cash
23	Administered Receivables
24	Administered Creditors
25	Trust Money
26	Appropriations

**AUSTRALIAN MARITIME SAFETY AUTHORITY**  
**NOTES TO AND FORMING PART OF THE FINANCIAL STATEMENTS**  
*for the year ended 30 June 2001*

**Note 1 Statement of Significant Accounting Policies**

**1.1 Basis of Accounting**

The financial statements are required by clause 1(b) of Schedule 1 to the *Commonwealth Authorities and Companies Act 1997* and are a general purpose financial report.

The statements have been prepared in accordance with:

- Schedule 1 to Orders made by the Finance Minister for the preparation of Financial Statements in relation to financial years ending on or after 30 June 2001;
- Australian Accounting Standards and Accounting Interpretations issued by the Australian Accounting Standards Boards;
- other authoritative pronouncements of the Boards; and
- Consensus Views of the Urgent Issues Group.

The statements have been prepared having regard to:

- Statements of Accounting Concepts;
- The Explanatory Notes to Schedule 1 issued by the Department of Finance and Administration; and
- Guidance Notes issued by that Department.

The Authority's Statement of Financial Performance and Financial Position have been prepared on an accrual basis and are in accordance with historical cost convention, except for certain assets which, as noted, are at valuation. Except where stated, no allowance is made for the effect of changing prices on the results or the financial position.

Assets and liabilities are recognised in the Authority's Statement of Financial Position when and only when it is probable that future economic benefits will flow and the amounts of assets and liabilities can be reliably measured. Assets and liabilities arising under agreements equally proportionately unperformed are however not recognised unless required by an Accounting Standard. Liabilities and assets which are recognised are reported in the Schedule of Commitments and the Schedule of Contingencies (other than remote contingencies, which are reported at Note 13).

Revenues and expenses are recognised in the Authority's Statement of Financial Performance when and only when the flow or consumption or loss of economic benefits has occurred and can be reliably measured.

*Administered items*

AMSA is entitled to recover, from the Commonwealth, the costs incurred for search and rescue incidents. While the recoveries are used to fund the search and rescue operations of the Authority, they are not directly available to be used by the Authority for any other purpose. Transactions and balances relating to these incident costs and recoveries are reported as Administered Items.

The Schedule of Administered Revenues and Expenses, Assets and Liabilities, and Cash Flows are prepared on the same basis and using the same policies as for Authority items, except where otherwise stated at Note 1.21.

Administered items are distinguished in the financial statements by shading.

## 1.2 Changes in Accounting Policy

The accounting policies used in the preparation of these financial statements are consistent with those used in 1999-2000.

## 1.3 Transactions by the Government as Owner

Appropriations to AMSA designed as 'capital-equity injections' are recognised directly in equity, to the extent that the appropriations have been received into the Authority's bank account or are entitled to be received by the Authority at year end.

## 1.4 Reporting by Outcomes

A comparison of Budget and Actual figures by outcome specified in the Appropriation Acts relevant to the Authority is presented in Note 2. Any intra-government costs included in the figure 'net cost to Budget outcomes' are eliminated in calculating the actual budget outcome for the Government overall.

## 1.5 Revenue

The revenues described in this Note are revenues relating to the core operating activities of the Authority.

Revenue from the sale of goods is recognised upon the delivery of goods to customers.

Interest revenue is recognised on a proportional basis taking into account the interest rates applicable to the financial assets.

Dividend revenue is recognised when the right to receive a dividend has been established.

Revenue from disposal of non-current assets is recognised when control of the asset has passed to the buyer.

Revenue from the rendering of a service is recognised by reference to the stage of completion of contracts or other agreements to provide services to Commonwealth bodies. The stage of completion is determined according to the proportion that costs incurred to date bear to the estimated total costs of the transaction.

### *Revenues from Government - Output Appropriations*

The major appropriation revenue for the Authority relates to maritime infrastructure charges and includes levies received by the Commonwealth under the *Marine Navigation Levy Act 1989*, the *Protection of the Sea (Shipping Levy) Act 1981* and the *Marine Navigation (Regulatory Functions) Levy Act 1991* and through agreements with the Commonwealth for the provision of search and rescue and maritime communications services.

Appropriations for outputs are recognised as revenue to the extent they have been received into the Authority's Bank account or are entitled to be received by the Authority at year end.

### *Resources Received Free of Charge*

Services received free of charge are recognised as revenue when and only when a fair value can be reliably determined and the services would have been purchased if they had not been donated. Use of those resources is recognised as an expense.

Contributions of assets at no cost of acquisition or for nominal consideration are recognised at their fair market value when the asset qualifies for recognition.

## 1.6 Acquisition of Assets

Assets are recorded at cost on acquisition except as stated below. The cost of acquisition includes the fair value of assets transferred in exchange and liabilities undertaken.

Assets acquired at no cost, or for nominal consideration are initially recognised as assets and revenues at their fair value at the date of acquisition.

## 1.7 Property, plant and equipment

### *Asset recognition threshold*

Purchases of property, plant and equipment are recognised initially at cost in the Statement of Financial Position, except for purchases costing less than \$2,000, which are expensed in the year of acquisition (other than where they form part of a group of similar items which are significant in total).

### *Revaluations*

Land, buildings, infrastructure, plant and equipment are revalued progressively in accordance with the 'deprival' method of valuation in successive 3-year cycles, so that no asset has a value greater than three years old.

Land and buildings, aids to navigation and vessels and amphibian assets were revalued in the 2000-2001 financial year. Plant and equipment, office and computer equipment, furniture and fittings and vehicles were revalued in the 1999-2000 financial year.

Assets in each class acquired after the commencement of a progressive revaluation cycle are not captured by the progressive revaluation then in progress.

In accordance with the deprival methodology, land is measured at its current market buying price. Property other than land, plant and equipment are measured at their depreciated replacement cost. Where assets are held which would not be replaced or are surplus to requirements, measurement is at net realisable value. At 30 June 2001, the Authority had no assets in this situation.

All valuations are independent.

### *Valuation of Heritage Assets*

Heritage assets are not brought to account, as the economic benefit of these items which would otherwise be acquired if the Authority was to be deprived of these items, is not material.

### *Recoverable Amount Test*

Schedule 1 requires the application of the recoverable amount test to the Authority's non-current assets in accordance with *AAS 10 Recoverable Amount of Non-Current Assets*. The carrying amounts of these non-current assets have been reviewed to determine whether they are in excess of their recoverable amounts. In assessing recoverable amounts, the relevant cash flows have been discounted to their present value.

### *Depreciation and Amortisation*

Depreciable property plant and equipment assets are written-off to their estimated residual values over their estimated useful lives to the Authority, using, in all cases, the straight line method of depreciation. Leasehold improvements are amortised on a straight-line basis over the lesser of the estimated useful life of the improvements or the unexpired period of the lease.

Depreciation/amortisation rates (useful lives) and methods are reviewed at each balance date and necessary adjustments are recognised in the current, or current and future reporting periods, as appropriate. Residual values are re-estimated for a change in prices only when assets are revalued.

Depreciation and amortisation rates applying to each class of depreciable asset are based on the following useful lives:

	<b>2000-2001</b>	1999-2000
Buildings	<b>20 - 40 years</b>	20 - 40 years
Furniture and fittings (includes leasehold improvements)	<b>4 - 10 years</b>	4 - 10 years
Plant and equipment	<b>3 - 30 years</b>	3 - 30 years
Office and computer equipment	<b>3 - 16 years</b>	3 - 16 years
Aids to navigation	<b>3 - 40 years</b>	3 - 40 years
Vessels and amphibians	<b>10 - 20 years</b>	10 - 20 years
Vehicles	<b>5 - 8 years</b>	5 - 8 years

The aggregate amount of depreciation allocated for each class of asset during the reporting period is disclosed in Note 6C.

## **1.8 Capital Works Under Construction**

Capital works under construction are carried at cost and capitalised when completed and ready for use. Costs include both direct and indirect costs which can be reasonably attributed to the capital work under construction. Direct and indirect costs include amounts recovered from employee, administrative and vessel costs.

## **1.9 Intangibles**

The carrying amount of each non-current intangible asset is reviewed to determine whether it is in excess of the asset's recoverable amount. If an excess exists as at the reporting date, the asset is written down to its recoverable amount immediately. In assessing recoverable amounts, the relevant cash flows, including the expected cash inflows from future appropriations by the Parliament, have been discounted to their present value.

No write-down to recoverable amount has been made in 2000-2001.

Intangible assets are amortised on a straight-line basis over their anticipated useful lives, which are between 3 and 15 years.

## **1.10 Leases**

A distinction is made between finance leases, which effectively transfer from the lessor to the lessee substantially all the risks and benefits incidental to ownership of leased non-current assets, and operating leases under which the lessor effectively retains substantially all such risks and benefits.

Operating lease payments are expensed on a basis which is representative of the pattern of benefits derived from the leased assets. The net present value of future net outlays in respect of surplus space under non-cancellable lease agreements is expensed in the period in which the space becomes surplus.

## **1.11 Inventories**

Inventories include bulk purchases of managed stores which are expected to be used within twelve months, less a provision for obsolete and slow moving stock. These items are not held for resale and are valued at weighted average unit cost.

All inventories are current assets.

## **1.12 Employee Entitlements**

### *(a) Leave*

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

The liability for annual leave reflects the value of total annual leave entitlements of all employees at 30 June 2001 and is recognised at its nominal amount.

The non-current portion of the liability for long service leave is recognised and measured at the present value of the estimated future cash flows to be made in respect of all employees at 30 June 2001. In determining the present value of the liability, attrition rates and pay increases through promotion and inflation have been taken into account.

### *(b) Separation and redundancy*

Provision is also made for separation and redundancy payments in cases where positions have been formally identified as excess to requirements, the existence of an excess has been publicly communicated, and a reliable estimate of the amount payable can be determined.

### *(c) Superannuation*

Employees contribute to the Commonwealth Superannuation Scheme and the Public Sector Superannuation Scheme. Employer contributions amounting to \$2,543,827 (1999-00: \$3,312,174) have been expenses in these financial statements.

No liability for superannuation benefits is recognised as at 30 June as the employer contributions fully extinguish the accruing liability which is assumed by the Commonwealth.

Employer Superannuation Productivity Benefit contributions totalled \$465,091 (1999-00: \$532,465).

### **1.13 Taxation**

The Authority is exempt from all forms of taxation except fringe benefits tax and the goods and services tax. Although not required to pay income tax and payroll tax, the Authority, in accordance with the Commonwealth's guidelines on competitive neutrality, pays income tax and payroll tax equivalents to the Department of Finance and Administration for its operations that are subject to competitive tendering and contracting.

### **1.14 Capital Usage Charge**

A capital usage charge of 12 per cent is imposed by the Government on the net assets of the Authority. The charge is adjusted to take account of asset gifts and revaluation increments during the financial year.

### **1.15 Cash**

Cash and investments includes notes and coins held and any deposits held at call with a bank or financial institution.

### **1.16 Financial Instruments**

Accounting policies for financial instruments are stated at Note 19.

### **1.17 Insurance**

The Authority has insured for risks through the Government's insurable risk managed fund, called 'Comcover'. Workers compensation is insured through Comcare Australia.

### **1.18 Foreign Currency**

Transactions denominated in a foreign currency are converted at the exchange rate at the date of the transaction. Foreign currency receivables and payables are translated at the exchange rates current as at balance date. Associated currency gains and losses are not material.

### **1.19 Comparative Figures**

Comparative figures have been adjusted to conform to changes in presentation in these financial statements where required.

### **1.20 Rounding**

Amounts have been rounded to the nearest \$1,000 except in relation to the following:

- remuneration of directors;
- remuneration of officers (other than directors); and
- remuneration of auditors.

### **1.21 Administered Revenue**

All revenues described in this note are revenues relating to the core operating activities performed by the Authority on behalf of the Commonwealth.

Recoveries of costs incurred for search and rescue operations conducted by the Authority are recognised as revenue when the economic activity takes place that gives rise to the Commonwealth's obligation to reimburse the Authority.

## Note 2. Reporting by Segments and Outcomes

The Authority operates primarily in the maritime industry with the charter of enhancing efficiency in the delivery of safety and other services. The Authority also delivers maritime and aviation search and rescue services. The Authority predominantly derives its revenue from these operations.

The Authority operates in Australia and, therefore, one geographical area for reporting purposes.

The Authority contributes to the Department of Transport and Regional Services outcome:

### ***Linking Australia through transport and regional services***

*Reporting by Outcomes for 2000-2001*

	Outcome 1	
	Budget \$000	Actual \$000
Total net administered expenses	2,640	4,649
Add: Net cost of entity outputs	64,942	63,949
Net Cost to Budget Outcome	67,582	68,598
Outcome specific assets	80,112	85,786
Assets that are not outcome specific	-	-

## Note 3. Economic Dependency

The Australian Maritime Safety Authority was established by the *Australian Maritime Safety Authority Act 1990* which came into effect on 22 October 1990 and is controlled by the Commonwealth of Australia.

The Authority is dependent on appropriations from the Parliament of the Commonwealth for its continued existence and ability to carry out its normal activities.

## Note 4. Subsequent Events

AMSA is not aware of any subsequent event that has occurred since balance date that could materially effect these financial statements.

	<b>2001</b>	2000
	<b>\$'000</b>	\$'000
<b>Note 5. Operating Revenues</b>		
<u>Note 5A - Revenues from Government</u>		
Appropriations for output		
Marine Navigation Levy	<b>20,292</b>	22,468
Regulatory Function Levy	<b>19,195</b>	18,587
Protection of the Sea Levy	<b>3,719</b>	3,610
Services provided on behalf of government	<b>16,930</b>	16,626
Capital use charge received	<b>9,111</b>	9,755
Total	<b>69,247</b>	71,046
<u>Note 5B. Sales of goods and services</u>		
Goods	<b>28</b>	22
Services	<b>3,680</b>	7,711
Total	<b>3,708</b>	7,733
<u>Note 5C. Interest</u>		
Deposits	<b>1,528</b>	1,115
<u>Note 5D. Proceeds and expenses from sale of assets</u>		
Non-financial assets - Land and Buildings		
Revenue (proceeds) from sale	<b>3,200</b>	787
Expenses from sale	<b>2,755</b>	797
	<b>445</b>	(10)
Non-financial assets -infrastructure, plant and equipment		
Revenue (proceeds) from sale	<b>895</b>	9,681
Expenses from sale	<b>746</b>	11,435
	<b>149</b>	(1,754)
Total	<b>594</b>	(1,764)
<u>Note 5E. Other revenues</u>		
Rental Income on Properties	<b>239</b>	213
Miscellaneous	<b>82</b>	649
Sale of surplus items	<b>35</b>	63
Seminars and Training	<b>70</b>	63
Fees and Fines	<b>7</b>	20
Total	<b>433</b>	1,008
<b>Note 6. Operating Expenses - goods and services</b>		
<u>Note 6A. Employee expenses</u>		
Remuneration (for services provided)	<b>24,304</b>	28,323
Separation and redundancy	<b>3,082</b>	2,008
Total remuneration	<b>27,386</b>	30,331
Other employee expenses	<b>1,480</b>	1,489
Total	<b>28,866</b>	31,820
<u>Note 6B. Suppliers expenses</u>		
Supply of goods and services	<b>27,367</b>	26,186
Vessel operating costs	<b>2,847</b>	1,561
Operating lease rentals	<b>3,413</b>	3,322
Total	<b>33,627</b>	31,069

	<b>2001</b>	2000
	<b>\$'000</b>	\$'000
<u>Note 6C. Depreciation and amortisation</u>		
Depreciation of property, plant and equipment and intangibles	<b>7,617</b>	8,790
The aggregate amounts of depreciation and amortisation expensed during the reporting period for each class of depreciable assets are as follows:		
- Buildings	<b>404</b>	404
- Infrastructure, Plant and Equipment	<b>6,873</b>	8,151
- Intangibles	<b>340</b>	235
Total allocated	<b>7,617</b>	8,790
<u>Note 6D. Write-down of assets</u>		
Financial assets:		
Receivables for goods and services	<b>(8)</b>	26
Non-financial assets:		
Infrastructure, Plant and Equipment - revaluation decrement	-	931
Infrastructure, Plant and Equipment - write off	<b>111</b>	121
Total	<b>103</b>	1,078
<u>Note 6E. Other</u>		
Competitive Neutrality Payment	-	650
Total	-	650
<b>Note 7. Financial Assets</b>		
<u>Note 7A. Cash</u>		
Cash at bank and on hand	<b>2,768</b>	3,203
Deposits at call	<b>1,500</b>	1,500
	<b>4,268</b>	4,703
Balance of cash as at 30 June shown in the Statement of Cash Flows:		
- Cash	<b>4,268</b>	4,703
- Investments (Note 7C)	<b>11,500</b>	19,924
	<b>15,768</b>	24,627
<u>Note 7B. Receivables</u>		
Goods and services	<b>660</b>	519
Less: Provision for doubtful debts	<b>(17)</b>	(26)
	<b>643</b>	493
Other debtors	<b>151</b>	408
GST Receivables	<b>976</b>	27
Total receivables	<b>1,770</b>	928
Receivables (gross) which are overdue are aged as follows:		
Not overdue	<b>1,663</b>	797
Overdue by:		
- less than 30 days	<b>52</b>	90
- 30 to 60 days	<b>6</b>	27
- 60 to 90 days	<b>14</b>	11
- more than 90 days	<b>52</b>	30
	<b>124</b>	158
Total receivables (gross)	<b>1,787</b>	955
<u>Note 7C. Accrued Revenue</u>		
Levies	<b>35</b>	131
Interest	<b>68</b>	147
Other	<b>18</b>	546
Total	<b>121</b>	824

	2001 \$'000	2000 \$'000
<u>Note 7D. Investments</u>		
Floating rate notes	11,500	9,000
Negotiable certificate of deposit	-	10,924
Total	<u>11,500</u>	<u>19,924</u>

### **Note 8. Non-financial assets**

#### Note 8A. Land and buildings

Freehold Land - at independent valuation 2001	1,621	3,885
Freehold Land - at cost	-	359
Total land	<u>1,621</u>	<u>4,244</u>

Buildings on freehold land - at independent valuation 2001	5,804	4,758
Accumulated depreciation	(104)	(583)
	<u>5,700</u>	<u>4,175</u>
Buildings on freehold land - at cost	1,260	1,693
Accumulated depreciation	(48)	(167)
Total Buildings (net)	<u>1,212</u>	<u>1,526</u>
<b>Total Land and Buildings</b>	<u><b>8,533</b></u>	<u><b>9,945</b></u>

The revaluations were in accordance with the revaluation policy stated at Note 1 and were completed by an independent valuer Edward Rushton Australia Pty Limited. Revaluation increments of \$41,151 for land and \$360,208 for buildings were made to the asset revaluation reserve at 28 February 2001.

#### Note 8B. Infrastructure, plant and equipment

Aids to navigation - at independent valuation 2001	33,745	29,363
Accumulated depreciation	(1,346)	(6,894)
	<u>32,399</u>	<u>22,469</u>
Aids to navigation - at cost	4,595	7,664
Accumulated depreciation	(92)	(771)
	<u>4,503</u>	<u>6,893</u>
<b>Total Aids to Navigation</b>	<u><b>36,902</b></u>	<u><b>29,362</b></u>

Plant and equipment - at independent valuation 2000	6,270	7,441
Accumulated depreciation	(625)	(67)
	<u>5,645</u>	<u>7,374</u>
Plant and equipment - at cost	2,354	685
Accumulated depreciation	(203)	(18)
	<u>2,151</u>	<u>667</u>
<b>Total Plant and Equipment</b>	<u><b>7,796</b></u>	<u><b>8,041</b></u>

Office and computer equipment - at independent valuation 2000	1,325	1,341
Accumulated depreciation	(560)	(47)
	<u>765</u>	<u>1,294</u>
Office and computer equipment - at cost	706	295
Accumulated depreciation	(177)	(10)
	<u>529</u>	<u>285</u>
<b>Total Office and Computer Equipment</b>	<u><b>1,294</b></u>	<u><b>1,579</b></u>

	2001 \$'000	2000 \$'000
Note 8B. Infrastructure, plant and equipment (continued)		
Furniture and fittings - at independent valuation 2000	2,472	2,500
Accumulated depreciation	(339)	(26)
	<u>2,133</u>	<u>2,474</u>
Furniture and fittings - at cost	536	919
Accumulated depreciation	(96)	(8)
	<u>440</u>	<u>911</u>
<b>Total Furniture and Fittings</b>	<u><b>2,573</b></u>	<u><b>3,385</b></u>
Vehicles - at independent valuation 2000	-	147
Accumulated depreciation	-	(40)
	<u>-</u>	<u>107</u>
Vehicles - at cost	36	30
Accumulated depreciation	(6)	-
	<u>30</u>	<u>30</u>
<b>Total Vehicles</b>	<u><b>30</b></u>	<u><b>137</b></u>
Vessels and Amphibians - at independent valuation 2001	1,459	1,353
Accumulated depreciation	(63)	(473)
	<u>1,396</u>	<u>880</u>
Vessels and Amphibians - at cost	-	379
Accumulated depreciation	-	25
	<u>-</u>	<u>354</u>
<b>Total Vessels and Amphibians</b>	<u><b>1,396</b></u>	<u><b>1,234</b></u>
<b>Capital works under construction</b>	<u><b>4,193</b></u>	<u><b>4,387</b></u>
<b>Total Infrastructure, Plant and Equipment</b>	<u><b>54,184</b></u>	<u><b>48,125</b></u>

The revaluations were in accordance with the revaluation policy stated in Note 1 and were completed by an independent valuer Edward Rushton Australia Pty Limited. Revaluation increments of \$6,307,184 for Aids to Navigation and \$384,426 for Vessels were made to the asset revaluation reserve as at 28 February 2001. A revaluation increment of \$238,892 for Plant and Equipment and decrements of \$32,129 for Furniture and Fittings and \$21,073 for Motor Vehicles were made to the asset revaluation reserve as at 31 May 2000; decrements of \$245,666 for Office and Computer Equipment and \$685,164 for Furniture and Fittings were expensed in the year ended 30 June 2000.

#### Note 8C. Inventories

All inventories are current assets.

Stores

Inventories not held for sale (cost)

Less: Provision for obsolete and slow moving stock

Total

2,238	1,423
<u>(832)</u>	<u>(716)</u>
<u><b>1,406</b></u>	<u><b>707</b></u>

	<b>2001</b>	2000
	<b>\$'000</b>	\$'000
<u>Note 8D. Intangibles</u>		
Computer software - purchased	<b>1,675</b>	940
Accumulated amortisation	<b>(702)</b>	(384)
	<b>973</b>	556
Other	<b>2,788</b>	288
Accumulated amortisation	<b>(95)</b>	(74)
	<b>2,693</b>	214
Total Intangibles	<b>3,666</b>	770

***Intangible Assets - Other***

During the financial year ended 30 June 1996, the Authority purchased a right to four child care places in a joint Departmental venture to build a child care centre. This right is able to be sold to other Departments, and additional rights are able to be purchased by the Authority. The asset is to be amortised over 10 years, being the number of years the right to places exists.

During the financial year ended 30 June 1998, the Authority paid \$220,000 to Telstra to gain access to a tower on Warraber Island. This right is to be amortised over 15 years, being the number of years the period of access exists.

During the financial year ended 30 June 2001, the Authority paid \$2,500,000 to TVNZ Australia Ltd. upon signing a contract for the provision of shore based facilities for terrestrial radio services and Inmarsat services in accordance with the requirements of the Global Maritime Distress and Safety System (GMDSS).

Note 8E. Analysis of Property, Plant, Equipment and Intangibles

**TABLE A – Movement summary 2000 - 2001 for all assets irrespective of valuation basis**

Item	Land \$'000	Buildings on Freehold Land \$'000	Total Land & Buildings \$'000	Infrastructure, plant & equipment \$'000	Intangibles \$'000	TOTAL \$'000
<b>Gross value as at 1 July 2000</b>	4,244	6,451	10,695	56,499	1,227	<b>68,421</b>
Additions - Purchase of Assets	86	1,260	1,346	7,098	3,236	<b>11,680</b>
Revaluations: write-ups/(write-downs)	41	(641)	(600)	(4,381)	-	<b>(4,981)</b>
Write offs	-	-	-	(160)	-	<b>(160)</b>
Disposals	(2,750)	(5)	(2,755)	(947)	-	<b>(3,702)</b>
<b>Gross Value as at 30 June 2001</b>	1,621	7,064	8,686	58,109	4,463	<b>71,258</b>
<b>Accumulated Depreciation / Amortisation as at 1 July 2000</b>	-	750	750	8,374	457	<b>9,581</b>
Disposals	-	-	-	(200)	-	<b>(200)</b>
Depreciation/amortisation charge for the year	-	404	404	6,873	340	<b>7,617</b>
Revaluations: write-ups/ (write-downs)	-	(1,001)	(1,001)	(11,073)	-	<b>(12,074)</b>
Write offs	-	-	-	(49)	-	<b>(49)</b>
<b>Accumulated depreciation/ amortisation as at 30 June 2001</b>	-	153	153	3,925	797	<b>4,875</b>
<b>Net book value as at 30 June 2001</b>	1,621	6,912	8,533	54,184	3,666	<b>66,383</b>
<b>Net book value as at 1 July 2000</b>	4,244	5,701	9,945	48,125	770	<b>58,840</b>

**TABLE B – Summary of balances of assets at valuation as at 30 June 2001**

Item	Land \$'000	Buildings on Freehold Land \$'000	Total Land & Buildings \$'000	Infrastructure, plant & equipment \$'000	Intangibles \$'000	TOTAL \$'000
<b>As at 30 June 2001</b>						
Gross Value	1,621	5,804	7,425	45,271	-	52,696
Accumulated Depreciation / amortisation	-	(104)	(104)	(2,933)	-	(3,037)
Net Book Value	1,621	5,700	7,321	42,338	-	49,659
<b>As at 30 June 2000</b>						
Gross value	3,885	4,758	8,643	42,146	-	50,789
Accumulated Depreciation / amortisation	-	(583)	(583)	(7,547)	-	(8,130)
Net Book Value	3,885	4,175	8,060	34,599	-	42,659

**TABLE C – Summary of assets under construction as at 30 June 2001**

Item	Land \$'000	Buildings on Freehold Land \$'000	Total Land & Buildings \$'000	Other Infrastructure, plant & equipment \$'000	Intangibles \$'000	TOTAL \$'000
<b>As at 30 June 2001</b>						
Gross Value	-	-	-	4,193	-	4,193
Accumulated Depreciation / amortisation	-	-	-	-	-	-
Net Book Value	-	-	-	4,193	-	4,193
<b>As at 30 June 2000</b>						
Gross value	-	-	-	4,387	-	4,387
Accumulated Depreciation / amortisation	-	-	-	-	-	-
Net Book Value	-	-	-	4,387	-	4,387

	<b>2001</b>	2000
	<b>\$'000</b>	\$'000
<u>Note 8F. Other non-financial assets</u>		
Prepaid insurance	39	73
Prepaid property rentals	36	26
Other prepayments	263	556
Total	<u>338</u>	<u>655</u>

### **Note 9. Provisions**

<u>Note 9A. Employees</u>		
Salaries and wages	1,549	1,497
Leave	5,432	6,724
Separation and redundancy	370	264
Aggregate employee entitlement liability	<u>7,351</u>	<u>8,485</u>

### **Note 10. Payables**

<u>Note 10A. Suppliers</u>		
Trade Creditors	3,043	2,048
Operating lease rentals	465	3
Total	<u>3,508</u>	<u>2,051</u>

<u>Note 10B. Other</u>		
Competitive Neutrality Liability	-	416
Unearned Income	7	45
Total	<u>7</u>	<u>461</u>

**Note 11 Equity**

Item	Capital		Accumulated results		Asset revaluation reserve		Other reserve (Protection of the Sea Reserve)		Total reserves		TOTAL EQUITY	
	2001 \$'000	2000 \$'000	2001 \$'000	2000 \$'000	2001 \$'000	2000 \$'000	2001 \$'000	2000 \$'000	2001 \$'000	2000 \$'000	2001 \$'000	2000 \$'000
<b>Balance 1 July</b>	<b>35,610</b>	35,610	<b>28,396</b>	31,568	<b>10,078</b>	10,261	<b>1,500</b>	1,500	<b>11,578</b>	11,761	<b>75,584</b>	78,939
Operating result	-	-	<b>5,297</b>	5,731	-	-	-	-	-	-	<b>5,297</b>	5,731
Net revaluation increases/(decreases)	-	-	-	-	<b>7,093</b>	186	-	-	<b>7,093</b>	186	<b>7,093</b>	186
Transfers to/(from) reserves	-	-	<b>562</b>	369	<b>(562)</b>	(369)	-	-	<b>(562)</b>	(369)	-	-
Equity Appropriation: Capital	-	-	-	-	-	-	-	-	-	-	-	-
Capital Use Charge	-	-	<b>(8,054)</b>	(9,272)	-	-	-	-	-	-	<b>(8,054)</b>	(9,272)
Repayment of Equity to Commonwealth	<b>(5,000)</b>	-	-	-	-	-	-	-	-	-	<b>(5,000)</b>	-
<b>Balance 30 June</b>	<b>30,610</b>	35,610	<b>26,201</b>	28,396	<b>16,609</b>	10,078	<b>1,500</b>	1,500	<b>18,109</b>	11,578	<b>74,920</b>	75,584

	2001 \$'000	2000 \$'000
<b>Note 12. Cash Flow Reconciliation</b>		
<b>Reconciliation of operating surplus to net cash provided by operating activities:</b>		
Operating Surplus (Deficit)	5,297	5,731
Extraordinary items	-	-
<b>Operating Surplus / (Deficit)</b>	<b>5,297</b>	<b>5,731</b>
Depreciation of property, plant and equipment	7,277	8,555
Amortisation of intangibles	340	235
Bad and doubtful debts	(9)	26
Infrastructure, plant and equipment written off	112	121
Profit on disposal of property, plant and equipment	(594)	-
Loss on disposal of property, plant and equipment	-	1,764
Revaluation (increment)/decrement	-	931
Changes in assets and liabilities:		
(Increase)/decrease in receivables	(833)	2,256
(Increase)/decrease in accrued revenue	703	-
(Increase)/decrease in other assets	(699)	214
(Increase)/decrease in inventory	317	509
(Decrease)/increase in liability to suppliers	1,003	(173)
(Decrease)/increase in employee provisions	(1,134)	(930)
<b>Net cash flows provided by operating activities</b>	<b>11,780</b>	<b>19,239</b>

#### Note 13. Remote Contingencies

There were no remote contingencies as at 30 June 2001.

#### Note 14. External Financing Arrangements

The Authority has access to loan facilities with the Westpac Banking Corporation totalling:

Total facilities	10,000	10,000
Amount of facility used as at 30 June	-	-
Facility available	<b>10,000</b>	<b>10,000</b>
	<b>2001</b>	<b>2000</b>
	<b>\$</b>	<b>\$</b>

#### Note 15. Remuneration of Directors

Aggregate amount of superannuation payments in connection with the retirement of directors

Aggregate amount of superannuation payments in connection with the retirement of directors	12,348	7,826
Other remuneration received or due and receivable by directors of the Authority:		
Total remuneration received or due and receivable by the directors of the Authority:	<b>155,010</b>	126,198
	<b>167,358</b>	<b>134,024</b>

The number of directors of the Authority included in these figures are shown below in the relevant remuneration bands.

	2001	2000
	Number	
- \$Nil - \$10,000	-	2
- \$10,001 - \$20,000	1	1
- \$20,001 - \$30,000	3	2
- \$30,001 - \$40,000	1	2
- \$40,001 - \$50,000	1	-
	<b>6</b>	<b>7</b>

The remuneration of the Chief Executive Officer is reported in Note 17.

### Note 16. Related Party Disclosures

The Directors of the Authority during the year were:

Mr Edward (Ted) Anson	Chairman (appointed 8 April 1999 resigned 30 June 2001)
Mr Julian Manser	(appointed 5 June 1997) Deputy Chairman (from 15 December 1998)
Mr Clive Davidson	Chief Executive Officer (appointed 4 May 1998)
Mrs Sarina Bratton	(appointed 1 September 1996 and term ceased 31 August 2000, reappointed 9 October 2000)
Mr Tony Hyams	(appointed 1 September 1998 and term ceased 31 August 2000, reappointed 9 October 2000)
Dr Kenneth Moss	(appointed 8 April 1999)
Mr James Kimpton	(appointed 1 December 1999)

### Transactions with Board Member related entities

Any transactions between Board member related entities and the Authority are on normal commercial terms and conditions unless otherwise stated.

The aggregate remuneration of Directors is disclosed in Note 15.

	2001	2000
	\$	\$
<b>Note 17. Remuneration of Officers</b>		
The aggregated amount of total remuneration of Officers shown is:	<b>1,464,144</b>	1,524,627
Separation and redundancy payments included in the aggregate amount of total remuneration:	<b>333,948</b>	131,086

The number of Officers who received or were due to receive total remuneration of \$100,000 or more:

	<u>Number</u>	
- \$130,001 - \$140,000	-	1
- \$150,001 - \$160,000	-	2
- \$160,001 - \$170,000	1	2
- \$170,001 - \$180,000	1	1
- \$190,001 - \$200,000	1	-
- \$200,001 - \$210,000	2	-
- \$220,001 - \$230,000	-	1
- \$230,001 - \$240,000	1	-
- \$290,001 - \$300,000	1	-
- \$350,001 - \$360,000	-	1
	<u>7</u>	<u>8</u>

The officer remuneration includes all officers concerned with or taking part in the management of the entity during 2000 - 2001 including the Chief Executive Officer.

### Note 18. Remuneration of Auditors

Remuneration to the Auditor-General for auditing the financial statements for the reporting period	<b>22,000</b>	22,500
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No other services were provided by the Auditor-General during the reporting period.

## Note 19 Financial Instruments

### (a) Terms, conditions and accounting policies

Financial Instrument		Accounting Policies and Methods (including recognition criteria and measurement basis)	Nature of underlying instrument (including significant terms & conditions affecting the amount, timing and certainty of cash flows)
<b>Financial assets</b>		Financial assets are recognised when control over future economic benefits and the amount of the benefit can be reliably measured.	
Deposits at call	7A	Deposits are recognised at their nominal amounts. Interest is credited to revenue as it accrues.	Temporary surplus funds, mainly from drawdowns of appropriation, are placed on deposit at call with the Authority's banker. Interest is earned on the daily balance at the prevailing daily rate on call and is paid at month end.
Receivables for goods & services	7B	These receivables are recognised at the nominal amounts due less any provision for bad and doubtful debts. Provisions are made when collection of the debt is judged to be less rather than more likely.	Credit terms are 30 days (1999-2000: 30 days)
Other debtors	7B	As for receivables for good and services.	As for receivables for good and services.
Accrued Revenue	7C	As for receivables for good and services.	As for receivables for good and services.
Floating Rate Notes	7D	Floating rate notes are recognised at cost. Interest is accrued as it is earned.	Floating rate notes are held with various financial institutions and earn a weighted average effective interest rate of 5.84%. The interest is payable quarterly.
<b>Financial liabilities</b>		Financial liabilities are recognised when a present obligation to another party is entered into and the amount of the liability can be reliably measured.	
Trade creditors	10A	Creditors and accruals are recognised at their nominal amounts being the amounts at which the liabilities will be settled. Liabilities are recognised to the extent that the goods or services have been received (and irrespective of having been invoiced).	Settlement is usually made net 30 days.
Other creditors	10B	As for trade creditors.	As for trade creditors.
<b>Unrecognised financial liabilities</b>			
Contingent Liabilities		The contingency disclosed by the Authority is the maximum estimated amount payable in the likelihood that the loss would be incurred. At the time of completion of the financial statements, it was not possible to determine the likelihood of the potential loss, and recognition of the liability was therefore not required.	The extent and nature of the contingencies are disclosed in the Schedule of Contingencies.

**Note 19 Financial Instruments (cont.)**  
**(b) Interest Rate Risk**

Financial Instrument	Notes	Floating Interest Rate		Fixed Interest Rate 1 year or less		Non- Interest Bearing		Total		Weighted Average Effective Interest Rate	
		00-01 \$'000	99-00 \$'000	00-01 \$'000	99-00 \$'000	00-01 \$'000	99-00 \$'000	00-01 \$'000	99-00 \$'000	00-01 \$'000	99-00 \$'000
<b>Financial Assets (Recognised)</b>											
Cash at Bank	7A	2,759	3,180	-	-	-	-	2,759	3,180	4.61%	5.57%
Cash on Hand	7A	-	-	-	-	9	23	9	23	n/a	n/a
Deposits at call	7A	1,500	1,500	-	-	-	-	1,500	1,500	4.90%	5.90%
Receivables	7B	-	-	-	-	1,770	928	1,770	928	n/a	n/a
Accrued Revenue	7C	-	-	-	-	121	824	121	824	n/a	n/a
Investments	7D	-	-	11,500	19,924	-	-	11,500	19,924	5.84%	6.35%
<b>Total Financial Assets (Recognised)</b>		<b>4,259</b>	<b>4,680</b>	<b>11,500</b>	<b>19,924</b>	<b>1,900</b>	<b>1,775</b>	<b>17,659</b>	<b>26,379</b>		
<b>Total Assets</b>								<b>85,786</b>	<b>86,581</b>		
<b>Financial Liabilities (Recognised)</b>											
Trade and other creditors	10A	-	-	-	-	3,508	2,051	3,508	2,051	n/a	n/a
Other	10B	-	-	-	-	7	461	7	461	n/a	n/a
<b>Total Financial Liabilities (Recognised)</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,515</b>	<b>2,512</b>	<b>3,515</b>	<b>2,512</b>		
<b>Total Liabilities</b>								<b>10,866</b>	<b>10,997</b>		
Contingent Liabilities	Sch of Contingencies	-	-	-	-	-	100	-	100	n/a	n/a
<b>Total Financial Liabilities (Unrecognised)</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>100</b>	<b>-</b>	<b>100</b>		

## Note 19 Financial Instruments (cont.)

### (c) Net Fair Values of Financial Assets and Liabilities

	Note	2000 - 2001		1999 - 2000	
		Total carrying amount \$'000	Aggregate net fair value \$'000	Total carrying amount \$'000	Aggregate net fair value \$'000
<b>Financial Assets</b>					
Cash at Bank	7A	2,759	2,759	3,180	3,180
Cash on Hand	7A	9	9	23	23
Deposits at call	7A	1,500	1,500	1,500	1,500
Receivables	7B	1,770	1,770	928	928
Accrued Revenue	7C	121	121	824	824
Investments	7D	11,500	11,500	19,924	19,924
<b>Total Financial Assets</b>		<b>17,659</b>	<b>17,659</b>	<b>26,379</b>	<b>26,379</b>
<b>Financial Liabilities (Recognised)</b>					
Trade and other creditors	10A	3,508	3,508	2,051	2,051
Other	10B	7	7	461	461
<b>Total Financial Liabilities (Recognised)</b>		<b>3,515</b>	<b>3,515</b>	<b>2,512</b>	<b>2,512</b>
<b>Financial Liabilities (Unrecognised)</b> <small>Schedule of Contingencies</small>					
Contingent Liabilities		-	-	100	100
<b>Total Financial Liabilities (Unrecognised)</b>		<b>-</b>	<b>-</b>	<b>100</b>	<b>100</b>

#### *Financial assets*

The net fair value of cash, deposits on call and non-interest bearing monetary financial assets approximate their carrying amounts.

#### *Financial liabilities*

The net fair values for trade creditors, which are short-term in nature, are approximated by their carrying amounts.

None of the classes of financial liabilities are readily traded on organised markets in standardised form.

### (d) Credit Risk Exposures

The Authority's maximum exposures to credit risk at reporting date in relation to each class of recognised financial assets is the carrying amount of those assets as indicated in the Statement of Assets and Liabilities.

The Authority has no significant exposures to any concentrations of credit risk.

All figures for credit risk referred to do not take into account the value of any collateral or other security.

	2001 \$'000	2000 \$'000
<b>Note 20. Administered Revenues</b>		
Appropriation	4,649	2,712
Interest	-	10
	<u>4,649</u>	<u>2,722</u>
<b>Note 21. Administered Expenses</b>		
Search and Rescue Incident Costs	<u>4,649</u>	<u>2,722</u>
<b>Note 22. Administered Cash</b>		
Cash at Bank	<u>96</u>	234
<b>Note 23. Administered Receivables</b>		
Appropriation Receivable	<u>225</u>	<u>403</u>
<b>Note 24. Administered Creditors</b>		
Trade Creditors	121	104
Other Creditors	-	333
	<u>121</u>	<u>437</u>

#### **Note 25. Trust Money**

The Authority received monies in the year ended 30 June 1998 from Environment Australia to fast track the development of Coastal Resource Atlases. Monies received were placed in a special bank account and only be expended on the specified research project specified in the terms on the agreement. These monies were not available for other purposes of the Authority.

Balance 1 July	-	894
Add: Receipts during the year	-	-
Add: Interest received	-	17
Less: Expenditure	-	(911)
Balance 30 June	<u>-</u>	<u>-</u>

#### **Note 26. Appropriations**

The Authority received the following appropriations during the year out of the Consolidated Revenue Fund

Annual Appropriation Acts Nos 1, 3 - basic appropriation	26,041	26,381
Special Appropriation	<u>43,206</u>	<u>44,665</u>
	69,247	71,046
Search and Rescue Appropriation	<u>4,649</u>	<u>2,712</u>
	<u>73,896</u>	<u>73,758</u>



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# FREEDOM OF INFORMATION

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## Statement pursuant to section 8 of the *Freedom of Information Act 1982*

The *Freedom of Information Act 1982* requires Commonwealth Government agencies to publish a statement setting out their organisation's role, structure, functions and documents available for public inspection and access to such documents. Section 8 of the Act requires each agency to publish detailed information on the way it is organised, its powers, decisions made and arrangements for public involvement in its work. This statement, in conjunction with information in this annual report, is intended to meet the requirements of Section 8 of the Act and is correct as at 30 June 2001.

AMSA operates nationally under the direction of a Board of Directors and a Chief Executive Officer (as detailed at the front of this report). AMSA has a head office in Canberra, with principal offices in Brisbane, Sydney, Melbourne, Adelaide and Fremantle. AMSA's main offices are listed at the back of this report.

**Access facilities** In many cases, an application under the *Freedom of Information Act 1982* may not be required as information or documents are readily available.

Formal requests under the Act must be made in writing to:

The Freedom of Information Officer  
Australian Maritime Safety Authority  
GPO Box 2181  
Canberra ACT 2601

Further information:  
Telephone: (02) 6279 5052  
Facsimile: (02) 6279 5017

**Decision process** The Chairman holds the general power to grant or refuse access to AMSA documents, which he has delegated to the General Managers, and the internal review power, which he has delegated to the Chief Executive Officer.

**Functions** AMSA's functions are to regulate safety standards in the Australian maritime industry, combat pollution in the marine environment, provide a search and rescue coordination service for the maritime and aviation industries and perform other services for the maritime industry as requested.

**Powers** A wide range of powers, under the following Acts, is exercised by staff in performing AMSA's functions:

### ***Ship Operations***

- *Navigation Act 1912* and Marine Orders made under that Act relating to:
  - construction standards for ships;
  - survey of ships;
  - safety of ships;
  - crewing of ships;
  - qualifications of seafarers;
  - welfare and discharge of seafarers; and
  - cargoes and passengers.
- *Lighthouses Act 1911*, relating to marine navigational aids.
- *Occupational Health and Safety (Maritime Industry) Act 1993*, in relation to discharge of inspectorate functions as the Inspectorate under the Act.

### ***Registration***

- *Shipping Registration Act 1981*, relating to the registration of ships.

### ***Marine Pollution***

- *Protection of the Sea (Prevention of Pollution from Ships) Act 1983*;
- *Protection of the Sea (Powers of Intervention) Act 1981*;
- *Protection of the Sea (Shipping Levy) Act 1981*;
- *Protection of the Sea (Shipping Levy Collection) Act 1981*;
- *Protection of the Sea (Civil Liability) Act 1981*;
- *Protection of the Sea (Oil Pollution Compensation Fund) Act 1993*;
- *Protection of the Sea (Imposition of Contributions to Oil Pollution Compensation Fund - Customs) Act 1993*;
- *Protection of the Sea (Imposition of Contributions to Oil Pollution Compensation Fund - Excise) Act 1993*; and
- *Protection of the Sea (Imposition of Contributions to Oil Pollution Compensation Fund - General) Act 1993* relating to marine pollution.

### ***Levies***

- *Marine Navigation Levy Act 1989*;
- *Marine Navigation Levy Collection Act 1989*;
- *Marine Navigation (Regulatory Functions) Levy Act 1991*;
- *Marine Navigation (Regulatory Functions) Levy Collection Act 1991* relating to the funding of AMSA's regulatory activities.

## Categories of documents *Files*

Files are maintained on a broad range of topics related to AMSA's functions. These records are maintained on a centralised database.

### *Computer databases*

Databases are also maintained for staff records, crew qualifications, shipping registration and financial records.

Maintenance of database records and microfilm records pertaining to the General Register of Seamen system closed effectively at 28 February 1998. These records have been transferred to the National Archives of Australia.

### *Card Indexes*

Card indexes are generally used for minor record-keeping and in particular, indexing reference material. A specific example of records kept on card indexes includes records of vessels issued Declarations under sections 8A and 8AA of the *Navigation Act 1912*.

## Outside participation and public involvement

AMSA officers participate in the following organisations/committees:

- Australian and New Zealand Environment Consultative Committee (ANZECC) Maritime Accidents and Pollution Implementation Group and working groups
- Australian Ballast Water Management Advisory Council (ABWMAC) and working group
- Australian Global Navigation Satellite System Coordination Committee (AGCC)
- Australian Maritime Safety Authority Advisory Committee
- Australian Maritime Safety Authority Livestock Advisory Committee
- Australian Shipbuilders' Association Technical Committee
- Bass Strait Livestock Shipping Committee
- Bulk Cargoes Advisory Group
- Marine Council
- National Marine Safety Committee (NMSC)
- National Oil and Gas Advisory Group (NOGAG)
- National Plan Advisory Committee (NPAC)
- Navigational Services Advisory Committee (formerly Maritime Services Advisory Committee)

## SERVICE CHARTER REPORT 2000-2001

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AMSA implemented its Service Charter in July 1998 following extensive consultation with major stakeholders, including government, industry and the community. It includes information about AMSA's service standards and the means by which stakeholders can provide feedback about the delivery of AMSA's services.

The Service Charter compliments other avenues by which AMSA communicates regularly with its stakeholders, which include the AMSA Advisory Committee and a number of specialised consultative committees, comprising industry, government and community representatives. In addition the business units involved in coordinating search and rescue and marine environment protection functions participate in debriefing sessions after an incident to gain performance feedback.

### **Feedback - Compliments and Complaints**

Feedback on service performance (compliments, suggestions and complaints) is used in the following ways:

- Referred to the action officer concerned;
- Brought to the attention of other staff;
- Used to improve the way that service is provided; and
- Included in the corporate planning process.

During 2000-2001, 20 complaints were recorded (compared to 11 in 1999-2000) and 98 compliments (compared to 114 in 1999-2000).

The Service Charter provides that complaints will be investigated in accordance with AMSA's Customer Compliment/Complaint Handling Procedure and will be responded to within seven working days.

### **AMSA's Customer Compliment/Complaint Handling Procedure**

AMSA's formal Customer Compliment/Complaint Handling procedure provides for a two-tier response to significant comments from stakeholders. The first tier is at the working level by the officer who initially receives the comment and the second tier involves reference of the comment to the General Manager of the relevant Business Unit or the Chief Executive Officer, as appropriate.

The procedure provides for recording of significant complaints and compliments. Feedback gained through the procedure, combined with other avenues of stakeholder communication, contributes to AMSA's continuous improvement process. During 2000-2001, this feedback led to improvements in the information available on AMSA's web site, more timely recording of information on AMSA's ship inspection database, and amendment to Marine Orders to reflect a specific change in international standards.

The four most common type of complaints that AMSA received in 2000-2001 were:

1. Six complaints were from seafarers about decisions made regarding the processing of their seagoing qualifications;
2. Six criticisms concerning the recording of certain data on AMSA's ship inspection database, the timing of particular ship inspections and alleged inconsistencies in approach to particular inspections.
3. Three complaints were about AMSA's fee for service schedule.
4. Three comments concerned the level of service being less than expected.

The four most common type of compliments that AMSA received in 2000-2001 were:

1. Thirty-nine commendations for timely provision of relevant information and material to the industry and members of the public.
2. Seventeen appreciative responses about quality of liaison undertaken with industry, national organisations and government agencies and for representing Australia's interests in the International Maritime Organization.
3. Twelve comments concerned the high quality of AMSA staff presentations.
4. Ten compliments went to the quality and promptness of AMSA's services.

The complainants were provided with further information or were advised of the outcome from the investigation of their complaints and have not chosen to take the matter further. AMSA believes all complainants considered their complaints were handled in a satisfactory way.

AMSA believes that most of its stakeholders are aware of its Service Charter. It has been widely circulated to industry and government interests, both during its development phase and again after its finalisation. The level of response and comments received during the development phase indicated a high level of awareness. All AMSA staff are aware of AMSA's commitment to quality service and the majority are aware of the specific service standards provided in the Service Charter.

Access to the Charter is maintained through AMSA's website and staff also can access AMSA's Customer Compliment and Complaints Handling Procedure and standard Customer Comment form through AMSA's internal web site.

AMSA's Service Charter invites stakeholders to provide comments to the officer with whom they are dealing or the manager at the nearest AMSA office. Alternatively, they can contact 1800 133 558 or e-mail [service.charter@amsa.gov.au](mailto:service.charter@amsa.gov.au), if they are not satisfied or think other contact is not appropriate.

## **Measuring Performance**

The key performance standards in the Service Charter provide the following service levels in responding to stakeholders:

- a response to written and electronic communication within 20 working days;
- a response to telephone inquiries within two working days; and
- use of plain language that is clear and easy to understand.

Analysis of primary data and feedback from AMSA's consultative processes indicates that AMSA has substantially fulfilled these standards of service.

## REGULATORY PLAN 2000-2001

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### REGULATORY CHANGES MADE IN 2000-2001

Title: **Marine Orders Part 6 Marine Radio Qualifications Issue 5 (Order No. 5 of 2000)**

Description of issue: Marine Orders Part 6 for the purposes of the *Navigation Act 1912*, prescribes the matters pertaining both to a person operating or intending to operate the radio installations of a ship, and to a person holding a Global Maritime Distress and Safety System (GMDSS) Certificate.

Marine Orders Part 6 gives effect to the relevant provisions of the International Convention for the Safety of Life at Sea (SOLAS) and the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers 1978 (STCW).

Date of effect: Marine Orders Part 6 Issue 5 came into effect on 1 October 2000.

Title: **Marine Orders Part 9 Health - Medical Fitness Issue 5 (Amendment) (Order No. 5 of 2001)**

Description of issue: Marine Orders Part 9 prescribes for the purposes of the *Navigation Act 1912* matters pertaining to medical fitness standards of seafarers and coastal pilots.

Marine Orders Part 9 Issue 5 came into effect in February 2000. Minor amendments have been made in light of the industry's experience with the new requirements and procedures since its introduction.

Date of effect: Marine Orders Part 9 Issue 5 (Amendment) came into effect on 1 March 2001.

Title: **Marine Orders Part 47 Off-shore Industry Mobile Unit Issue 2 (Order No. 1 of 2001)**

Description of issue: Marine Orders Part 47 is made pursuant to the *Navigation Act 1912* and gives effect to the requirements for the construction and equipment of Mobile Offshore Drilling Units contained in the International Maritime Organization (IMO) 1979 Code for the Construction and Equipment of Mobile Offshore Drilling Units.

Marine Orders Part 47 Issue 2 gives effect to the 1979 Code, and to a revised code promulgated by the IMO in October 1989 (the '1989 Code') applicable to mobile offshore drilling units built on or after 1 May 1991. It also gives effect to subsequent amendments by the IMO of the 1979 Code in 1991 and the 1989 Code in 1991 and 1994.

Date of effect: Marine Orders Part 47 Issue 2 came into effect on 1 February 2001.

Title: **Marine Orders Part 60 Floating Off-shore Facilities Issue 1 (Order No. 2 of 2001)**

Description of issue: Marine Orders Part 60 is made pursuant to the *Navigation Act 1912* and gives effect to appropriate provisions relating to Floating Production, Storage and Offloading (FPSO) and Floating Storage Unit (FSU) facilities. These provisions were formerly included in Marine Orders Part 47 Issue 1.

As part of the revision of Marine Orders Part 47 Issue 1, it was considered appropriate to have separate Marine Orders for Mobile Offshore Drilling Units (MODUs) and FPSOs and FSUs. Accordingly, the provisions relating to FPSOs and FSUs (termed tankers in Part 47 Issue 1) have been transferred in the making of Part 47 Issue 2 to the new Part 60.

Part 60 provides for the continuation and updating of existing national and international regulatory requirements for FPSOs and FSUs.

Date of effect: Marine Orders Part 60 Issue 1 came into effect 1 February 2001.

Title: **Marine Orders Part 91 Marine Pollution Prevention - Oil Issue 3 (Order No. 3 of 2001)**

Description of issue: Marine Orders Part 91 prescribes matters under the *Navigation Act 1912* and the *Protection of the Sea (Prevention of Pollution from Ships) Act 1983* to give effect to Annex I of the International Maritime Organization (IMO) International Convention for the Prevention of Pollution from Ships (MARPOL).

Amendments are required to give effect to changes to Regulations 13G (Prevention of oil pollution in the event of collision or stranding - Measures for existing tankers) and 26 (Shipboard oil pollution emergency plans). These more closely define the ships affected (13G), and provide for changes in respect of ships that also carry noxious liquids (26). An amendment is also required to give effect to changes to the format of the International Oil Pollution Prevention (IOPP) Certificate.

The new requirements were adopted under cover of IMO Resolution MEPC.78(43), which entered into force internationally on 1 January 2001.

Date of effect: Marine Orders Part 91 Issue 3 came into effect 1 March 2001.

Title: **Marine Orders Part 93 Marine Pollution Prevention - Noxious Liquid Substances Issue 3 (Order No. 4 of 2001)**

Description of issue: Marine Orders Part 93 prescribes matters under the *Navigation Act 1912* and the *Protection of the Sea (Prevention of Pollution from Ships) Act 1983* to give effect to Annex II of the International Maritime Organization (IMO) International Convention for the Prevention of Pollution from Ships (MARPOL).

Annex II of MARPOL prescribes matters relating to the carriage of noxious liquids in bulk.

An amendment is required to Marine Orders Part 93, Issue 2 to give effect to a new regulation 16 of Annex II, which will require certain ships to carry an approved "Shipboard Marine Pollution Emergency Plan for Noxious Liquid Substances" (ShiMPEPNoLS). Provisions will be made for approval of a combined plan if such ships also carry oils covered by Annex I. The new regulation was adopted under cover of IMO Resolution MEPC.78(43), which entered into force internationally on 1 January 2001.

Date of effect: Marine Orders Part 93 Issue 3 came into effect 1 March 2001.

## PLANNED REGULATORY ACTIVITY 2001-2002

### The following items concern planned activities that may lead to regulatory changes in 2001-2002

Title: **Marine Orders Part 10 Medicine and Medical Stores**

Description of issue: Marine Orders Part 10 prescribes for the purposes of the *Navigation Act 1912* medicines, medical and surgical stores, appliances and anti-scorbutic that must be provided on particular types of ships and instructions for their dispensing and use.

Marine Orders Part 10 has been revised in accordance with the performance-based, compared to the current prescriptive, regulatory approach proposed in the second stage of the regulatory review of the *Navigation Act 1912*. The Marine Order is to be renamed "First Aid on Ships".

The Marine Order has been prepared in a new style and format using plain English.

A separate document, Guidance on Medical Facilities Aboard Ships, which contains a recommended list of medicines, medical supplies and equipment, has also been produced in conjunction with the Marine Order.

Expected Timetable: The amendment is planned to be introduced by end 2001.

Title: **Marine Orders Part 12 Construction - Subdivision and Stability, Machinery and Electrical Installations**

Description of issue: Marine Orders Part 12 specifies for the purposes of the *Navigation Act 1912* the requirements for the construction, hull, equipment and machinery of ships.

The amendment to Marine Orders Part 12 will incorporate Marine Orders Part 46, which will then be repealed.

Expected Timetable: The amendment is planned to be introduced by end 2001.

Title: **Marine Orders Part 27 Radio Equipment**

Description of issue: Marine Orders Part 27 is made pursuant to the *Navigation Act 1912* and gives effect to Chapter IV of the International Maritime Organization (IMO) International Convention on Safety of Life at Sea (SOLAS). It prescribes matters relating to Global Maritime Distress and Safety Systems (GMDSS) radio installations on ships, and to performance standards developed by the International Maritime Organization (IMO).

Marine Orders Part 27 Issue 2 will combine existing Marine Orders Parts 26 and 27 and will reflect new radio service arrangements to come into effect from mid 2002.

Expected Timetable: The amendment is planned to be introduced by 1 June 2002.

Title: **Marine Orders Part 33 Cargo and Cargo Handling - Grain**

Description of issue: Marine Orders Part 33 prescribes, for the purposes of the *Navigation Act 1912*, requirements giving effect to Parts A and C of Chapter VI of the International Convention for the Safety of Life at Sea (SOLAS).

Marine Orders Part 33 is being reviewed in 2001 to examine the effects of the previous amendment to Issue 2 in March 1998. Consideration will also be given in the review to adoption of the performance-based regulatory approach proposed in the second stage of the regulatory review of the *Navigation Act 1912*.

As part of this review, the relative merits of removing or retaining the requirement for notification of intention to load, removing or retaining the requirement for a surveyor to examine the ship's grain loading documents and data, and the risks attached to ships' crews and AMSA resulting from a complete, partial or nil examination of the documents and data will be considered.

Expected Timetable: The amendments are planned to be introduced by the end of 2001.

**Title: Marine Orders Part 41 Dangerous Goods**

Description of issue: Marine Orders Part 41 prescribes matters under the *Navigation Act 1912* necessary to give effect to Part A of Chapter VII of the International Convention for the Safety of Life at Sea (SOLAS), which relates to the carriage of dangerous cargoes in packaged form.

Amendment is required to give effect to a major revision of the International Maritime Dangerous Goods Code, which is the internationally recognized Code of Practice for the packing, labelling, documenting and stowage of dangerous goods. It is also intended to simplify the reporting requirements for those intending to ship dangerous goods.

Expected Timetable: The amendment is planned to be introduced by end 2001.

**Title: Marine Orders Part 43: Cargo and Cargo Handling - Livestock**

Description of issue: Marine Orders Part 43 is made pursuant to the *Navigation Act 1912* and promotes the safety of seafarers on ships carrying livestock and the welfare of livestock carried. The Livestock Advisory Committee, comprising relevant government agencies, ship operators, shippers, the livestock industry, and the RSPCA, provides advice on issues associated with the regulation of live animal transport by sea.

Marine Orders Part 43 Issue 4 gives effect to agreed amendments from the Livestock Advisory Committee and subsequent suggestions from industry. These amendments simplify and clarify the existing legislation requirements and provide for situations not previously envisaged.

Further amendments are being considered in light of experience with the new requirements.

Expected Timetable: Amendments are planned to be introduced by end 2001.

Title: **Marine Orders Part 44 Safe Containers**

Description of issue: Marine Orders Part 44 prescribes for the purposes of the *Navigation Act 1912* matters in relation to cargo containers used in international or interstate sea transport.

Marine Orders Part 44 is to be reviewed in 2001 as part of the routine review by the AMSA of the content of specific Marine Orders every five years after the last new issue.

Expected Timetable: Any amendments arising from the review are planned to be introduced in January 2002.

Title: **Marine Orders Part 54 Coastal Pilotage**

Description of issue: Marine Orders Part 54 provides for the purposes of the *Navigation Act 1912* for the licensing of coastal pilots and the manner in which they carry out their duties.

Issue 3 is to repeal Issue 2 and facilitates the effective, efficient and safe management of pilotage services with the introduction of the Great Barrier Reef Pilotage Safety Management Code.

Expected Timetable: The amendment is planned to be introduced from 1 July 2001.

Title: **Marine Orders Part 60 Floating Off-shore Facilities**

Description of issue: Marine Orders Part 60 is made pursuant to the *Navigation Act 1912* and gives effect to appropriate provisions relating to Floating Production, Storage and Offloading (FPSO) and Floating Storage Unit (FSU) facilities. These provisions were formerly included in Marine Orders Part 47 Issue 1.

The amendment to Marine Orders Part 60 will introduce changes requested by industry to clarify AMSA's jurisdiction, dry-docking requirements and manning options.

Expected Timetable: The amendment is planned to be introduced by end 2001.

Title: **Marine Orders Part 62 Exemption of Trading ships**

Description of issue: Marine Orders Part 62 enacts guidelines for assessing applications from ship owners for a declaration by AMSA that the *Navigation Act 1912* does not apply to certain trading ships, as provided in the new section 8AC, which proposed to be introduced by the Maritime Legislation Amendment Bill 2000.

Expected Timetable: The new issue is expected to be introduced after enactment of the amending legislation.

Title: **Various Marine Orders implementing the International Maritime Organization (IMO) International Convention on Safety of Life at Sea (SOLAS).**

Description of issue: Sixteen Marine Orders implement various chapters of the SOLAS convention, which comprehends detailed ship safety requirements. These include ship stability, machinery, fire protection and fire equipment, life saving appliances, radio equipment including satellite distress communication systems, and carriage of particular cargoes including dangerous goods.

A conceptual draft of a single Marine Order has been prepared to implement all chapters of SOLAS by reference, which will lead to the consolidation of these sixteen Marine Orders. This follows the performance-based, as compared to the current prescriptive, regulatory approach proposed by the second stage of the regulatory review of the *Navigation Act 1912*.

Expected Timetable: The new issue is planned to be introduced concurrent with revision of the *Navigation Act 1912* arising from the second stage of review.

Title: **Various Marine Orders prescribing for the purposes of the *Navigation Act 1912* employment-related matters.**

Description of issue: The first stage of the regulatory review of the *Navigation Act 1912* recommended repeal of a number of employment-related provisions in the Act. The Navigation Amendment (Employment of Seafarers) Bill 1998 was introduced into Federal Parliament in December 1998.

Three Marine Orders would require amendment in consequence of the proposed amendments in the Bill:

- Marine Orders Part 3: Seagoing qualifications;
- Marine Orders Part 14: Accommodation; and
- Marine Orders Part 53: Employment of crews.

On 8 March 2000, the Senate proposed substantial amendments to the Bill that would reduce the consequential amendments to these Marine Orders. As at 1 July 2001, the Bill had not been reconsidered by the House of Representatives.

Expected Timetable: Any consequential amendments to Marine Orders will be made after the enactment of the amending legislation.

## AMSA INFORMATION

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### Internet address - [www.amsa.gov.au](http://www.amsa.gov.au)

Information on AMSA's operations is available through AMSA Public Relations, Canberra head office. Undernoted are publications produced by each AMSA Business Unit.

**Corporate Support**    AMSA Annual Reports (from 1991)  
A Decade of AMSA (Federation Yearbook)  
Boating safety brochures and posters  
Go Boating Safely - guidelines for small boat users\*  
Navigational Services brochure  
Reef Guide - a shipmaster's handbook to the Great Barrier Reef and Torres Strait  
Safety Aboard magazine (Winter and Summer editions)  
Survival at Sea (\$14.95)\*  
Yachts, Cruisers and Fishing Boats - Who Owns What? (a guide to vessel registration)

**Australian Search and Rescue (AusSAR)**    AUSREP and REEFREP - Ship reporting instructions for the Australian area  
AUSREP - The Australian Ship Reporting System for Search and Rescue  
Small Craft - brochure  
Know what you're doing - brochure  
Search and Rescue in Australia - brochure  
Set Sail Safely - brochure  
Small Craft - particulars form  
Staying Afloat - brochure  
Surviving the Crash - brochure  
Weather - brochure  
Wind and Waves - brochure

**Maritime Safety and Environmental Strategy**    Conventions and Legislation in Australia  
Differential Global Positioning System - brochure  
"Don't trash the oceans, bring your garbage back" - sticker  
"Fix-A-slick" (updated oil spill simulation game - on AMSA web site)  
"How would it feel" - two oil pollution posters  
National Marine Oil Spill Contingency Plan

National Plan - brochure

"Oil and Water Don't Mix" storybook on AMSA web site for primary schools

"Oil and Water Don't Mix" stickers

Protecting Our Seas - brochure

Reefplan - Oil spill contingency plan for the Great Barrier Reef

Stow it, don't throw it - brochure

The National Plan to Combat Pollution of the Sea by Oil and other Noxious and Hazardous Substances Annual Report

Waste Reception Facilities in Australia and New Zealand Ports - directory

## **Maritime Operations**

A Survey of the Health, Stress and Fatigue of Australian Seafarers (FASTOH)

Australian Global Maritime and Distress Safety System (GMDSS) Handbook

Australian Offshore Support Vessel Code of Safe Working Practice (OSV Code)

Compulsory Pilotage in the Great Barrier Reef - brochure

Health, Stress and Fatigue in Offshore Maritime Workers (A Review)

Port State Control Report 2000

Port State Control in Australia - brochure

Ship-Helicopter Transfers - Australian Code of Safe Practice

The Work Practices of Marine Pilots : A Review

## **AMSA Videos and CDs**

"Fix-A-Slick" oil spill simulation game

From the Ground Up - Search and Rescue in Australia

In the Blink of an Eye - training for search pilots and observers

Mayday, Mayday, Mayday

Planning for the Inevitable - The National Plan to Combat Pollution of the Sea by Oil

REEFREP - Ship Reporting System

SAR Supply Dropping - A Guide for Search and Rescue Units

Staying Afloat - Buoyancy in Boats

*\* Available from Commonwealth Government AusInfo Shops only*

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## GLOSSARY

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ADF	Australian Defence Force
AIS	Automatic Identification System
AMSA	Australian Maritime Safety Authority
ANZSBEG	Australian New Zealand Safe Boating Education Group
AQIS	Australian Quarantine and Inspection Service
AUMCC	Australian Mission Control Centre
AUSREP	Australian Ship Reporting System
AusSAR	Australian Search and Rescue
CSO	Community Service Obligation
DGPS	Differential Global Positioning System
FPSO	Floating Production Storage and Offloading Facility
FSU	Floating Storage Unit
GMDSS	Global Maritime Distress and Safety System
IALA	International Association of Marine Aids to Navigation and Lighthouse Authorities
IMO	International Maritime Organization
IOPP	International Oil Pollution Prevention Certificate
ISM	International Safety Management Code for the Safe Operation of Ships and Pollution Prevention
MARPOL	International Convention for Prevention of Pollution from Ships
MEPC	Marine Environment Protection Committee
MOU	Memorandum of Understanding
NMSC	National Marine Safety Committee
NSAC	Navigational Services Advisory Committee
PSC	Port State Control
RCC	Rescue Coordination Centre
SAR	Search and Rescue
SIDSS	Ship Inspection Decision Support System
SOLAS	International Convention for the Safety of Life at Sea
SRU	Search and Rescue Unit
STCW	International Convention on Standards of Training, Certification and Watchkeeping for Seafarers

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