

Australian Maritime Safety Authority

Entity resources and planned performance

Australian Maritime Safety Authority

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Australian Maritime Safety Authority

Section 1: Entity overview and resources

1.1 Strategic direction statement

The Australian Maritime Safety Authority (AMSA) is a statutory authority established under the *Australian Maritime Safety Authority Act 1990* (AMSA Act) to:

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

AMSA regularly assesses its operating environment, challenges, goals, and risks to identify key priorities for coming years.

In 2024–25, AMSA will continue to focus on the strategic priorities that reflect AMSA's statutory responsibilities, including taking a modern and risk-based approach, and collaborating with our stakeholders in delivering our regulatory functions. AMSA's objectives are consistent with the Minister's Statement of Expectations and forms the basis for the program objectives and outputs detailed in the following sections.

1.2 Entity resource statement

Table 1.1 shows the total resourcing from all sources available to AMSA for its operations and to deliver programs and services on behalf of the Government.

The table summarises how resources will be applied by outcome (government strategic policy objectives) and by departmental (for AMSA’s operations) classification.

For more detailed information on special accounts and special appropriations, please refer to the *Budget Paper No. 4 – Agency Resourcing*.

Information in this table is presented on a resourcing (that is, appropriations/cash available) basis, whilst the ‘Budgeted expenses by Outcome 1’ tables in Section 2 and the financial statements in Section 3 are presented on an accrual basis. Amounts presented below are consistent with amounts presented in the Appropriation Bills themselves.

Table 1.1: AMSA resource statement – Budget estimates for 2024–25 as at Budget May 2024

| | 2023-24 Estimated actual \$'000 | 2024-25 Estimate \$'000 |
|--------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|-------------------------------|
| Opening balance/cash reserves at 1 July | 22,952 | 24,570 |
| Funds from Government | | |
| Annual appropriations - ordinary annual services Outcome 1 ^(a) | 102,278 | 86,218 |
| Total annual appropriations | 102,278 | 86,218 |
| Special appropriations <i>Australian Maritime Safety Authority Act 1990</i> ^(b) | 132,389 | 135,848 |
| Total special appropriations | 132,389 | 135,848 |
| Amounts received from related entities ^(c) Department of Infrastructure, Transport, Regional Development, Communications and the Arts | 2,832 | - |
| Total amounts received from related entities | 2,832 | - |
| Total funds from Government | 237,499 | 222,066 |
| Funds from industry sources | | |
| Regulatory fees | 7,826 | 8,723 |
| Total funds from industry sources | 7,826 | 8,723 |
| Funds from other sources | | |
| Interest | 5,772 | 6,152 |
| Sale of goods and services | 1,732 | 5,157 |
| Other | 1,975 | 1,437 |
| Total funds from other sources | 9,479 | 12,746 |
| Total net resourcing for AMSA | 277,756 | 268,105 |
| | 2023-24 | 2024-25 |
| Average staffing level (number) | 470 | 481 |

Prepared on a resourcing (that is, appropriations available) basis.

All figures shown above are GST exclusive - these may not match figures in the cash flow statement.

(a) Appropriation Bill (No. 1) 2024-2025.

(b) Levies collected under *Marine Navigation Levy Collection Act 1989*, *Marine Navigation (Regulatory Functions) Levy Collection Act 1991*, and *Protection of the Sea (Shipping Levy) Collection Act 1981* are paid to the Consolidated Revenue Fund and appropriated under section 48 of the *Australian Maritime Safety Authority Act 1990*.

- (c) Funding provided by a government entity that is not specified within the annual appropriation bills as a payment to the Corporate Commonwealth Entity.

AMSA is not directly appropriated as it is a Corporate Commonwealth Entity. Appropriations are made to the Department of Infrastructure, Transport, Regional Development, Communications and the Arts, which are then paid to AMSA and are considered 'departmental' for all purposes.

1.3 Budget measures

Budget measures in Part 1 relating to AMSA are detailed in the Budget Paper No. 2 and are summarised below.

Table 1.2: Entity 2024–25 Budget measures

Part 1: Measures announced since the 2023–24 Mid-Year Economic and Fiscal Outlook

| | Program | 2023-24 \$'000 | 2024-25 \$'000 | 2025-26 \$'000 | 2026-27 \$'000 | 2027-28 \$'000 |
|---------------------------------------------------------|---------|-------------------|-------------------|-------------------|-------------------|-------------------|
| Payment measures | | | | | | |
| Delivering a Strategic Fleet | 1.1 | | | | | |
| Departmental payments | | - | 341 | 346 | 92 | - |
| Total | | - | 341 | 346 | 92 | - |
| Savings from External Labour - extension ^(a) | 1.1 | | | | | |
| Departmental payments | | - | (106) | (120) | (124) | (940) |
| Total | | - | (106) | (120) | (124) | (940) |
| Total payment measures | | | | | | |
| Departmental | | - | 235 | 226 | (32) | (940) |
| Total | | - | 235 | 226 | (32) | (940) |

Prepared on a Government Finance Statistics (Underlying Cash) basis. Figures displayed as a negative (-) represent a decrease in funds and a positive (+) represent an increase in funds.

- (a) This is a cross portfolio measure. The full measure description and package details appear in the Budget Paper No. 2 as 'various agencies' under the cross portfolio section.

Section 2: Outcomes and planned performance

Government outcomes are the intended results, impacts or consequences of actions by the Government on the Australian community. Commonwealth programs are the primary vehicle by which government entities achieve the intended results of their outcome statements. Entities are required to identify the programs which contribute to government outcomes over the Budget and forward years.

Each outcome is described below together with its related programs. The following provides detailed information on expenses for each outcome and program, further broken down by funding source.

Note:

Performance reporting requirements in the Portfolio Budget Statements are part of the Commonwealth performance framework established by the *Public Governance, Performance and Accountability Act 2013*. It is anticipated that the performance measures described in Portfolio Budget Statements will be read with broader information provided in AMSA's corporate plans and annual performance statements – included in Annual Reports – to provide a complete picture of planned and actual performance.

The most recent corporate plan for AMSA can be found at:

<https://www.amsa.gov.au/sites/default/files/2023-08/amsa-corporate-plan-2023-24.pdf>

The most recent annual performance statement can be found at:

https://www.amsa.gov.au/sites/default/files/0022_annual-report-2022-23_v16web.pdf

AMSA contributes to one Outcome and one Program, which is divided into two Subprograms:

- **Subprogram 1: Seafarer and ship safety and environment protection** aims to achieve the first part of AMSA's Outcome to minimise the risk of shipping incidents and pollution in Australian waters through ship safety and environment protection regulation and services.
- **Subprogram 2: Search and rescue** aims to achieve the second part of AMSA's Outcome by maximizing the number of people saved from maritime and aviation incidents through search and rescue coordination.

2.1 Budgeted expenses and performance for Outcome 1

Outcome 1: Minimise the risk of shipping incidents and pollution in Australian waters through ship safety and environment protection regulation and services and maximise people saved from maritime and aviation incidents through search and rescue coordination

Linked programs

Attorney General's Department

Programs

- Program 1.1: Attorney-General's Department Operating Expenses – Legal Services and Families
- Program 1.2: Attorney-General's Department Operating Expenses – National Security, Integrity and International Program

Contribution to Outcome 1 made by linked programs

The Attorney General's Department provides high quality legal policy advice to the Australian Government and its entities in relation to national security and criminal justice, protecting and promoting the rule of law and ensuring an effective and efficient Commonwealth criminal justice system, and building a safe and secure Australia.

AMSA engages with the Attorney-Generals' Department to obtain expert legal advice and to coordinate Australia's position on critical liability and compensation matters at the International Maritime Organization. This engagement, amongst other things, assists AMSA to operate within its regulatory remit in an international context, and supports consideration of AMSA's aids to navigation network within the Commonwealth's response to native title claims.

Civil Aviation Safety Authority (CASA)

Outcome 1 Maximise aviation safety through a regulatory regime, detailed technical material on safety standards, comprehensive aviation industry oversight, risk analysis, industry consultation, education and training.

Programs

- Program 1.1: parts: 1. Maintain and enhance a fair, effective and efficient aviation safety regulation system. 2. Collaborative engagement with the aviation industry and wider community to promote and support aviation.

Contribution to Outcome 1 made by linked program

CASA is responsible for regulating the aviation industry. The regulation of industry ensures that aircraft tasked by AMSA are meeting regulatory requirements which supports operational risk management for responses, and accordingly the corporate risk that AMSA may be exposed to.

AMSA is responsible for operationalising Australia’s commitment to International Civil Aviation Authority’s (ICAO) Annex 12 (Search and Rescue) and works with CASA and other aviation agencies to ensure a coordinated approach.

Department of Department of Climate Change, Energy, the Environment and Water (DCCEEW)

Program

- Program 2.3: Accelerate the transition to a circular economy, while safely managing pollutants and hazardous substances

Contribution to Outcome 1 made by linked program

DCCEEW works with to AMSA to determine the feasibility of recycling clean and segregated waste from international ships at Australian ports and to develop a nationally consistent framework to support this activity in the longer term.

This action is identified in the National Waste Policy Action Plan that guides Australia’s investment and national efforts to better manage waste and recover resources in support of a circular economy to 2030 and beyond. Additionally, the activity supports the International Maritime Organizations Action Plan to Address Marine Plastic Litter from Ships that identifies the need to improve the effectiveness of port reception facilities in reducing marine plastic litter through the provision of recycling facilities.

Department of Defence

Programs

- 2.14: Defence Intelligence

Contribution to Outcome 1 made by linked program

AMSA supports Defence, via the Australian Hydrographic Office by providing advice and priority on the areas to survey and provision of nautical charts and publications to best support maritime safety in Australian Waters.

Department of Foreign Affairs and Trade (DFAT)

Programs

- Program 1.1: Foreign Affairs and Trade Operations
- Program 2.1: Consular Services

Contribution to Outcome 1 made by linked program

DFAT provides funding support to AMSA for delivery of bilateral capacity building programs with Indonesia and Papua New Guinea, and separate multilateral projects involving regional development organisations in the Indo-Pacific region.

Using DFAT funds, AMSA has also contributed to the International Maritime Organisation (IMO) Integrated Technical Cooperation Committee to support development of Small Island Developing States and Least Developed Countries, seafarer welfare and women in maritime initiatives, and the establishment of the IMO’s Regional Presence Office for the Pacific.

DFAT also supports Australia’s re-election campaign to the IMO Council every two years.

Great Barrier Reef Marine Park Authority (the Reef Authority)

Programs

- Program 1.1: Great Barrier Reef Marine Park Authority

Contribution to Outcome 1 made by linked program

The Reef Authority is the regulator responsible for the management of the Great Barrier Reef Marine Park. AMSA supports the ongoing management of the Great Barrier Reef (GBR) through providing services to enable safer shipping within the reef, such as: aids to navigation, GBR Vessel Traffic Services, emergency response arrangements to minimise maritime pollution incidents (including delivery of a dedicated emergency towage vessel) and regulation of shipping for safety and environmental performance.

The Reef Authority supports AMSA emergency response functions through provision of resources and subject matter expertise.

National Emergency Management Agency

Programs

- Program 1.6: Emergency Management

Contribution to Outcome 1 made by outcomes

The National Emergency Management Agency is responsible for coordination across the national coordination mechanisms through which AMSA can respond, delivering a synchronised effect across the whole of government.

Department of Home Affairs

Outcomes^(a)

- Outcome 2: Support a prosperous and united Australia through effective coordination and delivery of immigration and social cohesion policies and programs
- Outcome 3: Advance a prosperous and secure Australia through trade and travel facilitation and modernisation, and effective customs, immigration, maritime and enforcement activities across the border continuum

Contribution to Outcome 1 made by Outcomes

AMSA supports Home Affairs through the provision of data such as vessel locations (automatic identification system) and occasional use of AMSA response assets under a Memorandum of Understanding. Through leading Australia's engagement at the International Maritime Organisation, AMSA also supports Home Affairs' maritime security role.

National Offshore Petroleum Safety and Environment Management Authority (NOPSEMA)

Programs

- Program 1: Regulatory oversight of Safety Cases, Well Operations Management Plans and Environment Plans coupled with effective monitoring, investigation and enforcement.

Contribution to Outcome 1 made by linked program

NOPSEMA are responsible for promoting and enforcing the effective management of risks to the workforce, the environment and the structural integrity of facilities, wells and well-related equipment of the Australian offshore petroleum and greenhouse gas storage industries through regulatory oversight.

AMSA manages the National Plan for Maritime Environmental Emergencies. Arrangements within the National Plan and AMSA response resources support the response to offshore petroleum oil spill incidents. NOPSEMA regulates the duty holder's compliance with implementing their oil pollution emergency plan (OPEP).

- (a) AMSA and Home Affairs agreed that the relationship was best described at an outcome level.

Budgeted expenses for Outcome 1

This following tables shows how much AMSA intends to spend (on an accrual basis) on achieving the outcome, broken down by program.

Table 2.1.1: Budgeted expenses for Outcome 1

| | 2023-24 Estimated actual \$'000 | 2024-25 Budget \$'000 | 2025-26 Forward estimate \$'000 | 2026-27 Forward estimate \$'000 | 2027-28 Forward estimate \$'000 |
|------------------------------------------------------------------------------------------------------|------------------------------------------|-----------------------------|------------------------------------------|------------------------------------------|------------------------------------------|
| Program 1.1: Seafarer and ship safety, maritime environment protection, and search and rescue | | | | | |
| Revenue from Government | | | | | |
| Ordinary annual services (Appropriation Bill No. 1) | 102,278 | 86,218 | 87,683 | 87,453 | 88,880 |
| Payment from related entities | 2,832 | - | - | - | - |
| Special appropriations <i>Australian Maritime Safety Authority Act 1990</i> | 133,537 | 135,941 | 154,326 | 157,157 | 160,045 |
| Expenses not requiring appropriation in the budget year ^(a) | 2,791 | 15,602 | (1,838) | (117) | (17) |
| Revenues from industry sources regulatory fees | 8,267 | 8,723 | 6,510 | 6,510 | 6,510 |
| Revenues from other independent sources | 9,831 | 12,900 | 11,716 | 11,314 | 11,277 |
| Total expenses for Program 1.1 | 259,536 | 259,384 | 258,397 | 262,317 | 266,695 |
| Outcome 1 Totals by resource type | | | | | |
| Revenue from Government | | | | | |
| Ordinary annual services (Appropriation Bill No. 1) | 102,278 | 86,218 | 87,683 | 87,453 | 88,880 |
| Payment from related entities | 2,832 | - | - | - | - |
| Special appropriations | 133,537 | 135,941 | 154,326 | 157,157 | 160,045 |
| Expenses not requiring appropriation in the budget year ^(a) | 2,791 | 15,602 | (1,838) | (117) | (17) |
| Revenues from industry sources regulatory fees | 8,267 | 8,723 | 6,510 | 6,510 | 6,510 |
| Revenues from other independent sources | 9,831 | 12,900 | 11,716 | 11,314 | 11,277 |
| Total expenses for Outcome 1 | 259,536 | 259,384 | 258,397 | 262,317 | 266,695 |
| | 2023-24 | 2024-25 | | | |
| Average staffing level (number) | 470 | 481 | | | |

Note: Departmental appropriation splits and totals are indicative estimates and may change in the course of the budget year as government priorities change.

Figures are displayed as a negative (-) represent a decrease in funds and a positive (+) represent an increase in funds.

(a) Expenses not requiring appropriation in the Budget year are made up of the operating result.

Table 2.1.2: Program components of Outcome 1

| | 2023-24 Estimated actual \$'000 | 2024-25 Budget \$'000 | 2025-26 Forward estimate \$'000 | 2026-27 Forward estimate \$'000 | 2027-28 Forward estimate \$'000 |
|----------------------------------------------------------------------------------------|------------------------------------------|-----------------------------|------------------------------------------|------------------------------------------|------------------------------------------|
| Subprogram 1.1.1: Seafarer and ship safety, and maritime environment protection | | | | | |
| Revenue from Government | | | | | |
| Ordinary annual services <i>(Appropriation Bill No. 1)</i> | 20,211 | 5,062 | 4,833 | 4,338 | 4,184 |
| Payment from related entities | 2,832 | - | - | - | - |
| Special appropriations <i>Australian Maritime Safety Authority Act 1990</i> | 133,537 | 135,941 | 154,326 | 157,157 | 160,045 |
| Expenses not requiring appropriation in the budget year ^(b) | 2,791 | 15,602 | (1,838) | (117) | (17) |
| Revenues from industry sources regulatory fees | 8,267 | 8,723 | 6,510 | 6,510 | 6,510 |
| Revenues from other independent sources | 7,832 | 10,860 | 10,107 | 9,710 | 9,697 |
| Total expenses for Subprogram 1.1.1 | 175,470 | 176,188 | 173,938 | 177,598 | 180,419 |
| Subprogram 1.1.2: Search and rescue | | | | | |
| Revenue from Government | | | | | |
| Ordinary annual services <i>(Appropriation Bill No. 1)</i> | 82,067 | 81,156 | 82,850 | 83,115 | 84,696 |
| Revenues from other independent sources | 1,999 | 2,040 | 1,609 | 1,604 | 1,580 |
| Total expenses for Subprogram 1.1.2 | 84,066 | 83,196 | 84,459 | 84,719 | 86,276 |
| Outcome 1 Totals by resource type | | | | | |
| Revenue from Government | | | | | |
| Ordinary annual services <i>(Appropriation Bill No. 1)</i> | 102,278 | 86,218 | 87,683 | 87,453 | 88,880 |
| Payment from related entities | 2,832 | - | - | - | - |
| Special appropriations | 133,537 | 135,941 | 154,326 | 157,157 | 160,045 |
| Expenses not requiring appropriation in the budget year ^(a) | 2,791 | 15,602 | (1,838) | (117) | (17) |
| Revenues from industry sources regulatory fees | 8,267 | 8,723 | 6,510 | 6,510 | 6,510 |
| Revenues from other independent sources | 9,831 | 12,900 | 11,716 | 11,314 | 11,277 |
| Total expenses for Outcome 1 | 259,536 | 259,384 | 258,397 | 262,317 | 266,695 |

Note: Departmental appropriation splits and totals are indicative estimates and may change in the course of the budget year as government priorities change.

- (a) Figures are displayed as a negative (-) represent a decrease in funds and a positive (+) represent an increase in funds.
- (b) Expenses not requiring appropriation in the Budget year are made up of the operating result.

Table 2.1.3: Performance measures for Outcome 1

Table 2.1.3 details the performance measures for each program associated with Outcome 1. It is used by entities to describe the results they plan to achieve and the related key activities, as detailed in the current corporate plan, the context in which these activities are delivered, and how the performance of these activities will be measured. Where relevant, details of the 2024-25 Budget measures that have created new programs or materially changed existing programs are provided.

| | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|
| Outcome 1 – Minimise the risk of shipping incidents and pollution in Australian waters through ship safety and environment protection regulation and services and maximise people saved from maritime and aviation incidents through search and rescue coordination | | |
| Program 1.1 Seafarer and ship safety, environment protection and search and rescue. | | |
| Subprogram 1.1.1 – Seafarer and ship safety and environment protection aims to minimise the risk of shipping incidents and pollution in Australian waters through ship safety and environment protection regulation and services. | | |
| Subprogram 1.1.2 – Search and rescue aims to maximise the number of people saved from maritime and aviation incidents through coordinating search and rescue. | | |
| As Australia’s national maritime regulatory body, AMSA promotes the safety and protection of our marine environment and combats ship-sourced pollution. AMSA provides the infrastructure for safety of navigation in Australian waters and maintains a national search and rescue service for the maritime and aviation sectors. | | |
| Vision: Safe and clean seas, saving lives. | | |
| Mission: Ensuring safe vessel operations, combatting marine pollution, and rescuing people in distress. | | |
| Key Activities^(a) | <ul style="list-style-type: none"> • Promote maritime safety • Protect the marine environment from pollution from ships; and other environmental damage caused by shipping • Provide for a national search and rescue service | |
| Year | Performance measures^(b) | Expected Performance Results |
| Current Year 2023–24 | Safety of foreign–flagged ships and Australian–flagged ships (under the <i>Navigation Act 2021</i>) operating in Australian waters is demonstrated through the proportion of very serious and serious incidents ^(c) to total port arrivals | Target: ≤1.5% Expected result: 0.81% |
| | Timeliness of response to significant ^(d) oil spill incidents | Target: within 4 hours of notification Expected result: Achieved |
| | Coordinate responses within the Australian Search and Rescue (SAR) region to save as many lives as possible of those at risk | Target: 100% Expected result: 99% |

| Year | Performance measures ^(b) | Planned Performance Results |
|------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|
| Budget year 2024–25 | Safety of foreign–flagged ships and Australian–flagged ships (under the <i>Navigation Act 2021</i>) operating in Australian waters is demonstrated through the proportion of very serious and serious incidents ^(c) to total port arrivals. | Target: ≤1.5% |
| | Timeliness of response to significant ^(d) oil spill incidents. | Target: within 4 hours of notification |
| | Coordinate responses within the Australian Search and Rescue (SAR) region to save as many lives as possible of those at risk. | Target: 100% |
| Forward Estimates 2025–28 | As per 2024–25 | As per 2024–25 |

- (a) AMSA's key activities constitute its operational core business to deliver its subprograms, program, and outcome 1. Key activities are also detailed in AMSA's corporate plan, specifically the plan-on-a-page. Unless there have been changes to legislation, machinery of government or programs, key activities are generally not subject to change.
- (b) AMSA's 2023-24 Corporate Plan lists initiatives (including projects) organised under five strategic priorities. These priorities and initiatives are subject to some change between years as AMSA responds to changes in its operating environment.
- (c) Marine incidents are classified by AMSA into one of three severity levels: (1) very serious; (2) serious; and (3) less serious. Several factors are considered by AMSA to decide whether an incident is deemed very serious and/or serious. These include, fatalities, serious injuries, loss of vessel, damage to vessel and equipment; serious pollution and other incidents that result in serious consequences (i.e. fire; grounding; collisions etc.) Incidents are categorised individually.
- (d) A significant oil spill is a Level 2 (or higher) incident in accordance with the National Plan for Maritime Environmental Emergencies (<https://www.amsa.gov.au/marine-environment/national-plan-maritime-environmental-emergencies/national-plan-maritime>). It is noted that AMSA's powers extend to combating pollution in the marine environment and that these powers are not limited to oil (for example, pollution from containers overboard), but this measure focuses on oil spill response.

Section 3: Budgeted financial statements

Section 3 presents budgeted financial statements which provide a comprehensive snapshot of AMSA's finances for the 2024-25 budget year, including the impact of budget measures and resourcing on financial statements.

3.1 Budgeted financial statements

3.1.1 Differences between entity resourcing and financial statements

AMSA's financial statements are prepared on an accrual basis where revenue and expenses are recognised as and when resources are received and used. The resourcing statement is prepared when cash resources are available to be used during the period and includes amounts recognised as revenue in previous periods.

3.1.2 Explanatory notes and analysis of budgeted financial statements

Budgeted operating results

AMSA is projecting operating losses of \$2.8 million in 2023–24 and \$15.6 million in 2024–25, with minor surpluses in forward year estimates. This compares to surpluses shown in the 2023–24 Portfolio Additional Estimates Statements.

These variances are a combination of a reduction in anticipated cost-recovered levy revenue for 2023–24, and cessation of Australian Government interim funding for National System regulatory functions for 2024–25. National System transition funding of approximately \$4 million per annum will continue until the end of 2027–28.

Revenue

Total revenue for 2024–25 is budgeted to be \$243.8 million, a reduction of \$12.9 million from projected current year estimates for 2023–24 of \$256.7 million.

As mentioned, this reflects cessation of Australian Government interim funding for regulatory service delivery of National System (\$15.6 million), partially offset by anticipated rise in cost-recovered levy revenue in 2024–25 (\$2.4 million).

AMSA's revenue sources are:

- Levy revenue is collected predominately from the international commercial shipping industry paid into Consolidated Revenue Fund and appropriated under section 48 of the AMSA Act as special appropriations. In 2024–25, levy revenue is projected to be \$135.9 million (2023–24: \$133.5 million).
- Community Services Obligation funding received from the Australian Government for search and rescue coordination services in accordance with Australia's obligations under international Conventions and within recognised search and rescue region.

- AMSA will receive an annual departmental appropriation of \$81.4 million (2023–24: \$82.1 million).
- Funding received from the Australian Government to support regulatory service delivery of the National System of \$4.8 million (2023–24: \$20.2 million).
- Transitional funding packages received from the States and Northern Territory for the National System of \$1.5 million (2023–24: \$1.5 million).
- Independent and own-source revenue, including charges for cost-recovered fee-based activities, interest revenue, related entity revenue, and other revenue of \$20.1 million (2023–24: \$19.4 million).

The following table shows the 2024–25 budgeted revenue with comparisons to projected 2023–24 estimated actual.

AMSA sourced revenue comparison

| | 2023-24 Estimated actual \$'000 | 2024-25 Budget \$'000 |
|---------------------------------------------------------------------------------------|------------------------------------------|-----------------------------|
| Annual departmental appropriations | | |
| Search and rescue functions and activities | 82,067 | 81,172 |
| National System transition funding | 4,941 | 4,811 |
| National System interim funding | 15,270 | - |
| Other funding measures | - | 235 |
| Total annual departmental appropriations | 102,278 | 86,218 |
| Special appropriations of levies collected from the maritime shipping industry | | |
| Marine Navigation Levy | 37,631 | 38,308 |
| Marine Navigation (Regulatory Functions) Levy | 57,508 | 58,544 |
| Protection of the Sea Levy | 38,398 | 39,089 |
| Total special appropriations | 133,537 | 135,941 |
| Revenue from independent and own-sources | | |
| Contributions from states and territories for National System | 1,484 | 1,484 |
| Regulatory fees | 8,267 | 8,723 |
| Other revenue | 11,179 | 11,416 |
| Total independent and own-sources revenue | 20,930 | 21,623 |
| Total revenue | 256,745 | 243,782 |

Levy revenue

Budgeted operating results are highly dependent on the stability of levy revenue and risks of potential global disruptions influenced by externalities outside AMSA's control. Risks include impacts of international events on global trade and demand for Australian commodity exports, especially iron ore and coal.

Year-on-year growth of levy revenue softened in 2022, resulting in a negative return in 2022-23 with growth rates continuing to be below the long-term average. AMSA is anticipating levy revenue to rise by only 0.6 per cent in 2023-24 and by 1.8 per cent in 2024-25 aligning with expected tonnage vessel volumetric movements.

Operating expenses

Total operating expenses are budgeted to be \$259.4 million in 2024-25, compared to the projection for 2023-24 of \$259.5 million, a reduction of \$0.1 million. The anticipated movements in budgeted operating expenses are:

- employee benefits expected to increase by \$3.8 million in 2024-25 to \$86.1 million, reflecting expected changes in AMSA's Enterprise Agreement as well as an increase AMSA's resourcing profile
- supplier expenses budgeted to decrease by \$1.7 million in 2024-25 to \$134 million, associated with a reduction in labour hire and material costs
- depreciation and amortisation is expected to decrease by \$3.1 million to \$36.4 million largely representing savings from office relocation of Canberra head-office
- projected write-down and impairments of obsolete inventory of \$1.0 million.

Equity and cash position

Net assets (equity) movements are consistent with expected operating results for budget and each of the three forward year estimates.

AMSA's net cash position (including investments) is budgeted to decrease in 2024-25 by \$10 million, with a minor increase in 2025-26 before decreasing by \$7 million and \$5.5 million in 2026-27 and 2027-28 respectively. These movements largely correspond with changes in capital expenditure and are dependent on AMSA obtaining National System future funding and charging arrangements.

This cash position includes \$50 million set aside to respond to any pollution response emergencies that may arise.

3.2 Budgeted financial statements tables

Table 3.1: Comprehensive income statement (showing net cost of services) for the period ended 30 June

| | 2023-24 Estimated actual \$'000 | 2024-25 Budget \$'000 | 2025-26 Forward estimate \$'000 | 2026-27 Forward estimate \$'000 | 2027-28 Forward estimate \$'000 |
|------------------------------------------------------------------------------------|------------------------------------------|-----------------------------|------------------------------------------|------------------------------------------|------------------------------------------|
| EXPENSES | | | | | |
| Employee benefits | 82,312 | 86,070 | 85,285 | 87,749 | 89,540 |
| Suppliers | 135,663 | 133,979 | 135,075 | 138,325 | 140,810 |
| Depreciation and amortisation | 39,548 | 36,427 | 35,140 | 33,531 | 33,956 |
| Finance costs | 1,063 | 2,908 | 2,897 | 2,712 | 2,389 |
| Write-down and impairment of assets | 950 | - | - | - | - |
| Total expenses | 259,536 | 259,384 | 258,397 | 262,317 | 266,695 |
| LESS: | | | | | |
| OWN-SOURCE INCOME | | | | | |
| Own-source revenue | | | | | |
| Sale of goods and rendering of services | 12,626 | 13,384 | 11,424 | 10,995 | 11,046 |
| Fees and fines | 82 | 150 | 110 | 110 | 110 |
| Interest | 6,253 | 6,109 | 5,038 | 5,065 | 4,977 |
| Rental income | 485 | 496 | 170 | 170 | 170 |
| Contributions from states and territories | 1,484 | 1,484 | 1,484 | 1,484 | 1,484 |
| Total own-source revenue | 20,930 | 21,623 | 18,226 | 17,824 | 17,787 |
| Net (cost of)/contribution by services | (238,606) | (237,761) | (240,171) | (244,493) | (248,908) |
| Revenue from Government | 235,815 | 222,159 | 242,009 | 244,610 | 248,925 |
| Surplus/(deficit) attributable to the Australian Government | (2,791) | (15,602) | 1,838 | 117 | 17 |
| Total comprehensive income/(loss) attributable to the Australian Government | (2,791) | (15,602) | 1,838 | 117 | 17 |
| Note: Impact of net cash appropriation arrangements | | | | | |
| Total comprehensive income/(loss) as per statement of Comprehensive Income | (2,791) | (15,602) | 1,838 | 117 | 17 |
| plus: depreciation/amortisation expenses for ROU assets ^(a) | 20,792 | 18,346 | 18,310 | 18,216 | 18,047 |
| less: lease principal repayments ^(a) | (20,768) | (17,435) | (17,512) | (17,637) | (17,970) |
| Net Cash Operating Surplus/ (Deficit) | (2,767) | (14,691) | 2,636 | 696 | 94 |

Prepared on Australian Accounting Standards basis.

(a) Applies leases under AASB 16 Leases.

Table 3.2: Budgeted departmental balance sheet (as at 30 June)

| | 2023-24 Estimated actual \$'000 | 2024-25 Budget \$'000 | 2025-26 Forward estimate \$'000 | 2026-27 Forward estimate \$'000 | 2027-28 Forward estimate \$'000 |
|-------------------------------------------|------------------------------------------|-----------------------------|------------------------------------------|------------------------------------------|------------------------------------------|
| ASSETS | | | | | |
| Financial assets | | | | | |
| Cash and cash equivalents | 24,570 | 24,610 | 26,181 | 24,216 | 28,711 |
| Trade and other receivables | 12,501 | 12,706 | 13,104 | 13,308 | 13,482 |
| Other investments | 95,000 | 85,000 | 85,000 | 80,000 | 70,000 |
| Total financial assets | 132,071 | 122,316 | 124,285 | 117,524 | 112,193 |
| Non-financial assets | | | | | |
| Land and buildings | 76,960 | 72,533 | 69,799 | 67,713 | 61,105 |
| Property, plant and equipment | 211,511 | 196,066 | 183,273 | 174,428 | 159,907 |
| Intangibles | 4,795 | 4,345 | 5,205 | 10,331 | 16,799 |
| Inventories | 4,485 | 4,485 | 4,485 | 4,485 | 4,485 |
| Other non-financial assets | 3,090 | 3,054 | 3,079 | 3,153 | 3,228 |
| Total non-financial assets | 300,841 | 280,483 | 265,841 | 260,110 | 245,524 |
| Total assets | 432,912 | 402,799 | 390,126 | 377,634 | 357,717 |
| LIABILITIES | | | | | |
| Payables | | | | | |
| Suppliers | 26,969 | 26,655 | 26,876 | 27,522 | 28,179 |
| Other payables | 1,154 | 1,133 | 1,173 | 1,178 | 1,182 |
| Total payables | 28,123 | 27,788 | 28,049 | 28,700 | 29,361 |
| Interest bearing liabilities | | | | | |
| Leases | 123,745 | 107,198 | 93,263 | 79,289 | 61,569 |
| Total interest bearing liabilities | 123,745 | 107,198 | 93,263 | 79,289 | 61,569 |
| Provisions | | | | | |
| Employee provisions | 33,959 | 36,956 | 36,975 | 38,371 | 36,525 |
| Other provisions | 29,411 | 28,785 | 27,929 | 27,247 | 26,218 |
| Total provisions | 63,370 | 65,741 | 64,904 | 65,618 | 62,743 |
| Total liabilities | 215,238 | 200,727 | 186,216 | 173,607 | 153,673 |
| Net assets | 217,674 | 202,072 | 203,910 | 204,027 | 204,044 |
| EQUITY | | | | | |
| Parent entity interest | | | | | |
| Contributed equity | 37,986 | 37,986 | 37,986 | 37,986 | 37,986 |
| Reserves | 108,885 | 108,885 | 108,885 | 108,885 | 108,885 |
| Retained surplus (accumulated deficit) | 70,803 | 55,201 | 57,039 | 57,156 | 57,173 |
| Total parent entity interest | 217,674 | 202,072 | 203,910 | 204,027 | 204,044 |
| Total equity | 217,674 | 202,072 | 203,910 | 204,027 | 204,044 |

Prepared on Australian Accounting Standards basis.

Table 3.3: Departmental statement of changes in equity – summary of movement (Budget year 2024–25)

| | Retained earnings | Asset revaluation reserve | Contributed equity/capital | Total equity |
|------------------------------------------------------------------|-------------------|---------------------------|----------------------------|-----------------|
| | \$'000 | \$'000 | \$'000 | \$'000 |
| Opening balance as at 1 July 2024 | | | | |
| Balance carried forward from previous period | 70,803 | 108,885 | 37,986 | 217,674 |
| Adjusted opening balance | 70,803 | 108,885 | 37,986 | 217,674 |
| Comprehensive income | | | | |
| Other comprehensive income | | | | |
| Surplus/(deficit) for the period | (15,602) | - | - | (15,602) |
| Total comprehensive income/(loss) | (15,602) | - | - | (15,602) |
| of which: | | | | |
| Attributable to the Australian Government | (15,602) | - | - | (15,602) |
| Estimated closing balance as at 30 June 2025 | 55,201 | 108,885 | 37,986 | 202,072 |
| Closing balance attributable to the Australian Government | 55,201 | 108,885 | 37,986 | 202,072 |

Prepared on Australian Accounting Standards basis.

Table 3.4: Budgeted departmental statement of cash flows (for the period ended 30 June)

| | 2023-24 Estimated actual \$'000 | 2024-25 Budget \$'000 | 2025-26 Forward estimate \$'000 | 2026-27 Forward estimate \$'000 | 2027-28 Forward estimate \$'000 |
|---------------------------------------------------------------------|------------------------------------------|-----------------------------|------------------------------------------|------------------------------------------|------------------------------------------|
| OPERATING ACTIVITIES | | | | | |
| Cash received | | | | | |
| Appropriations | 102,278 | 86,218 | 87,683 | 87,453 | 88,880 |
| Receipts from Government | 132,389 | 135,848 | 153,614 | 157,047 | 159,933 |
| Sale of goods and rendering of services | 12,390 | 13,880 | 11,594 | 11,165 | 11,216 |
| Interest | 5,772 | 6,152 | 5,358 | 5,057 | 5,003 |
| Net GST received | 421 | 42 | - | - | - |
| Other | 1,975 | 1,437 | 1,618 | 1,594 | 1,594 |
| Total cash received | 255,225 | 243,577 | 259,867 | 262,316 | 266,626 |
| Cash used | | | | | |
| Employees | 74,394 | 83,073 | 85,266 | 86,353 | 91,386 |
| Suppliers | 142,601 | 134,257 | 134,879 | 137,753 | 140,228 |
| Borrowing costs | 963 | 2,808 | 2,597 | 2,412 | 2,089 |
| Net GST paid | - | - | 30 | 86 | 88 |
| Other | 1,661 | 947 | 1,116 | 977 | 1,325 |
| Total cash used | 219,619 | 221,085 | 223,888 | 227,581 | 235,116 |
| Net cash from/(used by) operating activities | 35,606 | 22,492 | 35,979 | 34,735 | 31,510 |
| INVESTING ACTIVITIES | | | | | |
| Cash received | | | | | |
| Investments | 16,000 | 10,000 | - | 5,000 | 10,000 |
| Total cash received | 16,000 | 10,000 | - | 5,000 | 10,000 |
| Cash used | | | | | |
| Purchase of property, plant and equipment and intangibles | 29,220 | 15,017 | 16,896 | 24,063 | 19,045 |
| Total cash used | 29,220 | 15,017 | 16,896 | 24,063 | 19,045 |
| Net cash from/(used by) investing activities | (13,220) | (5,017) | (16,896) | (19,063) | (9,045) |
| FINANCING ACTIVITIES | | | | | |
| Cash used | | | | | |
| Principal payments on lease liability | 20,768 | 17,435 | 17,512 | 17,637 | 17,970 |
| Total cash used | 20,768 | 17,435 | 17,512 | 17,637 | 17,970 |
| Net cash from/(used by) financing activities | (20,768) | (17,435) | (17,512) | (17,637) | (17,970) |
| Net increase/(decrease) in cash held | 1,618 | 40 | 1,571 | (1,965) | 4,495 |
| Cash and cash equivalents at the beginning of the reporting period | 22,952 | 24,570 | 24,610 | 26,181 | 24,216 |
| Cash and cash equivalents at the end of the reporting period | 24,570 | 24,610 | 26,181 | 24,216 | 28,711 |

Prepared on Australian Accounting Standards basis.

Table 3.5: Departmental capital budget statement (for the period ended 30 June)

| | 2023-24 Estimated actual \$'000 | 2024-25 Budget \$'000 | 2025-26 Forward estimate \$'000 | 2026-27 Forward estimate \$'000 | 2027-28 Forward estimate \$'000 |
|------------------------------------------------------------------------------|------------------------------------------|-----------------------------|------------------------------------------|------------------------------------------|------------------------------------------|
| PURCHASE OF NON-FINANCIAL ASSETS | | | | | |
| Funded internally from departmental resources ^(a) | 29,220 | 15,017 | 16,896 | 24,063 | 19,045 |
| TOTAL | 29,220 | 15,017 | 16,896 | 24,063 | 19,045 |
| RECONCILIATION OF CASH USED TO ACQUIRE ASSETS TO ASSET MOVEMENT TABLE | | | | | |
| Total purchases | 90,845 | 16,105 | 20,473 | 27,726 | 19,295 |
| less: ROU Additions | (61,426) | (888) | (3,577) | (3,663) | (250) |
| Total cash used to acquire assets | 29,419 | 15,217 | 16,896 | 24,063 | 19,045 |

Prepared on Australian Accounting Standards basis.

(a) Includes funding from prior year appropriations, entity receipts, and proceeds from sale of assets.

Table 3.6: Statement of departmental asset movements (Budget year 2024–25)

| | Asset Category | | | | Total |
|---------------------------------------------------------------------|----------------|----------------|-------------------------------------|-----------------------------------|-----------------|
| | Land | Buildings | Other property, plant and equipment | Computer software and intangibles | |
| | \$'000 | \$'000 | \$'000 | \$'000 | \$'000 |
| As at 1 July 2024 | | | | | |
| Gross book value | 3,445 | 28,273 | 150,626 | 20,374 | 202,718 |
| Gross book value - ROU assets | 2,636 | 79,825 | 105,563 | - | 188,024 |
| Accumulated depreciation/ amortisation and impairment | - | (3,856) | (13,009) | (15,579) | (32,444) |
| Accumulated depreciation/ amortisation and impairment - ROU assets | (415) | (32,948) | (31,669) | - | (65,032) |
| Opening net book balance | 5,666 | 71,294 | 211,511 | 4,795 | 293,266 |
| Capital asset additions | | | | | |
| Estimated expenditure on new or replacement assets | | | | | |
| By purchase - appropriation ordinary annual services ^(a) | - | 2,412 | 11,216 | 1,589 | 15,217 |
| By purchase appropriation ordinary annual services - ROU assets | - | 888 | - | - | 888 |
| Total additions | - | 3,300 | 11,216 | 1,589 | 16,105 |
| Other movements | | | | | |
| Depreciation/amortisation expense | - | (2,275) | (13,767) | (2,039) | (18,081) |
| Depreciation/amortisation on ROU assets | (121) | (5,331) | (12,894) | - | (18,346) |
| Total other movements | (121) | (7,606) | (26,661) | (2,039) | (36,427) |
| As at 30 June 2025 | | | | | |
| Gross book value | 3,445 | 30,685 | 161,842 | 21,963 | 217,935 |
| Gross book value - ROU assets | 2,636 | 80,713 | 105,563 | - | 188,912 |
| Accumulated depreciation/ amortisation and impairment | - | (6,131) | (26,776) | (17,618) | (50,525) |
| Accumulated depreciation/ amortisation and impairment - ROU assets | (536) | (38,279) | (44,563) | - | (83,378) |
| Closing net book balance | 5,545 | 66,988 | 196,066 | 4,345 | 272,944 |

Prepared on Australian Accounting Standards basis.

(a) 'Appropriation ordinary annual services' refers to funding provided through Appropriation Bill (No. 1) 2024–2025 for depreciation/amortisation expenses, DCBs or other operational expenses.