

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 2022-23, 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: Australian Maritime Safety Authority resource statement — Budget estimates for 2022-23 as at Budget October 2022

	2021-22 Estimated actual \$'000	2022-23 Estimate \$'000
Opening balance/cash reserves at 1 July	28,175	33,200
Funds from Government		
Annual appropriations - ordinary annual services ^(a)		
Outcome 1	87,804	92,893
Total annual appropriations	87,804	92,893
Special appropriations		
<i>Australian Maritime Safety Authority Act 1990</i> ^(b)	135,641	134,642
Total special appropriations	135,641	134,642
Amounts received from related entities ^(c)		
Department of Infrastructure, Transport, Regional Development, Communications and the Arts	3,433	-
Department of Climate Change, Energy, the Environment and Water	45	-
Total amounts received from related entities	3,478	-
Total funds from Government	226,923	227,535
Funds from other sources		
Interest	476	468
Sale of goods and services	12,281	9,611
Other	21,798	3,351
Total funds from other sources	34,555	13,430
Total net resourcing for AMSA	289,653	274,165
	2021-22	2022-23
Average staffing level (number)	425	448

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) 2022-23, Supply Bill (No. 3) 2022-23 and Supply Act (No. 1) 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*.

(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

There are no measures relating to AMSA for the 2022-23 October Budget.

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

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 General's Department to obtain expert legal advice and assistance when needed. This advice ensures that AMSA operates within its regulatory remit, and that ongoing operation of AMSA's aids to navigation network is considered within the Commonwealth's response to native title claims.

Civil Aviation Safety Authority (CASA)

Program

- Program 1.1:
 - Part 1: Maintain and enhance a fair, effective, and efficient aviation safety regulation system
 - Part 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 co-ordinated approach.

<p>Department of Department of Climate Change, Energy, the Environment and Water (DCCEEW)</p> <p>Program</p> <ul style="list-style-type: none"> Program 2.6: Management of Hazardous Wastes, Substances and Pollutants <p>Contribution to Outcome 1 made by linked program</p> <p>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.</p> <p>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.</p>
<p>Department of Defence</p> <p>Program</p> <ul style="list-style-type: none"> Program 2.14: Defence Intelligence <p>Contribution to Outcome 1 made by linked program</p> <p>AMSA provides advice and direction on the provision of nautical charts and publications to best support maritime safety.</p>
<p>Department of Foreign Affairs and Trade (DFAT)</p> <p>Programs</p> <ul style="list-style-type: none"> Program 1.1: Foreign Affairs and Trade Operations Program 2.1: Consular Services <p>Contribution to Outcome 1 made by linked program</p> <p>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.</p> <p>DFAT also supports Australia's re-election campaign to the International Maritime Organization (IMO) Council every two years.</p> <p>Using DFAT funding, this year AMSA contributed AU\$200,000 to the IMO's Integrated Technical Cooperation Committee to support development of Small Island Developing States and Least Developed Countries, seafarer welfare and women in maritime initiatives. A further AU\$50,000 was also donated to the World Maritime University (WMU) Annual Fund to support the work of the organisation.</p>

Great Barrier Reef Marine Park Authority (GBRMPA)**Programs**

- Program 1.1 – Great Barrier Reef Marine Park Authority

Contribution to Outcome 1 made by linked program

GBRMPA 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.

GBRMPA supports AMSA emergency response functions through provision of resources and subject matter expertise.

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

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. 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

	2021-22 Estimated actual \$'000	2022-23 Budget \$'000	2023-24 Forward estimate \$'000	2024-25 Forward estimate \$'000	2025-26 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)	87,804	92,893	83,724	85,242	86,297
Payment from related entities	3,478	-	-	-	-
Special appropriations					
<i>Australian Maritime Safety Authority Act 1990</i>	134,216	136,059	154,055	157,161	160,325
Expenses not requiring appropriation in the Budget year ^(a)	(14,939)	(397)	(420)	(1,008)	(6,944)
Revenues from other independent sources	21,470	13,271	12,676	12,828	13,106
Total expenses for Program 1.1	232,029	241,826	250,035	254,223	252,784
Outcome 1 totals by resource type					
Revenue from Government					
Ordinary annual services (Appropriation Bill No. 1)	87,804	92,893	83,724	85,242	86,297
Payment from related entities	3,478	-	-	-	-
Special appropriations	134,216	136,059	154,055	157,161	160,325
Expenses not requiring appropriation in the Budget year ^(a)	(14,939)	(397)	(420)	(1,008)	(6,944)
Revenues from other independent sources	21,470	13,271	12,676	12,828	13,106
Total expenses for Outcome 1	232,029	241,826	250,035	254,223	252,784
	2021-22	2022-23			
Average staffing level (number)	425	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

	2021-22 Estimated actual \$'000	2022-23 Budget \$'000	2023-24 Forward estimate \$'000	2024-25 Forward estimate \$'000	2025-26 Forward estimate \$'000
Sub-program 1.1.1: Seafarer and ship safety and environment					
Revenue from Government					
Ordinary annual services (Appropriation Bill No. 1)	16,523	18,567	4,941	4,811	4,578
Payment from related entities	3,433	-	-	-	-
Special appropriations					
<i>Special appropriation Australian Maritime Safety Authority Act 1990</i>	134,216	136,059	154,055	157,161	160,325
Expenses not requiring appropriation in the Budget year ^(a)	(14,939)	(397)	(420)	(1,008)	(6,944)
Revenues from other independent sources	21,322	13,123	12,421	12,524	12,715
Total sub-program 1.1.1 expenses	160,555	167,352	170,997	173,488	170,674
Sub-program 1.1.2: Search and rescue					
Revenue from Government					
Ordinary annual services (Appropriation Bill No. 1)	71,281	74,326	78,783	80,431	81,719
Payment from related entities	45	-	-	-	-
Revenues from other independent sources	148	148	255	304	391
Total sub-program 1.1.2 expenses	71,474	74,474	79,038	80,735	82,110
Total program expenses	232,029	241,826	250,035	254,223	252,784

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 2022-23 Budget measures that have 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. Sub-program 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. Sub-program 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)(b)(c)(d)	<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	Expected Performance Results
Prior year 2021-22	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 ^(e) to total port arrivals	Target: ≤0.5% Actual: 0.84% Target not met
	Timeliness of response to significant ^(f) oil spill incidents.	Target: within 4 hours of notification Target met
	Save as many lives as possible from those at risk ^(g)	Target: 100% ^(h) Actual: 90.27% Target not met

Year	Performance measures	Planned Performance Results
Budget year 2022-23	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 to total port arrivals	Target: ≤1.5% ⁽ⁱ⁾
	Timeliness of response to significant oil spill incidents.	Target: within 4 hours of notification
	Save as many lives as possible from those at risk	Target: 100%
Forward Estimates 2023-26	As per 2022-23	As per 2022-23

- (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 2021-22 Corporate Plan also lists key activities (including projects) organised under nine strategic objectives. These activities are subject to some change between years as AMSA responds to changes in its operating environment.
- (c) To avoid confusion with key activities as defined by Resource Management Guide (RMG) Reporting performance Information in Portfolio Budget Statements, the AMSA 2022-23 Corporate Plan will use the term 'initiative' to describe activities and projects in support of AMSA's strategic priorities (see next).
- (d) To avoid confusion with the new AMSA Strategy 2030 (which uses the term strategic objective), the AMSA 2022-23 Corporate Plan will use the following eight strategic priorities: 1. Risk-based regulation; 2. Incident management capabilities; 3. Navigation services; 4. Responding to climate change; 5. Engagement; 6. Innovation; 7. Information management and digital services; 8. Organisational capability and resilience.
- (e) 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).
- (f) 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>)
- (g) Each search and rescue incident reported to AMSA is triaged to assess the requirement to respond to a life at risk. Sometimes the assessment concludes that the life has already been lost, or AMSA is unable to determine if a life is actually at risk, i.e. false beacon activations. For those incidents which are assessed as requiring a response (i.e. a life is identified as being 'at risk') it is important that AMSA measures the performance of resources available to affect a rescue.
- (h) AMSA's intention is to save all lives at risk. In practicality, the circumstances surrounding individual incidents—i.e. severe medical conditions requiring specialist treatment, bad weather—affect the possibility of success of a search and rescue response. This reality is reflected in the previous results reported by AMSA for this measure, ranging between 95-99 per cent annually.
- (i) More accurate reporting and coding of severity of incident data since 2017 has identified that this performance measure tracks above the current <0.5% target. The four-year rolling average shows a similar trend with the 2020-21 result tracking at 0.98%. Additionally, there has been a significant increase (45%) in reporting between 2015-16 and 2020-21. To ensure that the target is effective and realistically reflects current trends and improvement in data reporting and noting the result of this performance measure in the last three years, the target will be changed to <1.5% from 2022-23 onwards.

Section 3: Budgeted financial statements

Section 3 presents budgeted financial statements which provide a comprehensive snapshot of AMSA's finances for the 2022-23 Budget year, including the impact of budget measures and resourcing on financial statements.

3.1 Budgeted financial statements

3.1.1 Explanatory notes and analysis of budgeted financial statements

Comprehensive income statement

AMSA delivered an operating surplus of \$14.9 million in 2021-22. This increase, from a budgeted break-even position, is largely driven by a rise in anticipated levy revenue.

AMSA is budgeting an operating surplus of \$0.4 million in 2022-23, with surpluses in each of the forward year estimates. The budgeted surpluses are highly dependent on stability of levy revenue and potential disruptions influenced by externalities outside AMSA's control, as well as being subject to outcome of the *Independent Review on Australia's Domestic Commercial Vessel Safety Legislation and Cost and Charging Arrangements* expected to be delivered in late 2022. Risks to levy revenue include the impact of international events on global trade and demand for Australian commodity exports especially iron ore and coal.

Revenue

Total revenue for 2022-23 is budgeted to be \$242.2 million, a decrease of \$2.8 million compared to 2021-22 of \$245.1 million.

This decrease reflects a reduction in other own-sourced revenue (\$7.5 million), and lower transitional contributions from states and territories for National System in line with the agreed arrangements (\$2.2 million), partially offset by rise in appropriations for both search and rescue and National System transitional funding (\$5.1 million), and the continuation of growth in levy revenue (\$1.8 million).

AMSA revenue sources are detailed below:

- Levy revenue is collected from the commercial shipping industry paid to Consolidated Revenue Fund and appropriated under section 48 of the AMSA Act as special appropriations. In 2022-23, levy revenue is budgeted to be \$136.1 million (2021-22: \$134.9 million).
- Community Service Obligation funding received from the Australian Government for search and rescue coordination services in accordance with Australia's internationally recognised search and rescue region. AMSA will receive an annual Departmental appropriation of \$74.3 million in 2022-23 (2021-22: \$71.3 million).

- Transitional and interim funding received from the Australian Government to support regulatory service delivery of the National System of \$18.6 million in 2022-23 (2021-22: \$16.2 million).
- Transitional funding packages received from the States and Northern Territory for the National System of \$3.0 million in 2022-23 (2021-22: \$5.2 million).
- Independent and own-sourced revenue, including charges for cost-recovery fee-based activities, interest revenue, related entity revenue, and other revenue of \$10.2 million in 2022-23 (2021-22: \$17.8 million).

The following table shows the 2022-23 budgeted revenue with comparisons to 2021-22.

AMSA sourced revenue comparison

	2021-22 Estimated actual \$'000	2022-23 Budget \$'000
Annual departmental appropriations		
Search and rescue functions and activities	71,281	74,326
National System funding	16,196	18,567
Other funding	327	-
Special appropriations of levies collected from the maritime shipping industry	134,216	136,059
Total independent or own-sources revenue	23,045	13,271
Total revenue	245,065	242,223

Operating expenses

Total operating expenses are budgeted to be \$241.8 million in 2022-23, compared to 2021-22 of \$232.0 million, an increase of \$9.8 million. The main movements in budgeted operating expenses are:

- supplier expenses are budgeted to increase by \$7.5 million in 2022-23 to \$128.9 million, associated with increased labour and material costs, and
- employee benefits expected to increase by \$3.3 million in 2022-23 to \$75.3 million, reflecting AMSA's Enterprise Agreement.

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 by \$12.5 million in 2022-23 and by a further \$21.5 million in 2023-24 before stabilising. This reduction is mostly due to capital expenditure on aids to navigation sites and equipment, and other assets planned for 2022-23 and 2023-24.

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

	2021-22 Estimated actual \$'000	2022-23 Budget \$'000	2023-24 Forward estimate \$'000	2024-25 Forward estimate \$'000	2025-26 Forward estimate \$'000
EXPENSES					
Employee benefits	71,966	75,311	76,158	77,552	76,588
Suppliers	121,406	128,886	134,922	138,070	138,851
Depreciation and amortisation	35,236	36,517	37,934	37,790	36,659
Finance costs	1,565	1,112	1,021	811	686
Write-down and impairment of assets	46	-	-	-	-
Losses from asset sales	1,810	-	-	-	-
Total expenses	232,029	241,826	250,035	254,223	252,784
LESS:					
OWN-SOURCE INCOME					
Own-source revenue					
Sale of goods and rendering of services	12,838	9,423	9,990	9,990	9,990
Fees and fines	91	78	100	100	100
Interest	508	483	812	964	1,242
Rental income	225	253	290	290	290
Contributions from states and territories	5,204	3,034	1,484	1,484	1,484
Other	4,179	-	-	-	-
Total own-source revenue	23,045	13,271	12,676	12,828	13,106
Gains					
Sale of assets	285	-	-	-	-
Other	1,618	-	-	-	-
Total gains	1,903	-	-	-	-
Total own-source income	24,948	13,271	12,676	12,828	13,106
Net (cost of)/contribution by services	(207,081)	(228,555)	(237,359)	(241,395)	(239,678)
Revenue from Government	222,020	228,952	237,779	242,403	246,622
Surplus/(deficit) attributable to the Australian Government	14,939	397	420	1,008	6,944
OTHER COMPREHENSIVE INCOME					
Changes in asset revaluation reserve	12,335	-	-	-	-
Total other comprehensive income	12,335	-	-	-	-
Total comprehensive income/(loss)	27,274	397	420	1,008	6,944
Total comprehensive income/(loss) attributable to the Australian Government	27,274	397	420	1,008	6,944

Prepared on Australian Accounting Standards basis.

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

	2021-22 Estimated actual \$'000	2022-23 Budget \$'000	2023-24 Forward estimate \$'000	2024-25 Forward estimate \$'000	2025-26 Forward estimate \$'000
ASSETS					
Financial assets					
Cash and cash equivalents	33,200	30,639	29,136	30,497	27,211
Trade and other receivables	10,079	11,040	12,259	12,325	12,171
Other investments	110,000	100,000	80,000	85,000	85,000
Total financial assets	153,279	141,679	121,395	127,882	124,382
Non-financial assets					
Land and buildings	38,004	32,482	56,923	48,508	42,437
Property, plant and equipment	189,004	186,452	219,009	204,589	188,579
Intangibles	7,882	6,055	3,416	2,027	14,081
Inventories	4,457	4,457	4,457	4,457	4,457
Other non-financial assets	1,409	1,032	1,356	1,163	1,519
Total non-financial assets	240,756	230,478	285,161	260,744	251,073
Total assets	394,035	372,157	406,556	388,566	375,455
LIABILITIES					
Payables					
Suppliers	21,755	18,996	20,031	21,382	22,007
Other payables	1,435	1,252	1,309	1,316	1,311
Total payables	23,190	20,248	21,340	22,698	23,318
Interest bearing liabilities					
Leases	94,420	76,387	109,783	89,319	69,201
Total interest bearing liabilities	94,420	76,387	109,783	89,319	69,201
Provisions					
Employee provisions	24,765	26,010	26,662	27,443	27,386
Other provisions	29,320	26,775	25,614	24,941	24,441
Total provisions	54,085	52,785	52,276	52,384	51,827
Total liabilities	171,695	149,420	183,399	164,401	144,346
Net assets	222,340	222,737	223,157	224,165	231,109
EQUITY					
Parent entity interest					
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)	78,242	78,639	79,059	80,067	87,011
Total parent entity interest	222,340	222,737	223,157	224,165	231,109
Total equity	222,340	222,737	223,157	224,165	231,109

Prepared on Australian Accounting Standards basis.

Table 3.3: Departmental statement of changes in equity — summary of movement (Budget year 2022-23)

	Retained earnings \$'000	Asset revaluation reserve \$'000	Contributed equity/ capital \$'000	Total equity \$'000
Opening balance as at 1 July 2022				
Balance carried forward from previous period	78,242	106,112	37,986	222,340
Adjusted opening balance	78,242	106,112	37,986	222,340
Comprehensive income				
Surplus/(deficit) for the period	397	-	-	397
Total comprehensive income	397	-	-	397
of which:				
Attributable to the Australian Government	397	-	-	397
Estimated closing balance as at 30 June 2023	78,639	106,112	37,986	222,737
Closing balance attributable to the Australian Government	78,639	106,112	37,986	222,737

Prepared on Australian Accounting Standards basis.

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

	2021-22 Estimated actual \$'000	2022-23 Budget \$'000	2023-24 Forward estimate \$'000	2024-25 Forward estimate \$'000	2025-26 Forward estimate \$'000
OPERATING ACTIVITIES					
Cash received					
Appropriations	87,804	92,893	83,724	85,242	86,297
Receipts from Government	135,641	134,642	153,147	157,322	160,533
Sale of goods and rendering of services	12,281	9,611	10,329	10,210	10,322
Interest	476	468	752	908	1,192
Net GST received	14,419	116	(196)	(116)	(19)
Other	21,107	3,351	1,535	1,559	1,557
Total cash received	271,728	241,081	249,291	255,165	259,882
Cash used					
Employees	70,982	74,066	75,506	76,771	76,645
Suppliers	120,434	131,268	134,211	136,526	138,582
Net GST paid	14,294	-	-	-	-
Interest payments on lease liability	1,252	1,012	921	711	586
Other	3,888	2,062	1,259	766	605
Total cash used	210,850	208,408	211,897	214,774	216,418
Net cash from/(used by) operating activities	60,878	32,673	37,394	40,391	43,464
INVESTING ACTIVITIES					
Cash received					
Proceeds from sales of property, plant and equipment	691	-	-	-	-
Investments	-	10,000	20,000	-	-
Other	1,302	-	-	-	-
Total cash received	1,993	10,000	20,000	-	-
Cash used					
Purchase of property, plant and equipment and intangibles	12,223	23,247	37,056	13,376	26,442
Investments	25,000	-	-	5,000	-
Other	-	585	-	-	-
Total cash used	37,223	23,832	37,056	18,376	26,442
Net cash from/(used by) investing activities	(35,230)	(13,832)	(17,056)	(18,376)	(26,442)
FINANCING ACTIVITIES					
Cash used					
Principal payments on lease liability	20,623	21,402	21,841	20,654	20,308
Total cash used	20,623	21,402	21,841	20,654	20,308
Net cash from/(used by) financing activities	(20,623)	(21,402)	(21,841)	(20,654)	(20,308)
Net increase/(decrease) in cash held	5,025	(2,561)	(1,503)	1,361	(3,286)
Cash and cash equivalents at the beginning of the reporting period	28,175	33,200	30,639	29,136	30,497
Cash and cash equivalents at the end of the reporting period	33,200	30,639	29,136	30,497	27,211

Prepared on Australian Accounting Standards basis.

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

	2021-22 Estimated actual \$'000	2022-23 Budget \$'000	2023-24 Forward estimate \$'000	2024-25 Forward estimate \$'000	2025-26 Forward estimate \$'000
PURCHASE OF NON-FINANCIAL ASSETS					
Funded internally from Departmental resources ^(a)	12,223	23,247	37,056	13,376	26,442
TOTAL	12,223	23,247	37,056	13,376	26,442
RECONCILIATION OF CASH USED TO ACQUIRE ASSETS TO ASSET MOVEMENT TABLE					
Total purchases	16,316	26,616	92,383	13,566	26,632
less: ROU additions	(4,093)	(3,369)	(55,327)	(190)	(190)
Total cash used to acquire assets	12,223	23,247	37,056	13,376	26,442

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 2022-23)

	Asset Category				Total
	Land	Buildings	Other property, plant and equipment	Computer software and intangibles	
	\$'000	\$'000	\$'000	\$'000	\$'000
As at 1 July 2022					
Gross book value	2,595	11,280	119,390	19,762	153,027
Gross book value - ROU assets	2,635	41,743	85,136	-	129,514
Accumulated depreciation/ amortisation and impairment	-	-	-	(11,880)	(11,880)
Accumulated depreciation/ amortisation and impairment - ROU assets	(241)	(20,008)	(15,522)	-	(35,771)
Opening net book balance	4,989	33,015	189,004	7,882	234,890
Capital asset additions					
Estimated expenditure on new or replacement assets					
By purchase - appropriation ordinary annual services ^(a)	-	-	21,241	2,006	23,247
By purchase - appropriation ordinary annual services - ROU assets	-	3,179	190	-	3,369
Total additions	-	3,179	21,431	2,006	26,616
Other movements					
Depreciation/amortisation expense	-	(124)	(11,421)	(3,833)	(15,378)
Depreciation/amortisation on ROU assets	(121)	(8,456)	(12,562)	-	(21,139)
Disposals					
Gross book value - ROU assets	-	(1,701)	(163)	-	(1,864)
Accumulated depreciation/amortisation and impairment	-	1,701	163	-	1,864
Total other movements	(121)	(8,580)	(23,983)	(3,833)	(36,517)
As at 30 June 2023					
Gross book value	2,595	11,280	140,631	21,768	176,274
Gross book value - ROU assets	2,635	43,221	85,163	-	131,019
Accumulated depreciation/ amortisation and impairment	-	(124)	(11,421)	(15,713)	(27,258)
Accumulated depreciation/ amortisation and impairment - ROU assets	(362)	(26,763)	(27,921)	-	(55,046)
Closing net book balance	4,868	27,614	186,452	6,055	224,989

Prepared on Australian Accounting Standards basis.

(a) 'Appropriation ordinary annual services' refers to funding provided through Appropriation Bill (No. 1) 2022-23 for depreciation/amortisation expenses, Departmental capital budget or other operational expenses.