

# **Australian Maritime Safety Authority**

## **Entity resources and planned performance**



# Australian Maritime Safety Authority

<b>SECTION 1: ENTITY OVERVIEW AND RESOURCES.....</b>	<b>197</b>
1.1 Strategic direction statement.....	197
1.2 Entity resource statement.....	198
1.3 Budget measures.....	199
<b>SECTION 2: OUTCOMES AND PLANNED PERFORMANCE.....</b>	<b>200</b>
2.1 Budgeted expenses and performance for Outcome 1.....	201
<b>SECTION 3: BUDGETED FINANCIAL STATEMENTS.....</b>	<b>209</b>
3.1 Budgeted financial statements.....	209
3.2 Budgeted financial statements tables.....	211



# 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 2023-24, AMSA will continue to focus on the strategic priorities that reflect AMSA's statutory responsibilities. AMSA's objective are consistent with the whole of government regulatory reform agenda 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 funding 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 *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.

**Table 1.1: AMSA resource statement — Budget estimates for 2023-24 as at Budget May 2023**

	2022-23 Estimated actual \$'000	2023-24 Estimate \$'000
<b>Opening balance/cash reserves at 1 July</b>	<b>33,200</b>	<b>30,600</b>
<b>Funds from Government</b>		
Annual appropriations - ordinary annual services <sup>(a)</sup>		
Outcome 1	90,757	98,826
Total annual appropriations <sup>(a)</sup>	90,757	98,826
Special appropriations		
<i>Australian Maritime Safety Authority Act 1990</i> <sup>(b)</sup>	133,146	136,407
Total special appropriations	133,146	136,407
Amounts received from related entities <sup>(c)</sup>		
Department of Infrastructure, Transport, Regional Development, Communications and the Arts	2,566	-
Department of Climate Change, Energy, the Environment and Water	200	-
Total amounts received from related entities	2,766	-
<b>Total funds from Government</b>	<b>226,669</b>	<b>235,233</b>
<b>Funds from other sources</b>		
Interest	3,186	4,631
Sale of goods and services	12,776	12,800
Other	3,285	1,610
<b>Total funds from other sources</b>	<b>19,247</b>	<b>19,041</b>
<b>Total net resourcing for AMSA</b>	<b>279,116</b>	<b>284,874</b>
	2022-23	2023-24
<b>Average staffing level (number)</b>	<b>448</b>	<b>448</b>

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

- a) Appropriation Bill (No.1) 2023-24. A reduction of \$0.6m for AMSA's share of Whole of Government (WoG) savings measure applied at the 2022-23 October Budget has also been reflected in 2022-23.
- 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* (AMSA Act).
- 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 (a Non-Corporate Commonwealth Entity), 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 Budget Paper No. 2 and are summarised below.

**Table 1.2: Australian Maritime Safety Authority 2023-24 Budget measures  
Part 1: Measures announced since the 2022-23 October Budget**

	Program	2022-23 \$'000	2023-24 \$'000	2024-25 \$'000	2025-26 \$'000	2026-27 \$'000
<b>Payment measure</b>						
Supporting Transport Priorities	1.1					
Departmental payments		-	15,270	-	-	-
<b>Total</b>		-	<b>15,270</b>	-	-	-
<b>Total payment measure</b>						
Departmental		-	15,270	-	-	-
<b>Total</b>		-	<b>15,270</b>	-	-	-

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.

## 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 an entity's corporate plans and annual performance statements – included in Annual Reports – to provide a complete picture of an entity's planned and actual performance.

The most recent Corporate Plan for AMSA can be found at:

<https://www.amsa.gov.au/about/corporate-publications/corporate-plan-2022-23>

The most recent annual performance statement can be found at:

<https://www.amsa.gov.au/about/corporate-publications>

AMSA contributes to one Outcome and one Program, which is divided into two Sub-programs:

- **Sub-program 1: Seafarer and ship safety and environmental protection** aims to achieve the first part of AMSA's Outcome: Minimise the risk of shipping incidents and pollution in Australian waters through ship safety and environment protection regulation and services.
- **Sub-program 2: Search and rescue** aims to achieve the second part of AMSA's Outcome: Maximising 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

#### 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.

#### Program

- 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 delivering 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 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 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 Action Plan and supports Australia's National Waste Plan to reduce landfill and increase the circular economy. Additionally, activity is undertaken to support 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**

**Program**

- Program 2.14: Defence Intelligence

**Contribution to Outcome 1 made by linked program**

AMSA supports Defence by providing advice and direction on the provision of nautical charts and publications to best support maritime safety.

**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, along with individual projects across the Indo-Pacific region.

DFAT also supports Australia's re-election campaign to the International Maritime Organization (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.

**Department of Home Affairs**

**Outcomes<sup>(a)</sup>**

- 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**

Home Affairs is responsible for immigration and border policy, and has responsibilities across emergency management, critical infrastructure protection, and transport security. The Home Affairs portfolio structure enhances AMSA’s ability to mobilise and share across AMSA’s aids to navigation responsibilities for maritime safety (critical infrastructure) and operational responses (emergency management and transport security). Home Affairs provides the national coordination mechanisms through which AMSA can respond, delivering a synchronised effect across the whole of government.

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 (MOU). Through leading Australia’s engagement at the International Maritime Organisation, AMSA also supports Home Affairs’ maritime security role.

**National Offshore Petroleum Safety and Environmental 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

The 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**

	2022-23 Estimated actual \$'000	2023-24 Budget \$'000	2024-25 Forward estimate \$'000	2025-26 Forward estimate \$'000	2026-27 Forward estimate \$'000
<b>Program 1.1: Seafarer and ship safety, maritime environment protection, and search and rescue</b>					
Revenue from Government					
Ordinary annual services (Appropriation Bill No. 1)	90,757	98,826	86,084	87,441	87,485
Payment from related entities	2,766	-	-	-	-
Special appropriations					
<i>Special appropriation Australian     Maritime Safety Authority Act     1990</i>	134,098	136,515	154,845	157,958	161,138
Expenses not requiring appropriation in the budget year <sup>(a)</sup>	(157)	(38)	(1,006)	(13,217)	(13,288)
Revenues from other independent sources	16,364	19,026	16,597	17,413	18,439
<b>Total expenses for Program 1.1</b>	<b>243,828</b>	<b>254,329</b>	<b>256,520</b>	<b>249,595</b>	<b>253,774</b>
<b>Outcome 1 totals by resource type</b>					
Revenue from Government					
Ordinary annual services (Appropriation Bill No. 1)	90,757	98,826	86,084	87,441	87,485
Payment from related entities	2,766	-	-	-	-
Special appropriations	134,098	136,515	154,845	157,958	161,138
Expenses not requiring appropriation in the budget year <sup>(a)</sup>	(157)	(38)	(1,006)	(13,217)	(13,288)
Revenues from other independent sources	16,364	19,026	16,597	17,413	18,439
<b>Total expenses for Outcome 1</b>	<b>243,828</b>	<b>254,329</b>	<b>256,520</b>	<b>249,595</b>	<b>253,774</b>
	2022-23	2023-24			
<b>Average staffing level (number)</b>	448	448			

Figures 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**

	2022-23 Estimated actual \$'000	2023-24 Budget \$'000	2024-25 Forward estimate \$'000	2025-26 Forward estimate \$'000	2026-27 Forward estimate \$'000
<b>Sub-program 1.1.1: Seafarer and ship safety and environment</b>					
Revenue from Government					
Ordinary annual services (Appropriation Bill No. 1)	18,566	20,211	4,811	4,578	4,338
Payment from related entities	2,766	-	-	-	-
Special appropriations <i>Special appropriation Australian     Maritime Safety Authority Act     1990</i>	134,098	136,515	154,845	157,958	161,138
Expenses not requiring appropriation in the budget year <sup>(a)</sup>	(157)	(38)	(1,006)	(13,217)	(13,288)
Revenues from other independent sources	15,112	17,542	15,031	15,591	16,320
<b>Total sub-program 1.1.1 expenses</b>	<b>170,385</b>	<b>174,230</b>	<b>173,681</b>	<b>164,910</b>	<b>168,508</b>
<b>Sub-program 1.1.2: Search and rescue</b>					
Revenue from Government					
Ordinary annual services (Appropriation Bill No. 1)	72,191	78,615	81,273	82,863	83,147
Revenues from other independent sources	1,252	1,484	1,566	1,822	2,119
<b>Total sub-program 1.1.2 expenses</b>	<b>73,443</b>	<b>80,099</b>	<b>82,839</b>	<b>84,685</b>	<b>85,266</b>
<b>Outcome 1 totals by resource type</b>					
Revenue from Government					
Ordinary annual services (Appropriation Bill No. 1)	90,757	98,826	86,084	87,441	87,485
Payment from related entities	2,766	-	-	-	-
Special appropriations	134,098	136,515	154,845	157,958	161,138
Expenses not requiring appropriation in the budget year <sup>(a)</sup>	(157)	(38)	(1,006)	(13,217)	(13,288)
Revenues from other independent sources	16,364	19,026	16,597	17,413	18,439
<b>Total program expenses</b>	<b>243,828</b>	<b>254,329</b>	<b>256,520</b>	<b>249,595</b>	<b>253,774</b>

Figures 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.

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

**Table 2.1.3: Performance measures for Outcome 1**

Table 2.1.3 details the performance measures for each program and sub-program associated with Outcome 1. It also provides the related key activities as expressed in the current corporate plan where further detail is provided about the delivery of the activities related to the program, the context in which these activities are delivered and how the performance of these activities will be measured. Where relevant, details of 2023-24 Budget measures that have materially changed existing programs are provided.

<p><b>Outcome 1</b> – 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.</p>		
<p><b>Program 1.1 – Seafarer and ship safety, environment protection and search and rescue.</b></p> <p><b>Sub-program 1.1.1</b> – 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.</p> <p><b>Sub-program 1.1.2</b> – Search and rescue aims to maximise the number of people saved from maritime and aviation incidents through coordinating search and rescue.</p> <p>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.</p> <p><b>Vision:</b> Safe and clean seas, saving lives.</p> <p><b>Mission:</b> Ensuring safe vessel operations, combatting marine pollution, and rescuing people in distress.</p>		
<p><b>Key Activities</b><sup>(a)(b)</sup></p>	<ul style="list-style-type: none"> <li>• Promote maritime safety.</li> <li>• Protect the marine environment from pollution from ships, and other environmental damage cause by shipping.</li> <li>• Provide for a national search and rescue service.</li> </ul>	
<p><b>Year</b></p>	<p><b>Performance measures</b></p>	<p><b>Expected Performance Results</b></p>
<p>Current year 2022-23</p>	<p>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<sup>(c)</sup> to total port arrivals</p>	<p>Target: ≤1.5% Expected result: 0.81% Target expected to be achieved.</p>
	<p>Timeliness of response to significant<sup>(d)</sup> oil spill incidents</p>	<p>Target: within 4 hours of notification. Target achieved.</p>
	<p>Save as many lives as possible from those at risk</p>	<p>Target: 100% Expected result: 99% Target largely achieved.</p>

Year	Performance measures	Planned Performance Results
Budget 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 to total port arrivals	Target: ≤1.5%
	Timeliness of response to significant 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 <sup>(e)</sup>	Target: 100%
Forward Estimates 2024-27	As per 2023-24	As per 2023-24.

- (a) AMSA's key activities constitute its operational core business to deliver its sub-programs, 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 2022-23 Corporate Plan lists initiatives (including projects) organised under eight 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; including fatalities, serious injuries, loss of vessel, damage to vessel and equipment; significant pollution, and impacts on the community. Less serious incidents might include fire, grounding, and minor collisions (without very serious or serious consequences).
- (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>)
- (e) Measure has been renamed to acknowledge AMSA's role in search and rescue (SAR) coordination. AMSA's intention is to coordinate SAR to save as many savable lives as possible from those at risk. In practicality, the circumstances surrounding individual incidents – including severe medical conditions requiring specialist treatment, bad weather, even availability of search and rescue resources in sparsely populated areas – affect the possibility of a successful search and rescue response. A person at risk includes both the National Search and Rescue (NATSAR) defined "person in distress" (a person is considered to be in distress when threatened by grave and imminent danger and requiring immediate assistance); and any person who, without a SAR response, is in danger of being in distress. A life is considered to have been saved (as defined by NATSAR and AMSA) "when the person has been retrieved from a distress situation, provided for initial medical or other needs, and delivered to a place of safety"



## Section 3: Budgeted financial statements

Section 3 presents budgeted financial statements which provide a comprehensive snapshot of AMSA's finances for the 2023-24 Budget year, including the impact of budget measures and resourcing on financial statements.

### 3.1 Budgeted financial statements

#### 3.1.1 Differences between 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

##### Comprehensive income statement

AMSA is projecting a minor operating surplus of \$0.2 million in 2022-23 and budgeting a break-even position in 2023-24, with surpluses of \$1.0 million in 2024-25, increasing to \$13.2 million and \$13.3 million in 2025-26 and 2026-27.

Budgeted surpluses are highly dependent on stability of levy revenue and risks of potential global disruptions influenced by externalities outside AMSA's control, as well as subject to outcomes of the *Independent Review of Australia's Domestic Commercial Vessel Safety legislation and Cost and Charging Arrangements* expected to be delivered in mid-2023. Risks to levy revenue include the impact of international events on global trade and demand for Australian commodity exports especially iron ore and coal.

Surpluses are also dependent on the scale and associated costs of major capability improvement projects underway to improve business processes and customer experience.

##### Revenue

Total revenue for 2023-24 is budgeted to be \$254.4 million, an increase of \$10.4 million from projected current year estimates for 2022-23 of \$244.0 million.

This reflects a rise in appropriations for National System transitional funding (\$1.7 million) and from indexation movements for search and rescue (\$6.4 million) and continued rise in cost-recovered levies (\$2.4 million), rendering of services (\$0.8 million), and interest revenue (\$0.6 million), partially offset by lower transitional contributions from states and territories for National System in line with agreed arrangements (\$1.5 million).

AMSA's revenue sources are detailed below:

- 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 2023-24, levy revenue is

budgeted to be \$136.5 million (2022-23: \$134.1 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 \$78.6 million (2022-23: \$72.2 million).
- Transitional and interim funding received from the Australian Government to support regulatory service delivery of the National System of \$20.2 million (2022-23: \$18.6 million).
- Transitional funding packages received from the States and Northern Territory for the National System of \$1.5 million (2022-23: \$3.0 million).
- Independent and own-sourced revenue, including charges for cost-recovered fee-based activities, interest revenue, related entity revenue, and other revenue of \$17.5 million (2022-23: \$16.1 million).

The following table shows the 2023-24 budgeted revenue with comparisons to projected 2022-23 estimated actual.

**AMSA sourced revenue comparison**

	2022-23 Estimated actual \$'000	2023-24 Budget \$'000
Annual departmental appropriations		
Search and rescue functions and activities	72,191	78,615
National System funding	18,566	20,211
Special appropriations of levies collected from the maritime shipping industry	134,098	136,515
Total independent or own-sources revenue	19,130	19,026
<b>Total revenue</b>	<b>243,985</b>	<b>254,367</b>

**Operating expenses**

Total operating expenses are budgeted to be \$254.3 million in 2023-24, compared to projection of 2022-23 of \$243.8 million, an increase of \$10.5 million. The main drivers for the movement in budgeted operating expenses are:

- supplier expenses budgeted to increase by \$5.8 million in 2023-24 to \$137.0 million, associated with an increase in labour hire and material costs; and
- employee benefits expected to increase by \$3.4 million in 2023-24 to \$80.2 million, reflecting changes in AMSA’s Enterprise Agreement and Remuneration Determination.

**Equity and cash position**

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

AMSA’s net cash position (including investments) is budgeted to decrease in 2023-24 by \$20.7 million before increasing in the forward year estimates. These movements largely correspond with changes in capital expenditure. The cash position includes \$50 million set aside for pollution response emergencies.

### 3.2 Budgeted financial statements tables

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

	2022-23 Estimated actual \$'000	2023-24 Budget \$'000	2024-25 Forward estimate \$'000	2025-26 Forward estimate \$'000	2026-27 Forward estimate \$'000
<b>EXPENSES</b>					
Employee benefits	76,849	80,239	78,758	78,690	80,871
Suppliers	131,166	136,961	139,682	133,237	135,431
Depreciation and amortisation	34,719	36,160	36,332	36,139	36,096
Finance costs	1,094	969	1,748	1,529	1,376
<b>Total expenses</b>	<b>243,828</b>	<b>254,329</b>	<b>256,520</b>	<b>249,595</b>	<b>253,774</b>
<b>LESS:</b>					
<b>OWN-SOURCE INCOME</b>					
<b>Own-source revenue</b>					
Sale of goods and rendering of services	11,552	12,419	9,880	9,880	9,880
Fees and fines	72	75	100	100	100
Interest	4,230	4,801	4,963	5,779	6,805
Rental income	242	247	170	170	170
Contributions from states and territories	3,034	1,484	1,484	1,484	1,484
<b>Total own-source revenue</b>	<b>19,130</b>	<b>19,026</b>	<b>16,597</b>	<b>17,413</b>	<b>18,439</b>
<b>Total own-source income</b>	<b>19,130</b>	<b>19,026</b>	<b>16,597</b>	<b>17,413</b>	<b>18,439</b>
<b>Net (cost of)/contribution by services</b>	<b>(224,698)</b>	<b>(235,303)</b>	<b>(239,923)</b>	<b>(232,182)</b>	<b>(235,335)</b>
Revenue from Government	224,855	235,341	240,929	245,399	248,623
<b>Total comprehensive income/(loss)</b>	<b>157</b>	<b>38</b>	<b>1,006</b>	<b>13,217</b>	<b>13,288</b>
<b>Total comprehensive income/(loss) attributable to the Australian Government</b>	<b>157</b>	<b>38</b>	<b>1,006</b>	<b>13,217</b>	<b>13,288</b>

Prepared on Australian Accounting Standards basis.

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

	2022-23 Estimated actual \$'000	2023-24 Budget \$'000	2024-25 Forward estimate \$'000	2025-26 Forward estimate \$'000	2026-27 Forward estimate \$'000
<b>ASSETS</b>					
<b>Financial assets</b>					
Cash and cash equivalents	30,600	29,869	29,491	29,478	35,575
Trade and other receivables	11,200	11,239	11,321	11,506	12,017
Other investments	105,000	85,000	95,000	115,000	130,000
<b>Total financial assets</b>	<b>146,800</b>	<b>126,108</b>	<b>135,812</b>	<b>155,984</b>	<b>177,592</b>
<b>Non-financial assets</b>					
Land and buildings	48,282	115,741	102,839	94,728	85,603
Property, plant and equipment	174,778	209,284	191,379	173,250	158,752
Intangibles	6,194	4,433	4,818	4,103	2,162
Inventories	4,457	4,457	4,457	4,457	4,457
Other non-financial assets	2,934	2,738	2,770	2,611	2,680
<b>Total non-financial assets</b>	<b>236,645</b>	<b>336,653</b>	<b>306,263</b>	<b>279,149</b>	<b>253,654</b>
<b>Total assets</b>	<b>383,445</b>	<b>462,761</b>	<b>442,075</b>	<b>435,133</b>	<b>431,246</b>
<b>LIABILITIES</b>					
<b>Payables</b>					
Suppliers	23,316	21,757	22,015	20,746	21,294
Other payables	1,415	1,573	1,350	1,350	1,355
<b>Total payables</b>	<b>24,731</b>	<b>23,330</b>	<b>23,365</b>	<b>22,096</b>	<b>22,649</b>
<b>Interest bearing liabilities</b>					
Leases	81,530	162,085	141,100	122,442	104,875
<b>Total interest bearing liabilities</b>	<b>81,530</b>	<b>162,085</b>	<b>141,100</b>	<b>122,442</b>	<b>104,875</b>
<b>Provisions</b>					
Employee provisions	28,601	29,886	29,817	30,085	31,221
Other provisions	26,086	24,925	24,252	23,752	22,455
<b>Total provisions</b>	<b>54,687</b>	<b>54,811</b>	<b>54,069</b>	<b>53,837</b>	<b>53,676</b>
<b>Total liabilities</b>	<b>160,948</b>	<b>240,226</b>	<b>218,534</b>	<b>198,375</b>	<b>181,200</b>
<b>Net assets</b>	<b>222,497</b>	<b>222,535</b>	<b>223,541</b>	<b>236,758</b>	<b>250,046</b>
<b>EQUITY</b>					
<b>Parent entity interest</b>					
Contributed equity	37,986	37,986	37,986	37,986	37,986
Reserves	106,112	106,112	106,112	106,112	106,112
Retained surplus (accumulated deficit)	78,399	78,437	79,443	92,660	105,948
<b>Total parent entity interest</b>	<b>222,497</b>	<b>222,535</b>	<b>223,541</b>	<b>236,758</b>	<b>250,046</b>
<b>Total equity</b>	<b>222,497</b>	<b>222,535</b>	<b>223,541</b>	<b>236,758</b>	<b>250,046</b>

Prepared on Australian Accounting Standards basis.

**Table 3.3: Departmental statement of changes in equity — summary of movement (Budget year 2023-24)**

	Retained earnings \$'000	Asset revaluation reserve \$'000	Contributed equity/capital \$'000	Total equity \$'000
<b>Opening balance as at 1 July 2023</b>				
Balance carried forward from previous period	78,399	106,112	37,986	222,497
<b>Adjusted opening balance</b>	<b>78,399</b>	<b>106,112</b>	<b>37,986</b>	<b>222,497</b>
<b>Comprehensive income</b>				
Surplus/(deficit) for the period	38	-	-	38
<b>Total comprehensive income</b>	<b>38</b>	<b>-</b>	<b>-</b>	<b>38</b>
of which:				
Attributable to the Australian Government	38	-	-	38
<b>Estimated closing balance as at 30 June 2024</b>	<b>78,437</b>	<b>106,112</b>	<b>37,986</b>	<b>222,535</b>
<b>Closing balance attributable to the Australian Government</b>	<b>78,437</b>	<b>106,112</b>	<b>37,986</b>	<b>222,535</b>

Prepared on Australian Accounting Standards basis.

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

	2022-23 Estimated actual \$'000	2023-24 Budget \$'000	2024-25 Forward estimate \$'000	2025-26 Forward estimate \$'000	2026-27 Forward estimate \$'000
<b>OPERATING ACTIVITIES</b>					
<b>Cash received</b>					
Appropriations	90,757	98,826	86,084	87,441	87,485
Receipts from Government	133,146	136,407	154,722	157,834	161,011
Sale of goods and rendering of services	12,776	12,800	9,852	10,050	10,050
Interest	3,186	4,631	4,915	5,536	6,499
Net GST received	-	224	-	182	-
Other	3,285	1,610	1,657	1,584	1,584
<b>Total cash received</b>	<b>243,150</b>	<b>254,498</b>	<b>257,230</b>	<b>262,627</b>	<b>266,629</b>
<b>Cash used</b>					
Employees	73,013	78,954	78,827	78,422	79,735
Suppliers	131,130	138,324	139,456	134,347	134,952
Net GST paid	303	-	37	-	78
Interest payments on lease liability	994	869	1,648	1,429	1,276
Other	2,063	1,273	745	600	1,392
<b>Total cash used</b>	<b>207,503</b>	<b>219,420</b>	<b>220,713</b>	<b>214,798</b>	<b>217,433</b>
<b>Net cash from/(used by) operating activities</b>	<b>35,647</b>	<b>35,078</b>	<b>36,517</b>	<b>47,829</b>	<b>49,196</b>
<b>INVESTING ACTIVITIES</b>					
<b>Cash received</b>					
Investments	5,000	20,000	-	-	-
<b>Total cash received</b>	<b>5,000</b>	<b>20,000</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Cash used</b>					
Purchase of property, plant and equipment and intangibles	20,969	34,933	5,910	6,959	6,980
Investments	-	-	10,000	20,000	15,000
Other	1,274	-	-	-	-
<b>Total cash used</b>	<b>22,243</b>	<b>34,933</b>	<b>15,910</b>	<b>26,959</b>	<b>21,980</b>
<b>Net cash from/(used by) investing activities</b>	<b>(17,243)</b>	<b>(14,933)</b>	<b>(15,910)</b>	<b>(26,959)</b>	<b>(21,980)</b>
<b>FINANCING ACTIVITIES</b>					
<b>Cash used</b>					
Principal payments on lease liability	21,004	20,876	20,985	20,883	21,119
<b>Total cash used</b>	<b>21,004</b>	<b>20,876</b>	<b>20,985</b>	<b>20,883</b>	<b>21,119</b>
<b>Net cash from/(used by) financing activities</b>	<b>(21,004)</b>	<b>(20,876)</b>	<b>(20,985)</b>	<b>(20,883)</b>	<b>(21,119)</b>
<b>Net increase/(decrease) in cash held</b>	<b>(2,600)</b>	<b>(731)</b>	<b>(378)</b>	<b>(13)</b>	<b>6,097</b>
Cash and cash equivalents at the beginning of the reporting period	33,200	30,600	29,869	29,491	29,478
<b>Cash and cash equivalents at the end of the reporting period</b>	<b>30,600</b>	<b>29,869</b>	<b>29,491</b>	<b>29,478</b>	<b>35,575</b>

Prepared on Australian Accounting Standards basis.

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

	2022-23 Estimated actual \$'000	2023-24 Budget \$'000	2024-25 Forward estimate \$'000	2025-26 Forward estimate \$'000	2026-27 Forward estimate \$'000
<b>PURCHASE OF NON-FINANCIAL ASSETS</b>					
Funded internally from departmental resources <sup>(a)</sup>	20,969	34,933	5,910	6,959	6,980
<b>TOTAL</b>	<b>20,969</b>	<b>34,933</b>	<b>5,910</b>	<b>6,959</b>	<b>6,980</b>
<b>RECONCILIATION OF CASH USED TO ACQUIRE ASSETS TO ASSET MOVEMENT TABLE</b>					
Total purchases	29,083	136,364	5,910	9,184	10,532
less: ROU additions	(8,114)	(101,431)	-	(2,225)	(3,552)
<b>Total cash used to acquire assets</b>	<b>20,969</b>	<b>34,933</b>	<b>5,910</b>	<b>6,959</b>	<b>6,980</b>

Prepared on Australian Accounting Standards basis.

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

**Table 3.6: Statement of Departmental asset movements (Budget year 2023-24)**

	Asset Category				Total
	Land	Buildings	Other property, plant and equipment	Computer software and intangibles	
	\$'000	\$'000	\$'000	\$'000	\$'000
<b>As at 1 July 2023</b>					
Gross book value	2,595	24,968	126,581	19,852	173,996
Gross book value - ROU assets	2,635	48,156	84,973	-	135,764
Accumulated depreciation/amortisation and impairment	-	(3,278)	(9,069)	(13,658)	(26,005)
Accumulated depreciation/amortisation and impairment - ROU assets	(301)	(26,493)	(27,707)	-	(54,501)
<b>Opening net book balance</b>	<b>4,929</b>	<b>43,353</b>	<b>174,778</b>	<b>6,194</b>	<b>229,254</b>
<b>Capital asset additions</b>					
<b>Estimated expenditure on new or replacement assets</b>					
By purchase - appropriation ordinary annual services <sup>(a)</sup>	-	6,903	28,030	-	34,933
By purchase - appropriation ordinary annual services - ROU assets	-	72,848	28,583	-	101,431
<b>Total additions</b>	<b>-</b>	<b>79,751</b>	<b>56,613</b>	<b>-</b>	<b>136,364</b>
<b>Other movements</b>					
Depreciation/amortisation expense	-	(3,644)	(9,793)	(1,761)	(15,198)
Depreciation/amortisation on ROU assets	(121)	(8,527)	(12,314)	-	(20,962)
Disposals					
Gross book value - ROU assets	(4)	(27,578)	(12,209)	-	(39,791)
Accumulated depreciation/amortisation and impairment	4	27,578	12,209	-	39,791
<b>Total other movements</b>	<b>(121)</b>	<b>(12,171)</b>	<b>(22,107)</b>	<b>(1,761)</b>	<b>(36,160)</b>
<b>As at 30 June 2024</b>					
Gross book value	2,595	31,871	154,611	19,852	208,929
Gross book value - ROU assets	2,631	93,426	101,347	-	197,404
Accumulated depreciation/amortisation and impairment	-	(6,922)	(18,862)	(15,419)	(41,203)
Accumulated depreciation/amortisation and impairment - ROU assets	(418)	(7,442)	(27,812)	-	(35,672)
<b>Closing net book balance</b>	<b>4,808</b>	<b>110,933</b>	<b>209,284</b>	<b>4,433</b>	<b>329,458</b>

Prepared on Australian Accounting Standards basis.

(a) 'Appropriation ordinary annual services' refers to funding provided through Appropriation Bill (No. 1) 2023-24 for depreciation/amortisation expenses, Departmental capital budget or other operational expenses.