

# **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 2025–26, 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 2025–26 as at Budget March 2025**

	2024-25 Estimated actual \$'000	2025-26 Estimate \$'000
<b>Opening balance/cash reserves at 1 July</b>	<b>40,841</b>	<b>29,815</b>
<b>Funds from Government</b>		
Annual appropriations - ordinary annual services Outcome 1 <sup>(a)</sup>	86,218	102,159
Total annual appropriations	86,218	102,159
Special appropriations <i>Australian Maritime Safety Authority Act 1990</i> <sup>(b)</sup>	128,517	132,292
Total special appropriations	128,517	132,292
Amounts received from related entities <sup>(c)</sup> Department of Infrastructure, Transport, Regional Development, Communications and the Arts	1,892	1,892
Total amounts received from related entities	1,892	1,892
<b>Total funds from Government</b>	<b>216,627</b>	<b>236,343</b>
<b>Funds from industry sources</b>		
Regulatory fees	6,684	8,424
<b>Total funds from industry sources</b>	<b>6,684</b>	<b>8,424</b>
<b>Funds from other sources</b>		
Interest	7,223	7,762
Sale of goods and services	2,658	1,857
Other	1,870	1,677
<b>Total funds from other sources</b>	<b>11,751</b>	<b>11,296</b>
<b>Total net resourcing for AMSA</b>	<b>275,903</b>	<b>285,878</b>
	2024-25	2025-26
<b>Average staffing level (number)</b>	490	492

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) 2025–2026 and Supply Bill (No. 1) 2025-26.

(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 2025–26 Budget measures**

**Part 1: Measures announced since the 2024–25 Mid-Year Economic and Fiscal Outlook**

	Program	2024-25 \$'000	2025-26 \$'000	2026-27 \$'000	2027-28 \$'000	2028-29 \$'000
<b>Payment measures</b>						
Savings from External Labour - extension <sup>(a)</sup>	1.1					
Departmental payments		-	-	-	-	(940)
<b>Total</b>		-	-	-	-	<b>(940)</b>
Supporting Transport Priorities	1.1					
Departmental payments		-	15,938	-	-	-
<b>Total</b>		-	<b>15,938</b>	-	-	-
<b>Total payment measures</b>						
Departmental		-	15,938	-	-	(940)
<b>Total</b>		-	<b>15,938</b>	-	-	<b>(940)</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.

(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/corporate-plan-2024-25>).

The most recent annual performance statement can be found at:  
(<https://www.amsa.gov.au/annual-report-2023-24>).

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

- **Sub-program 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.
- **Sub-program 2: Search and rescue** aims to maximise the number of people saved from maritime and aviation incidents through coordinating search and rescue.



## 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, ensuring an effective and efficient Commonwealth criminal justice system, and building a safe and secure Australia compliant with international legal arrangements.

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

**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 provided grant funding that supported a joint AMSA-DAFF project aimed at determining 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. The project is expected to be completed early 2025.

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 Organization’s 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**

The Australian Hydrographic Office (AHO), which operates under the Australian Geospatial-Intelligence Organisation (AGO) within the Department of Defence, supports AMSA by conducting hydrographic survey for the safety of navigation as required by the *Navigation Act 2012*. AMSA supports the AHO in this activity by providing advice and recommendations for areas to survey and improve nautical charting development to best support safe navigation, Safety of Life at Sea in Australian waters, and to also protect the marine environment.

**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 works with AMSA to support capacity building programs in Asia and the Pacific.

**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 incidents (including delivery of a dedicated emergency towage vessel, training, and exercises with Reef Authority staff) 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 and knowledge, particularly in the event of an incident within the Great Barrier Reef.

**National Emergency Management Agency**

**Programs**

- Program 1.6: Emergency Management

**Contribution to Outcome 1 made by outcomes**

NEMA is responsible for facilitating the National Coordination Mechanism through which AMSA may be requested to respond in times of national crisis management, delivering a synchronised effect across the whole of government.

Additionally, the National Emergency Management Agency continues to be postured to support AMSA to respond to maritime incidents within Australia, the Australian Search and Rescue Region, or the Australian Exclusive Economic Zone through capabilities such as the National Coordination Mechanism (NCM), the Crisis Appreciation and Strategic Planning (CASP) process, the Australian Government Crisis Coordination Team and the Australian Government National Situation Room.

**Department of Home Affairs**

**Outcomes**

- 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 linked program**

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 Organization, 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).

**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**

	2024-25 Estimated actual \$'000	2025-26 Budget \$'000	2026-27 Forward estimate \$'000	2027-28 Forward estimate \$'000	2028-29 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) and Supply Bill (No. 1))	86,218	102,159	87,716	89,111	85,607
Payment from related entities	1,943	1,892	-	-	-
Special appropriations					
<i>Australian Maritime Safety Authority     Act 1990</i>	130,960	132,342	150,410	152,577	160,197
Expenses not requiring appropriation in the budget year <sup>(a)</sup>	33,036	18,316	(1,985)	(2,617)	(1,555)
Revenues from industry sources					
regulatory fees	8,277	8,475	8,950	9,255	9,559
Revenues from other independent sources	11,522	11,244	7,733	6,154	3,899
<b>Total expenses for Program 1.1</b>	<b>271,956</b>	<b>274,428</b>	<b>252,824</b>	<b>254,480</b>	<b>257,707</b>
<b>Outcome 1 Totals by resource type</b>					
Revenue from Government					
Ordinary annual services (Appropriation Bill (No. 1) and Supply Bill (No. 1))	86,218	102,159	87,716	89,111	85,607
Payment from related entities	1,943	1,892	-	-	-
Special appropriations	130,960	132,342	150,410	152,577	160,197
Expenses not requiring appropriation in the budget year <sup>(a)</sup>	33,036	18,316	(1,985)	(2,617)	(1,555)
Revenues from industry sources					
regulatory fees	8,277	8,475	8,950	9,255	9,559
Revenues from other independent sources	11,522	11,244	7,733	6,154	3,899
<b>Total expenses for Outcome 1</b>	<b>271,956</b>	<b>274,428</b>	<b>252,824</b>	<b>254,480</b>	<b>257,707</b>
	2024-25	2025-26			
<b>Average staffing level (number)</b>	490	492			

**Table 2.1.2: Program components of Outcome 1**

	2024-25 Estimated actual \$'000	2025-26 Budget \$'000	2026-27 Forward estimate \$'000	2027-28 Forward estimate \$'000	2028-29 Forward estimate \$'000
<b>Subprogram 1.1.1: Seafarer and ship safety, and maritime environment protection</b>					
Revenue from Government					
Ordinary annual services (Appropriation Bill (No. 1) and Supply Bill (No. 1))	21,265	21,671	20,863	21,211	21,737
Payment from related entities	1,943	1,892	-	-	-
Special appropriations					
<i>Australian Maritime Safety Authority     Act 1990</i>	130,960	132,342	150,410	152,577	160,197
Expenses not requiring appropriation in the budget year <sup>(a)</sup>	33,036	18,316	(1,985)	(2,617)	(1,555)
Revenues from industry sources					
regulatory fees	8,277	8,475	8,950	9,255	9,559
Revenues from other independent sources	8,893	8,807	7,108	5,943	3,899
<b>Total expenses for Subprogram 1.1.1</b>	<b>204,374</b>	<b>191,503</b>	<b>185,346</b>	<b>186,369</b>	<b>193,837</b>
<b>Subprogram 1.1.2: Search and rescue</b>					
Revenue from Government					
Ordinary annual services ( <i>Appropriation Bill No. 1</i> )	64,953	80,488	66,853	67,900	63,870
Revenues from other independent sources	2,629	2,437	625	211	-
<b>Total expenses for Subprogram 1.1.2</b>	<b>67,582</b>	<b>82,925</b>	<b>67,478</b>	<b>68,111</b>	<b>63,870</b>
<b>Outcome 1 Totals by resource type</b>					
Revenue from Government					
Ordinary annual services (Appropriation Bill (No. 1) and Supply Bill (No. 1))	86,218	102,159	87,716	89,111	85,607
Payment from related entities	1,943	1,892	-	-	-
Special appropriations	130,960	132,342	150,410	152,577	160,197
Expenses not requiring appropriation in the budget year <sup>(a)</sup>	33,036	18,316	(1,985)	(2,617)	(1,555)
Revenues from industry sources					
regulatory fees	8,277	8,475	8,950	9,255	9,559
Revenues from other independent sources	11,522	11,244	7,733	6,154	3,899
<b>Total expenses for Outcome 1</b>	<b>271,956</b>	<b>274,428</b>	<b>252,824</b>	<b>254,480</b>	<b>257,707</b>

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 2.1.3: 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 2025-26 Budget measures that have created new programs or materially changed existing programs are provided.

<b>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</b>		
<b>Program 1.1 Seafarer and ship safety, environment protection and search and rescue.</b>		
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.		
<b>Key Activities<sup>(a)</sup></b>	<ul style="list-style-type: none"> <li>● Promote maritime safety</li> <li>● Protect the marine environment from pollution from ships; and other environmental damage caused by shipping</li> <li>● Provide for a national search and rescue service</li> </ul>	
<b>Year</b>	<b>Performance Measures<sup>(b)</sup></b>	<b>Expected Performance Results</b>
Current Year 2024–25	Safety of foreign-flagged ships and Australian-flagged ships (under the Navigation Act 2021) operating in Australian waters is demonstrated through the proportion of very serious and serious incidents <sup>(c)</sup> to total port arrivals	Target: ≤1.5% Expected result: 0.98%
	Timeliness of response to significant <sup>(d)</sup> 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 <sup>(b)</sup>	Planned Performance Results
Budget year 2025–26	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	Target: ≤1.5%
	Timeliness of response to significant <sup>(d)</sup> oil spill incidents	Target: within 4 hours of notification
	Coordinate incident responses within the Australian Search and Rescue (SAR) region to save as many lives as possible of those at risk	Target: 100%
Forward Estimates 2026–29	As per 2025-26	As per 2025-26

- (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 2024-25 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 2025-26 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, excluding depreciation expenses and principle repayments relating to leases under AASB 16, of \$33.0 million in 2024-25 and \$18.3 million in 2025-26, with broadly break-even positions in forward year estimates. This compares to results in the 2024-25 Portfolio Budget Statements of an operating loss of \$15.6 million for 2024-25 and small surpluses for other years.

These variances are a combination of a reduction in anticipated cost-recovered levy revenue, and the cessation of Australian Government interim funding for National System regulatory functions for 2024-25 which was reinstated in 2025-26. National System transition funding and jurisdiction contributions of approximately \$6 million per annum will continue until the end of 2027-28.

##### Revenue

Total revenue for 2025-26 is budgeted to be \$256.1 million, an increase of \$17.2 million from projected current year estimates for 2024-25 of \$238.9 million.

This reflects the re-instatement of Australian Government interim funding for regulatory service delivery of the National System (\$15.9 million) in 2025-26, and anticipated growth in cost-recovered levy revenue in 2025-26 from 2024-25 projections (\$1.3 million) following three years of negative growth. This is highly dependent on externalities outside AMSA's control that may affect the vessel arrivals and net tonnage to Australian ports.

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 2025-26, levy revenue is projected to be \$132.3 million (2024-25: \$131.0 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 the recognised search and rescue region. AMSA will receive an annual Departmental appropriation of \$81.3 million (2024-25: \$81.1 million).
- Transitional and interim funding received from the Australian Government to support regulatory service delivery of the National System of \$20.5 million (2024-25: \$4.8 million).
- Commonwealth funding for delivering a Strategic Fleet of \$0.3 million (2024-25: \$0.3 million).
- Transitional funding packages received from the States and the Northern Territory for the National System of \$1.5 million (2024-25: \$1.5 million).
- Independent and own-sourced revenue, including charges for cost-recovered fee-based activities, interest revenue, related entity revenue, and other revenue of \$21.6 million (2024-25: \$21.7 million).

The following table shows the 2025–26 budgeted revenue with comparisons to projected 2024–25 estimated actual.

#### **AMSA sourced revenue comparison**

	2024-25 Estimated actual \$'000	2025-26 Budget \$'000
<b>Annual Departmental appropriations</b>		
Search and rescue functions and activities	81,066	81,289
National System transition funding	4,811	4,587
National System interim funding	-	15,938
Other funding measures	341	345
<b>Total annual Departmental appropriations</b>	<b>86,218</b>	<b>102,159</b>
<b>Special appropriations of levies collected from the maritime shipping industry</b>		
Marine Navigation Levy	36,958	37,348
Marine Navigation (Regulatory Functions) Levy	56,430	57,026
Protection of the Sea Levy	37,571	37,968
<b>Total special appropriations</b>	<b>130,960</b>	<b>132,342</b>
<b>Revenue from independent and own-sources</b>		
Contributions from states and territories for National System	1,484	1,484
Regulatory fees	8,277	8,475
Other revenue	11,981	11,652
<b>Total independent and own-sources revenue</b>	<b>21,742</b>	<b>21,611</b>
<b>Total revenue</b>	<b>238,920</b>	<b>256,112</b>

## **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 growth rate of levy revenue in 2022-23 and 2023-24, with growth rates continuing to be below the long-term average. AMSA is anticipating levy revenue to decrease by 0.2 per cent in 2024-25 but rise by 0.8 per cent in 2025-26 aligning with expected tonnage vessel volumetric movements.

## **Operating expenses**

Total operating expenses are budgeted to be \$274.4 million in 2025-26, compared to the projection for 2024-25 of \$272.0 million, an increase of \$2.4 million. The anticipated movements in budgeted operating expenses are:

- Employee benefits expected to decrease slightly by \$0.9 million in 2025-26 to \$91.1 million, reflecting a movement in AMSA's resourcing profile partially offset by expected changes in increment pays aligned with AMSA's Enterprise Agreement.
- Supplier expenses budgeted to increase by \$4.1 million in 2025-26 to \$145.6 million, associated with an increase in material costs and expenditure related to modernising AMSA's IT infrastructure.
- Depreciation and finance costs are expected to decrease by \$0.7 million to \$35.0 million largely representing savings from office relocation of Canberra head-office, and assets reaching end of life.

## **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 2025-26 by \$20.6 million, with further decreases expected in two of the next three future year estimates. These movements largely correspond with changes in capital expenditure and are dependent on AMSA obtaining National System future funding and securing sustainable charging arrangements.

This cash position includes \$10 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**

	2024-25 Estimated actual \$'000	2025-26 Budget \$'000	2026-27 Forward estimate \$'000	2027-28 Forward estimate \$'000	2028-29 Forward estimate \$'000
<b>EXPENSES</b>					
Employee benefits	91,950	91,081	93,819	95,859	98,061
Suppliers	141,563	145,643	121,084	120,592	120,320
Depreciation and amortisation	35,746	35,047	35,453	35,854	36,713
Finance costs	2,697	2,657	2,468	2,175	2,613
<b>Total expenses</b>	<b>271,956</b>	<b>274,428</b>	<b>252,824</b>	<b>254,480</b>	<b>257,707</b>
<b>LESS:</b>					
<b>OWN-SOURCE INCOME</b>					
<b>Own-source revenue</b>					
Sale of goods and rendering of services	12,280	11,967	12,498	12,842	13,186
Fees and fines	183	150	130	130	130
Interest	7,705	7,786	2,429	811	-
Rental income	90	224	142	142	142
Other	1,484	1,484	1,484	1,484	-
<b>Total own-source revenue</b>	<b>21,742</b>	<b>21,611</b>	<b>16,683</b>	<b>15,409</b>	<b>13,458</b>
<b>Net (cost of)/contribution by services</b>	<b>(250,214)</b>	<b>(252,817)</b>	<b>(236,141)</b>	<b>(239,071)</b>	<b>(244,249)</b>
Revenue from Government	217,178	234,501	238,126	241,688	245,804
<b>Surplus/(deficit) attributable to the Australian Government</b>	<b>(33,036)</b>	<b>(18,316)</b>	<b>1,985</b>	<b>2,617</b>	<b>1,555</b>
<b>Total comprehensive income/(loss) attributable to the Australian Government</b>	<b>(33,036)</b>	<b>(18,316)</b>	<b>1,985</b>	<b>2,617</b>	<b>1,555</b>
<b>Note: Impact of net cash appropriation arrangements</b>					
<b>Total comprehensive income/(loss) as per statement of Comprehensive Income</b>	<b>(33,036)</b>	<b>(18,316)</b>	<b>1,985</b>	<b>2,617</b>	<b>1,555</b>
plus: depreciation/amortisation expenses for ROU assets <sup>(a)</sup>	18,631	18,927	18,586	18,611	19,388
less: lease principal repayments <sup>(a)</sup>	19,546	20,136	20,571	21,228	20,943
<b>Net Cash Operating Surplus/(Deficit)</b>	<b>(33,951)</b>	<b>(19,525)</b>	<b>-</b>	<b>-</b>	<b>-</b>

Prepared on Australian Accounting Standards basis.

(a) Applies leases under AASB 16 Leases.

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

	2024-25 Estimated actual \$'000	2025-26 Budget \$'000	2026-27 Forward estimate \$'000	2027-28 Forward estimate \$'000	2028-29 Forward estimate \$'000
<b>ASSETS</b>					
<b>Financial assets</b>					
Cash and cash equivalents	29,815	24,221	45,104	64,273	72,274
Trade and other receivables	13,198	13,390	11,354	11,022	11,622
Other investments	65,000	50,000	25,000	-	-
<b>Total financial assets</b>	<b>108,013</b>	<b>87,611</b>	<b>81,458</b>	<b>75,295</b>	<b>83,896</b>
<b>Non-financial assets</b>					
Land and buildings	55,604	52,824	53,783	49,956	50,050
Property, plant and equipment	203,592	192,647	179,260	161,759	184,962
Intangibles	3,796	3,338	4,309	11,443	10,227
Inventories	4,697	4,697	4,697	4,697	4,697
Other non-financial assets	3,694	3,719	3,793	3,868	3,167
<b>Total non-financial assets</b>	<b>271,383</b>	<b>257,225</b>	<b>245,842</b>	<b>231,723</b>	<b>253,103</b>
<b>Total assets</b>	<b>379,396</b>	<b>344,836</b>	<b>327,300</b>	<b>307,018</b>	<b>336,999</b>
<b>LIABILITIES</b>					
<b>Payables</b>					
Suppliers	28,373	29,191	24,268	24,170	29,277
Other payables	1,534	1,576	1,662	1,716	1,771
<b>Total payables</b>	<b>29,907</b>	<b>30,767</b>	<b>25,930</b>	<b>25,886</b>	<b>31,048</b>
<b>Interest bearing liabilities</b>					
Leases	99,651	82,629	67,553	47,949	70,576
<b>Total interest bearing liabilities</b>	<b>99,651</b>	<b>82,629</b>	<b>67,553</b>	<b>47,949</b>	<b>70,576</b>
<b>Provisions</b>					
Employee provisions	31,245	32,273	33,573	31,612	32,682
Other provisions	25,725	24,615	23,707	22,417	21,984
<b>Total provisions</b>	<b>56,970</b>	<b>56,888</b>	<b>57,280</b>	<b>54,029</b>	<b>54,666</b>
<b>Total liabilities</b>	<b>186,528</b>	<b>170,284</b>	<b>150,763</b>	<b>127,864</b>	<b>156,290</b>
<b>Net assets</b>	<b>192,868</b>	<b>174,552</b>	<b>176,537</b>	<b>179,154</b>	<b>180,709</b>
<b>EQUITY</b>					
<b>Parent entity interest</b>					
Contributed equity	37,986	37,986	37,986	37,986	37,986
Reserves	122,170	122,170	122,170	122,170	122,170
Retained surplus (accumulated deficit)	32,712	14,396	16,381	18,998	20,553
<b>Total parent entity interest</b>	<b>192,868</b>	<b>174,552</b>	<b>176,537</b>	<b>179,154</b>	<b>180,709</b>
<b>Total equity</b>	<b>192,868</b>	<b>174,552</b>	<b>176,537</b>	<b>179,154</b>	<b>180,709</b>

Prepared on Australian Accounting Standards basis.

**Table 3.3: Departmental statement of changes in equity – summary of movement (Budget year 2025–26)**

	Retained earnings	Asset revaluation reserve	Contributed equity/capital	Total equity
	\$'000	\$'000	\$'000	\$'000
<b>Opening balance as at 1 July 2025</b>				
Balance carried forward from previous period	32,712	122,170	37,986	192,868
<b>Adjusted opening balance</b>	<b>32,712</b>	<b>122,170</b>	<b>37,986</b>	<b>192,868</b>
<b>Comprehensive income</b>				
Other comprehensive income				
Surplus/(deficit) for the period	(18,316)	-	-	(18,316)
<b>Total comprehensive income/(loss)</b>	<b>(18,316)</b>	<b>-</b>	<b>-</b>	<b>(18,316)</b>
of which:				
Attributable to the Australian Government	(18,316)	-	-	(18,316)
<b>Estimated closing balance as at 30 June 2026</b>	<b>14,396</b>	<b>122,170</b>	<b>37,986</b>	<b>174,552</b>
<b>Closing balance attributable to the Australian Government</b>	<b>14,396</b>	<b>122,170</b>	<b>37,986</b>	<b>174,552</b>

Prepared on Australian Accounting Standards basis.

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

	2024-25 Estimated actual \$'000	2025-26 Budget \$'000	2026-27 Forward estimate \$'000	2027-28 Forward estimate \$'000	2028-29 Forward estimate \$'000
<b>OPERATING ACTIVITIES</b>					
<b>Cash received</b>					
Appropriations	86,218	102,159	87,716	89,111	85,607
Receipts from Government	128,517	132,292	150,344	152,511	160,130
Sale of goods and rendering of services	11,234	12,173	12,596	12,956	13,300
Interest	7,223	7,762	3,987	1,282	236
Net GST received	-	-	664	13	-
Other	1,870	1,677	1,619	1,607	130
<b>Total cash received</b>	<b>235,062</b>	<b>256,063</b>	<b>256,926</b>	<b>257,480</b>	<b>259,403</b>
<b>Cash used</b>					
Employees	88,695	90,053	92,519	97,820	96,991
Suppliers	142,985	144,850	126,081	120,765	114,512
Borrowing costs	63	110	-	-	689
Net GST paid	2,597	2,557	2,368	2,075	2,513
Other	911	1,201	1,003	1,387	530
<b>Total cash used</b>	<b>235,251</b>	<b>238,771</b>	<b>221,971</b>	<b>222,047</b>	<b>215,235</b>
<b>Net cash from/(used by) operating activities</b>	<b>(189)</b>	<b>17,292</b>	<b>34,955</b>	<b>35,433</b>	<b>44,168</b>
<b>INVESTING ACTIVITIES</b>					
<b>Cash received</b>					
Investments	27,000	15,000	25,000	25,000	-
<b>Total cash received</b>	<b>27,000</b>	<b>15,000</b>	<b>25,000</b>	<b>25,000</b>	<b>-</b>
<b>Cash used</b>					
Purchase of property, plant and equipment and intangibles	18,291	17,750	18,501	20,036	15,224
<b>Total cash used</b>	<b>18,291</b>	<b>17,150</b>	<b>18,501</b>	<b>20,036</b>	<b>15,224</b>
<b>Net cash from/(used by) investing activities</b>	<b>8,709</b>	<b>(2,750)</b>	<b>6,499</b>	<b>4,964</b>	<b>(15,224)</b>
<b>FINANCING ACTIVITIES</b>					
<b>Cash used</b>					
Principal payments on lease liability	19,546	20,136	20,571	21,228	20,943
<b>Total cash used</b>	<b>19,546</b>	<b>20,136</b>	<b>20,571</b>	<b>21,228</b>	<b>20,943</b>
<b>Net cash from/(used by) financing activities</b>	<b>(19,546)</b>	<b>(20,136)</b>	<b>(20,571)</b>	<b>(21,228)</b>	<b>(20,943)</b>
<b>Net increase/(decrease) in cash held</b>	<b>(11,026)</b>	<b>(5,594)</b>	<b>20,883</b>	<b>19,169</b>	<b>8,001</b>
Cash and cash equivalents at the beginning of the reporting period	40,841	29,815	24,221	45,104	64,273
<b>Cash and cash equivalents at the end of the reporting period</b>	<b>29,815</b>	<b>24,221</b>	<b>45,104</b>	<b>64,273</b>	<b>72,274</b>

Prepared on Australian Accounting Standards basis.



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

	2024-25 Estimated actual \$'000	2025-26 Budget \$'000	2026-27 Forward estimate \$'000	2027-28 Forward estimate \$'000	2028-29 Forward estimate \$'000
<b>PURCHASE OF NON-FINANCIAL ASSETS</b>					
Funded internally from Departmental resources <sup>(a)</sup>	18,291	17,750	18,501	20,036	15,224
<b>TOTAL</b>	<b>18,291</b>	<b>17,750</b>	<b>18,501</b>	<b>20,036</b>	<b>15,224</b>
<b>RECONCILIATION OF CASH USED TO ACQUIRE ASSETS TO ASSET MOVEMENT TABLE</b>					
Total purchases	44,228	20,864	23,996	21,660	58,794
less: ROU Additions	(25,937)	(3,114)	(5,495)	(1,624)	(43,570)
<b>Total cash used to acquire assets</b>	<b>18,291</b>	<b>17,750</b>	<b>18,501</b>	<b>20,036</b>	<b>15,224</b>

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 2025–26)**

	Asset Category				Total
	Land	Buildings	Other property, plant and equipment	Computer software and intangibles	
	\$'000	\$'000	\$'000	\$'000	\$'000
<b>As at 1 July 2025</b>					
Gross book value	3,650	13,505	162,404	20,596	200,155
Gross book value - ROU assets	2,578	47,767	77,874	-	128,219
Accumulated depreciation/amortisation and impairment	-	(690)	(15,279)	(16,800)	(32,769)
Accumulated depreciation/amortisation and impairment - ROU assets	(598)	(10,608)	(21,407)	-	(32,613)
<b>Opening net book balance</b>	<b>5,630</b>	<b>49,974</b>	<b>203,592</b>	<b>3,796</b>	<b>262,992</b>
<b>Capital asset additions</b>					
<b>Estimated expenditure on new or replacement assets</b>					
By purchase - appropriation ordinary annual services <sup>(a)</sup>	-	-	17,163	587	17,750
By purchase appropriation ordinary annual services - ROU assets	-	2,864	250	-	3,114
<b>Total additions</b>	<b>-</b>	<b>2,864</b>	<b>17,413</b>	<b>587</b>	<b>20,864</b>
<b>Other movements</b>					
Depreciation/amortisation expense	-	(679)	(14,396)	(1,045)	(16,120)
Depreciation/amortisation on ROU assets	(118)	(4,847)	(13,962)	-	(18,927)
<b>Total other movements</b>	<b>(118)</b>	<b>(5,526)</b>	<b>(28,358)</b>	<b>(1,045)</b>	<b>(35,047)</b>
<b>As at 30 June 2026</b>					
Gross book value	3,650	13,505	179,567	21,183	217,905
Gross book value - ROU assets	2,578	50,631	78,124	-	131,333
Accumulated depreciation/amortisation and impairment	-	(1,369)	(29,675)	(17,845)	(48,889)
Accumulated depreciation/amortisation and impairment - ROU assets	(716)	(15,455)	(35,369)	-	(51,540)
<b>Closing net book balance</b>	<b>5,512</b>	<b>47,312</b>	<b>192,647</b>	<b>3,338</b>	<b>248,809</b>

Prepared on Australian Accounting Standards basis.

(a) 'Appropriation ordinary annual services' refers to funding provided through Appropriation Bill (No. 1) 2025-2026 and Supply Bill (No. 1) 2025-2026 for depreciation/amortisation expenses, DCBs or other operational expenses.