



**Australian Government**

**Department of Infrastructure and Regional Development**  
**Australian Maritime Safety Authority**

## **AUSTRALIAN MARITIME SAFETY AUTHORITY**

### **COST RECOVERY IMPLEMENTATION STATEMENT**

**Ship and Seafarer Safety, Environmental Protection,  
Navigation Infrastructure and Marine Services**

**2015-16**

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# 1. INTRODUCTION

## 1.1 Purpose

This Cost Recovery Implementation Statement (CRIS) provides information on how the Australian Maritime Safety Authority (AMSA) implements cost recovery for ship and seafarer safety, environmental protection, navigation infrastructure and marine services. It also reports financial and non-financial performance information for these activities and contains financial forecasts for 2015-16 and three forward years.

AMSA will maintain the CRIS until the activity or cost recovery for the activity has been discontinued.

## 1.2 Description of the activities

AMSA undertakes the following activities on a cost recovery basis:

- i. ship and seafarer safety (levy) - safety regulation through ship inspection program and developing and maintaining legislative instruments and operational standards;
- ii. environmental protection (levy) - preventing and combating ship-sourced pollution in the marine environment;
- iii. navigation infrastructure (levy) - provision of aids to navigation; and
- iv. marine services, ship registration and issuing a range of seagoing qualifications (fee for service).

This CRIS does not cover:

- i. funding arrangements between the shipping and offshore petroleum industries that support the National Plan for Maritime Environmental Emergencies (the National Plan) as these are not cost recovery arrangements under the Cost Recovery Guidelines; and
- ii. AMSA's role as the National Regulator for the domestic commercial vessel fleet and seafarers operating in all States and Territories of Australia (the National System) is funded subject to agreement between the States and Territories prior to the commencement of the National System.

Participants in the commercial shipping industry pay the various AMSA levies, as they, individually or collectively, are the direct users of the regulatory activities and the need for the provision of these regulatory activities would not exist in the absence of the shipping industry activities.

Individual users of the marine services activities pay the fees, as well as participants in the commercial shipping industry. These fees are direct user charges as they convey actual or potential economic benefit to the recipients by allowing them to participate in commercial maritime operations once they have demonstrated compliance with the relevant regulatory requirements.

## **Ship and seafarer safety**

AMSA undertakes safety regulation of interstate and international maritime shipping operations, involving many different types of inspections of ships, their cargoes and cargo handling equipment, accreditation and compliance audits of both Registered Training Organisations (RTO) and Australian shipping companies and their ships. These activities also include ongoing refinements to the safety regulatory framework and international cooperation with several bodies, including the International Maritime Organization (IMO), the International Labour Organization and the members of the Tokyo and Indian Ocean Memoranda of Understanding on Port State Control.

## **Navigation infrastructure**

AMSA provides aids to navigation around the Australian coastline, and along several offshore routes which present difficult navigational challenges, such as relatively shallow waters where there can be complex tidal patterns. AMSA does not provide navigational aids within port boundaries, as those are the responsibility of the port operator in question. This work involves participation at the IMO, the International Association of Lighthouse Authorities (IALA) and other international or regional cooperative groups.

## **Environmental protection**

AMSA represents the Australian Government in the National Plan, which is a cooperative agreement with the States and Northern Territory to maintain preparedness to respond to pollution incidents. This activity requires maintenance of stockpiles of response equipment and consumables, such as dispersant chemicals, around the coastline and ongoing training of personnel in pollution response techniques, plus periodic pollution response exercises.

## **Marine services and ship registration**

In meeting its responsibility for the safety regulation of commercial international and interstate maritime industry operations, AMSA provides a range of services to industry participants, usually in the form of approvals, certificates, licences, inspections, determinations and exemptions required by the legislation and related regulations or Marine Orders administered by AMSA. These include services to seafarers in relation to the range of internationally-recognised marine qualifications administered by AMSA.

The creation of the Australian International Shipping Register (AISR) in 2011 resulted in a new service to be provided by AMSA, which is a pre-registration assessment of the ship in question to ensure that it has been maintained and crewed to a suitable standard. AMSA's existing set of charges for marine services will also apply to these ships. In addition to these services, ships on the AISR will be subject to AMSA's broader regulatory activities including payment of the Regulatory Functions levy.

This CRIS introduces new and revised charges for marine services and ship registration relating to coastal pilotage regulatory functions, processing applications for the approval of providers of Vessel Traffic Services and new requirements covering seafarer's qualifications. These are covered in more detail in section 3.3.

### **1.3 Duration**

This CRIS is effective from 1 October 2015 until otherwise amended.

## 2. POLICY AND STATUTORY AUTHORITY TO COST RECOVER

### 2.1 Government policy approval to cost recover the activity

When AMSA was established under the Australian Maritime Safety Authority Act 1990, the Government's intent was 'that the Authority will run its commercial services on a self-funded basis; services which cannot be provided on a self-funded basis (such as search and rescue) will be paid for by the Commonwealth' (Explanatory Memorandum to the *Australian Maritime Safety Authority Bill 1990*).

The Explanatory Memorandum further states that 'as well as receiving revenue by way of fees for specific services provided to individual shipowners, the Authority will need to receive the revenue from the more general marine navigation levy and the oil pollution fund levy' (clause 48 – Payment of amounts of levy to Authority).

In November 2005, the Australian Government gained agreement of the States and Northern Territory to a comprehensive package of measures for the ongoing protection of Australia's coastal and marine environment. The main elements of the Australian Government's national maritime emergency response arrangements are outlined in the National Plan for Maritime Environmental Emergencies and include:

- Ensuring the availability of an agreed level of ocean-going emergency towage capability at strategic locations around Australia's coast through contracting with service providers for assets which will, at other times, be engaged in other commercial activities.
- Provision of a dedicated emergency towage vessel for the northern part of the Great Barrier Reef and Torres Strait.
- Regulation, monitoring and coordination of emergency response arrangements by AMSA, as the national decision-maker, when there is a risk of significant pollution in relation to any ship in Australia's waters and around Australia's coast.
- Recovery of the full costs of the emergency towage arrangements from the shipping industry through the Protection of the Sea Levy, which is administered by AMSA to fund its marine environment protection functions.

As part of the Coastal Shipping Reform package announced in 2011, the Australian Government approved the establishment of the AISR to encourage Australian participation in the international shipping trade to be regulated by AMSA on a cost recovery basis.

New Marine Orders came into force from April 2014 covering the requirements for seafarers' qualifications, and these have resulted in some small changes to services in this area.

## 2.2 Statutory authority to charge

The table below lists legislation that authorises the imposition of levies and other charges by AMSA.

| Title   | Description   |
|---|---|
| <b>Marine Navigation Levy (MNL)</b>   | Imposed under section 6 of the Marine Navigation Levy Act 1989 <sup>1</sup> to recover the full cost of the network from direct users of Australia's national network. The purpose of the Levy is to fund the national aids to navigation network.  |
| <b>Marine Navigation (Regulatory Functions) Levy (RFL)</b>  | Imposed under section 6 of the Marine Navigation Levy (Regulatory Functions) Act 1991 <sup>2</sup> to recover the full cost from the shipping industry to fund the regulation and operations of vessels in Australian waters. The purpose of the Levy is to fund AMSA's maritime safety regulation activities.  |
| <b>Protection of the Sea Levy (PSL)</b>   | Imposed under section 5 of the Protection of the Sea (Shipping Levy) Act 1981 <sup>3</sup> . This Levy is based on the "potential polluter pays" principle and covers the cost of maintaining the preparedness to respond to pollution of the sea.  |
| <b>Fees and charges for marine services and ship registration for ships on the Australian Register of Ships</b> | Charges may apply to a range of marine services including inspection of ships, cargo and ships' safety equipment, and marine qualifications. This authority is imposed under Section 47 of the Australian Maritime Safety Authority Act 1990. Subclause 12 of Section 47 specifies that 'the amount or rate of a charge must be reasonably related to the expenses incurred or to be incurred by the Authority in relation to the matters to which the charge relates and must not be such as to amount to taxation'. |
| <b>Australian International Shipping Register (AISR)</b>  | The AISR creation has resulted in one new service, which will be charged on a fee for service basis. Existing charges for marine services and some seafarer's qualifications will also apply to the ships on the AISR and their crew members. The Shipping Registration Amendment (Australian International Shipping Register) Bill 2012, making the changes to the Shipping Registration Act 1981 <sup>5</sup> received Royal Assent on 21 June 2012 and entered into force on 1 July 2012.                          |

<sup>1</sup> <http://www.comlaw.gov.au/comlaw/management.nsf/lookupindexpagesbyid/IP200401528>

<sup>2</sup> <http://www.comlaw.gov.au/comlaw/management.nsf/lookupindexpagesbyid/IP200401541>

<sup>3</sup> <http://www.comlaw.gov.au/comlaw/management.nsf/lookupindexpagesbyid/IP200401525>

<sup>4</sup> <http://www.comlaw.gov.au/comlaw/management.nsf/lookupindexpagesbyid/IP200403584>

<sup>5</sup> <http://www.comlaw.gov.au/comlaw/management.nsf/lookupindexpagesbyid/IP200401362>

### 3. COST RECOVERY MODEL

#### 3.1 Outputs and business processes of the activity

##### Outputs and Business Processes

AMSA broadly provides four cost recovery activities which support the organisation role<sup>6</sup> as Australia's national agency responsible for maritime safety and protection of the marine environment. These include a requirement to:

- provide leadership in the development of safety and environmental protection standards to promote the responsible operation of vessels and safety of seafarers, and monitor and enforce compliance with these standards;
- respond to maritime environmental emergencies;
- provide the systems that aid safe marine navigation; and
- promote seafarers wellbeing, safety, competency and capability as an integral part of vessel safety.

The activities are identified as the three levy functions and one fee for service activity which supports these requirements. It is important to note that the outputs linked to the levy activities relate to the provision of a total function and are not based on transactional business processes, ie, the costs of delivering these services are not driven on a transactional basis. Their costs are driven by their support of the overall outputs they provide as detailed in section 3.3.

The fee for service activities are linked to business processes supporting the specific charges to which they relate. A detailed listing of these charges is shown in section 3.3.

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<sup>6</sup> AMSA is also Australia's national agency responsible maritime and aviation search and rescue, through Community Service Obligation funding.

The table below provides a summary of the cost recovery activities, outputs and processes which AMSA undertakes.

| Activity                   | Output   | Process                |
|----------------------------|--|------------------------|
| Marine Navigation Levy     | Aids to Navigation Maintenance                   | N/A <sup>(a)</sup>     |
|                            | Aids to Navigation Maintenance - Heritage        | N/A <sup>(a)</sup>     |
|                            | Standards and Regulation                         |                        |
|                            | Vessel Management and Monitoring                 |                        |
|                            | Other  |                        |
| Protection of the Sea Levy | Emergency Towage Capability                      | N/A <sup>(a)</sup>     |
|                            | Pollution Response Capability                    |                        |
|                            | National Plan                                    |                        |
|                            | Standards and Regulation                         |                        |
|                            | Vessel Management and Monitoring                 |                        |
|                            | Other  |                        |
| Regulatory Function Levy   | Cargo Inspections                                | N/A <sup>(a)</sup>     |
|                            | Ship Inspections                                 |                        |
|                            | Shipping Registration                            |                        |
|                            | International Obligations                        |                        |
|                            | Qualifications and Manning                       |                        |
|                            | Standards and Regulation                         |                        |
|                            | Vessel Management and Monitoring                 |                        |
|                            | Other  |                        |
| Fee For Service Activities | Marine Services                                  | Various <sup>(b)</sup> |
|                            | Seafarers Qualifications                         |                        |
|                            | Ship and cargo approvals, permits, Licences, etc |                        |
|                            | Ship Registration                                |                        |

(a) Costs are driven by their support of the overall outputs they provide; see section 3.3 for more detail.

(b) Linked to specific charges; see section 3.3 for more detail.

## 3.2 Costs of the activity

### Cost Allocations

AMSA uses an activity based costing approach (i.e., costing model) in determining appropriate cost recovery charges for specific activities. This approach allows linking of the costs of different activities within each of AMSA's major areas of operation to a source of revenue in the form of industry levies or fees for service.

Levies account for approximately 95 per cent of the overall cost recovery revenue, with the remainder derived from fees for service charges.

Levy charges are based on actual costs to undertake activities and provide services in accordance with AMSA's Corporate Plan. These costs are readily available and are directly attributable to activities and services through AMSA's Financial Management Information System (FMIS) and costing model and reported in AMSA's Annual Report. AMSA measures the efficiency of its cost base through comparison with other agencies with similar functions, namely overseas and domestic equivalents. AMSA considers that its actual costs reflect efficient costs in this context and for the purposes of cost recovery.



AMSA's fees are based on an average hourly cost rate for its marine surveyors with some fixed level charges reflecting the cost structures for general administrative staff or that of the shipping registration office. At present, fixed fees apply for those services where the range of typical delivery times is not greatly different from the average delivery time. Where there are usually very wide variations of delivery costs from case to case for a particular type of service, the relevant charge reflects the time actually taken in its delivery, calculated at the hourly rate, plus related expenses.

Out-of-pocket expenses (e.g. fares and travel expenses) unavoidably incurred as part of service delivery will continue to be recovered at cost for each individual service where services are delivered at locations remote from an AMSA office. Charges for travel time to remote ports and mileage charges for vehicle transport to remote locations will also continue to be applied where appropriate in addition to the relevant fees and charges for services. Mileage charges for travel to remote locations by car are currently calculated in line with the current Australian Taxation Office (ATO) rate specified for the types of vehicles used by AMSA – this rate per kilometre will change over time in line with rates approved by the ATO.

### **Cost Components**

Costs included in levies calculation comprise both operating and capital costs (in the form of depreciation or amortisation expenses) with a further categorisation as direct or indirect costs, which is a determining factor in the cost allocation method and driver.

Direct costs are those costs that can be directly and unequivocally attributed to one or more activities. Indirect costs are those costs that are not directly attributable to an activity and a methodology for attribution across activities is undertaken.

Centrally budgeted costs and corporate re-charge are sub-components of indirect costs. Centrally budgeted costs, e.g. rent and communications costs, are attributed to activities on the basis of a cost allocation driver identified for each centrally budgeted item. For example, the cost of communications and telephone landline systems allocation driver is staff headcount, whereas allocation driver for rent is based on floor space. Corporate re-charge relates to non-operational costs such as corporate services, corporate relations, and the office of the Chief Executive Officer and Deputy Chief Executive Officer. Corporate re-charge costs are attributed to activities on the basis of relevant resource consumption based cost drivers.

The nature of costs varies considerably across AMSA's main areas of operation. For example, the provision of aids to navigation has a major capital cost component, with consequent high annual depreciation and asset maintenance costs, the latter reflecting an operating environment that is relatively hostile in terms of weather and corrosion.

In contrast, the safety regulation of the maritime industry – both levy and fee-for-service funded activities - has a much smaller capital cost apart from normal office equipment and IT systems. The majority of costs relate to labour, with associated routine overheads and expenses, especially for travel to ports remote from AMSA's 19 regional offices around the Australian coastline.

The preparedness to respond to pollution of the sea requires some investment and maintenance costs for regional stockpiles of equipment, training and consumables, in addition to labour costs.

AMSA's costs in relation to the provision of safety regulation and ship registration services are primarily labour related, with low capital costs. Accordingly, these fee for service charges are primarily driven by AMSA's labour costs, associated overheads and some IT system costs.

|   | Direct costs<br>2015/16<br>(\$'000) | Indirect costs<br>2015/16<br>(\$'000) | Capital costs <sup>(a)</sup><br>2015/16<br>(\$'000) | Total costs<br>2015/16<br>(\$'000) |
|---|-------------------------------------|---------------------------------------|---|------------------------------------|
| <b>Marine Navigation Levy</b>                           | <b>30,265</b>                       | <b>3,473</b>                          | -   | <b>33,738</b>                      |
| <i>Aids to Navigation Maintenance</i>                   | 18,087                              | 824                                   | -   | 18,911                             |
| <i>Aids to Navigation Maintenance - Heritage</i>        | 4,636                               | 146                                   | -   | 4,782                              |
| <i>Standards and Regulation</i>                         | 2,420                               | 996                                   | -   | 3,416                              |
| <i>Vessel Management and Monitoring</i>                 | 3,843                               | 662                                   | -   | 4,505                              |
| <i>Other</i>  | 1,279                               | 845                                   | -   | 2,124                              |
| <b>Protection of the Sea Levy</b>                       | <b>29,248</b>                       | <b>5,233</b>                          | -   | <b>34,481</b>                      |
| <i>Emergency Towage Capability</i>                      | 14,450                              | 463                                   | -   | 14,913                             |
| <i>Pollution Response Capability</i>                    | 10,568                              | 1,254                                 | -   | 11,822                             |
| <i>National Plan</i>                                    | 430                                 | 679                                   | -   | 1,109                              |
| <i>Standards and Regulation</i>                         | 1,428                               | 1,471                                 | -   | 2,899                              |
| <i>Vessel Management and Monitoring</i>                 | 731                                 | 202                                   | -   | 933                                |
| <i>Other</i>  | 1,641                               | 1,164                                 | -   | 2,805                              |
| <b>Regulatory Function Levy</b>                         | <b>36,294</b>                       | <b>12,811</b>                         | -   | <b>49,105</b>                      |
| <i>Cargo Inspections</i>                                | 4,410                               | 961                                   | -   | 5,371                              |
| <i>Ship Inspections</i>                                 | 11,319                              | 2,293                                 | -   | 13,612                             |
| <i>Shipping Registration</i>                            | 418                                 | 301                                   | -   | 719                                |
| <i>International Obligations</i>                        | 2,589                               | 1,319                                 | -   | 3,908                              |
| <i>Qualifications and Manning</i>                       | 1,065                               | 504                                   | -   | 1,569                              |
| <i>Standards and Regulation</i>                         | 9,569                               | 5,463                                 | -   | 15,032                             |
| <i>Vessel Management and Monitoring</i>                 | 5,209                               | 648                                   | -   | 5,857                              |
| <i>Other</i>  | 1,715                               | 1,322                                 | -   | 3,037                              |
| <b>Fee For Service Activities</b>                       | <b>3,245</b>                        | <b>1,283</b>                          | -   | <b>4,528</b>                       |
| <i>Marine Services</i>                                  | 2,791                               | 926                                   | -   | 3,717                              |
| <i>Seafarers Qualifications</i>                         | 1,140                               | 316                                   | -   | 1,456                              |
| <i>Ship and cargo approvals, permits, Licences, etc</i> | 1,651                               | 610                                   | -   | 2,261                              |
| <i>Ship Registration</i>                                | 454                                 | 357                                   | -   | 811                                |
| <b>TOTAL</b>  | <b>99,052</b>                       | <b>22,800</b>                         | -   | <b>121,852</b>                     |

(a) Capital costs are not included per se as the related depreciation and amortisation expenses are identified as part of the direct and indirect costs.

## Volume and/or Demand Assumptions

The operations of international and interstate shipping are complex, with many different types of cargoes handled by a wide variety of ship types and sizes and with considerable variations in growth rates at different ports. Over the period 2011 to 2014, some 9,052 foreign flag ships made 77,754 calls to 76 Australian ports. The fleet comprised 47% bulk carriers, 16% containers and 12% tankers. The fleet made 26,807 liable levy visits. The majority of the levy revenue is derived from bulk carriers at 80% and the remaining split between tankers (4%) and containers (5%). Over the period bulk carriers would make on average 1 – 2 visits per levy payment where containers ships would make between 6 – 7 and tankers 3 – 4. There has also been a consistent trend towards larger vessels over time with many major ship types. These complex operating patterns and their wide differences across various ship types, plus wide variations in ship sizes, mean that the underlying demand for AMSA's activities relating to specific levies can change unpredictably over time.

The three levies applied by AMSA become liable for payment when a ship engaged in international trading enters the boundaries of an Australian (Customs-declared) Port, or has not departed from such a port, and where that ship has not paid the corresponding levy in the previous three months. Ships engaged in coastal trading are liable for these levies every quarter, unless they are out of operation. In addition, the levy liability of a ship is related to its net tonnage rating, but in differing ways across the three levies. This three month coverage by the levies paid by a ship has been in use for many decades and broadly reflects ship operating patterns when the levies were first introduced.

The above factors mean that any projections of expected growth in demand for AMSA's activities and associated revenue base must take account of these complex relationships which are different for each levy. The most influential factor is growth in ship port visits, which can vary significantly across differing types of ships, sizes of those ships and operating patterns. For example, some ships, particularly bulk carriers, typically visit only one port on a single visit to Australia, but may or may not make one or more other return visits within the three month period covered by a single levy payment. In contrast, container ships typically make 6 to 7 port visits on a single voyage to Australia, as they on-load and off-load their cargoes at several major ports. In addition, the average bulk carrier is considerably larger than the average container or general cargo ship, so any projections need to take into account these differing operating patterns, differences in port calls for each ship type and major variations in ship sizes across individual trades.

### 3.3 Design of cost recovery charges

AMSA's cost recovery arrangements have been designed taking into consideration whether a service is being provided to an individual entity and whether the costs of the service can be reasonably linked to that individual entity so that a fee for service can be imposed; or if an activity is being undertaken in relation to a group of entities or the broader shipping industry and the costs of the activity can be reasonably linked to that group of entities or the industry then a levy is considered more appropriate.

Participants in the shipping industry pay the levies and user fees and charges, as they, individually or collectively, are the direct users of the regulatory activities and the need for the provision of these regulatory activities would not exist in the absence of the shipping industry activities. Such cost recovery arrangements reflect both the "user pays" and "impactor (or potential polluter) pays" principles.

To provide accountability to stakeholders, the receipts from AMSA's three separate statutory levies are designed to match the full costs of three corresponding activities undertaken by AMSA – aids to navigation, safety regulation of international and interstate shipping, and preparedness to combat pollution of the sea.

The cost base for the activities AMSA provides under the levies is not transactionally driven by user interaction. The nature of the functions described below are such that the cost of their provision can only be identified on the based on a total costs. As a result charges are based on an equitable distribution of these total costs to industry users and not linked to transactional volumes.

These levies comprise:

**The Marine Navigation Levy (MNL)** meets the capital and operating costs of the marine aids to navigation network and related functions. The MNL funds technical, maintenance and engineering project management services supporting the provision of the national network of integrated aids to navigation and traffic management measures to meet the needs of commercial shipping for safe and efficient coastal navigation, and the provision of a safety communications network to meet Australia's obligations under the International Convention for the Safety of Life at Sea (SOLAS Convention). This task includes participation in international organisations relating to navigational standards issues.

**The Marine Navigation (Regulatory Functions) Levy (RFL)** is applied to meet the costs of safety and regulatory activities, mainly compliance inspections and audits, undertaken on a sample basis as informed by risk assessments. This means that about 60% of individual ships are inspected each year. There is also a range of inspections related to higher risk cargoes, again on a sample basis. The RFL also funds the development of Australia's maritime regulations based on international standards, mainly promulgated by the International Maritime Organisation, the promotion of safety culture in the maritime industry through promulgation of policies and guidelines related to AMSA's functions under relevant Australian Government legislation, and participation in international and regional maritime forums developing as well as implementing international maritime standards for ship safety and environmental protection. The RFL funded activities also encompass the provision of advice to Government and other government agencies in relation to the above matters, although the cost of these activities is not material in the context of the overall safety regulatory program. Finally, the RFL funds investigations of incidents and associated functions such as prosecution support.

**The Protection of the Sea Levy (PSL)** resources the capital and operating costs of the National Plan. Preparedness to combat pollution of the sea is primarily a function of ensuring there is adequate capability to respond to marine pollution or shipping incident issues. Preparedness includes the acquisition, maintenance and stockpiling of relevant equipment and supplies, contracted emergency towage capability around the Australian coastline, training and exercises and overall management of the National Plan.

These levies are paid by commercial vessels of 24 metres or more in length, with the rate of levy for the MNL and RFL based on a sliding scale of the Net Registered Tonnage (NRT). The PSL is based on a flat rate per NRT for ships that have on board more than 10 tonnes of oil.

Where the cost of response to individual incidents can be attributed to an identifiable polluter, they are recovered directly from the individual ship owner. This is done under international civil liability legislation that allows AMSA to recover such costs on a case-by-case basis, although there are limits under international conventions to the maximum sum recoverable from polluters. Where the polluter cannot be identified or pollution clean-up costs exceed the shipowner's capacity to pay, or exceeds these liability limits, costs also need to be recovered through a general levy mechanism on all ships. Some costs of this function are recouped by charging other parties, for example through hire of National Plan equipment.

## **Fee for Service**

AMSA provides a range of services which broadly fall into two categories: marine services and shipping registration.

- Marine services relate to approvals, permits, authorisations, certificates, licences, inspections, determinations and exemptions required by the legislation and related regulations or Marine Orders administered by AMSA; and
- Shipping registration relates to services by the Shipping Registration Office.

AMSA's costs in providing marine services and ship registration are primarily labour related, with low capital costs, with fees set either at a fixed rate or at an hourly rate.

### **New, Revised and Obsolete Services – Fee for Service**

Routine developments to the maritime safety regulatory framework since 2011 have resulted in the requirement for several new or redefined regulatory services while a few other services have been abolished due to changes in the manner in which AMSA aims to ensure safe operations in this industry. Some services are now more complex to undertake than in 2011, for a variety of reasons, while a few others are less complex. There have been some recent changes to the manner in which some services are delivered and these changes have also been reflected by way of increased or reduced costs for those services.

The charge for approval of a medical inspector of seamen has been deleted, as Medibank Health Services now provides medical assessments of seafarers.

The introduction of pre-oral examination screening of seafarers who are seeking qualifications from AMSA is intended to improve efficiencies, by ensuring that candidates for oral examinations are suitably prepared, as the current failure rates at oral examinations are relatively high. When, in future, these computer-based screening requirements are applied to candidates seeking full Certificates of Competency, a successful result at such a screening will be recognised by way of a discount to the fee for the next subsequent oral examination.

Another change is that new charges are being introduced in relation to Coastal Pilotage for:

- (a) written examinations of candidates for Coastal Pilotage licenses covering theory and charts;
- (b) oral examinations of candidates seeking Check Pilot qualifications, and
- (c) processing applications for the exemption of a ship (for 5 years) and for the exemption of specified crew members (for a period of 2 years) from the coastal pilotage requirements on specified routes.

New charges also apply for processing applications for the approval and periodic scheduled audits of providers of Vessel Traffic Services.

Many of the certificates of qualifications for seafarers are now being produced on secure plastic cards, instead of using high security paper certificates. This has reduced costs in terms of the time and materials required to produce these certificates, and these savings have been reflected in the proposed charges for the applicable services.

New marine orders came into force from April 2014 covering the requirements for seafarers' qualifications, and these have resulted in some small changes to services in this area. AMSA is also now using Australia Post as an agent to accept applications for nearly 80% of seafarers' qualifications. While this agency service has a cost, it reduces the workload on AMSA staff by screening out and correcting data errors or omissions in application forms and supporting documentation, as well as providing better access for seafarers, who can now attend one of 49 Post Offices around Australia to lodge these applications.

These charges for services relating to seafarers' qualifications are applied as fixed level fees. Most of these fees have been increased to reflect the changes in the hourly cost of the staff providing these services and the average times taken in their delivery have been reviewed to take into account changes in the method of delivery of some services. This review of processes has also resulted in reductions in a few charges.

### **Change in Rates of Charge - Fee for Service**

AMSA has reviewed its cost structure and has determined that the average hourly cost rate for its Marine Surveyors for 2015-16 will be \$272, an increase of 26.5%, compared to the \$215 per hour rate of charge that has been applied since July 2011. In real terms, discounting for inflation, the proposed \$272 per hour is little different from the \$185 per hour rate of charge applied by AMSA in 2001. The proposed new fixed level charges therefore reflect costs of the range of staff involved: \$272 per hour where the service in question includes time applied by Marine Surveyors, and, as appropriate, including the time applied by other staff, such as general administrative staff (now \$94 per hour - a decrease of 6%) or that of the staff of the Shipping Registration Office (now \$222 per hour - +30.6%), as appropriate.

These increases are in excess of salary increases and largely reflect revised direct and indirect costs, including additional annual support costs for a new database application introduced for the Ship Registration role in 2014.

AMSA's costs in relation to the provision of safety regulatory and ship registration services are primarily labour-related, with low capital costs. Accordingly, the scope for achieving further productivity gains is relatively limited, so charges need to be adjusted to reflect the current costs of service provision, although some of the proposed charges reflect efficiency gains which have been achieved through revised processes and technological improvements, with reductions in a few cases.

As at present, fixed fees will be applied for those services where the range of typical delivery times is not greatly different from the average delivery time. Where there are usually very wide variations of delivery costs for a particular type of service, the relevant charge will reflect the time actually taken in its delivery, calculated at the hourly rate, plus related expenses.

Out-of-pocket expenses (e.g. fares and travel expenses) unavoidably incurred as a part of service delivery will continue to be recovered at cost for each individual service where services are delivered at locations remote from an AMSA Office. Charges for travel time to remote ports and mileage charges for vehicle transport to remote locations will also continue to be applied where appropriate in addition to the relevant fees and charges for services. Vehicle charges for travel to remote locations by AMSA car will continue to apply at the current Australian Taxation Office rate per kilometre specified for the types of vehicles used by AMSA as at the time of delivery

of the service in question.

## Charging Structure

AMSA’s charging structure is broadly summarised in the table below.

| Charge Title               | Method of Recovery | Structure                              |
|----------------------------|--------------------|--|
| Marine Navigation Levy     | Levy               | Net registered tonnage - sliding scale |
| Regulatory Functions Levy  | Levy               | Net registered tonnage - sliding scale |
| Protection of the Sea Levy | Levy               | Net registered tonnage - linear        |
| Marine Services            | Fee for service    | Direct fee/hourly rate                 |
| Shipping Registration      | Fee for service    | Direct fee/hourly rate                 |

## Marine Navigation Levy and Marine Navigation (Regulatory Functions) Levy

The rates for these levies are summarised in the table below.

| Net Tonnage     | Rates per Ton (cents per ton) |      |       | Net Tonnage     | Levy               |                                      |
|-----------------|-------------------------------|------|-------|-----------------|--------------------|--------------------------------------|
|                 | MNL                           | RFL  | Total |                 |                    |                                      |
| 1 – 5,000       | 23.5                          | 17.0 | 40.5  | 1 – 5,000       | 40.5 cents per ton |                                      |
| 5,001 – 20,000  | 12.0                          | 17.1 | 29.1  | 5,001 – 20,000  | \$2,025.00         | +29.1 cents per ton over 5,000 tons  |
| 20,001 – 50,000 | 7.0                           | 17.0 | 24.0  | 20,001 – 50,000 | \$6,390.00         | +24.0 cents per ton over 20,000 tons |
| Over 50,000     | 2.5                           | 15.5 | 18.0  | Over 50,000     | \$13,590.00        | +18.0 cents per ton over 50,000 tons |

The banding for the levy charges is set on net tonnage and is a common basis of bands for cost recovery within the shipping industry. The banding is non-linear and derived from historical predecessors of the current levy arrangements. Australia has been applying cost recovery from the shipping industry since the mid-1950’s, initially in the form of “Light Dues”, now the MNL. The PSL and RFL were added later. Levy rates within the traditional net tonnage bands have been adjusted from time to time, especially in the period up to 2005, and by differing amounts within each band and for each levy – generally to reflect fairness and equity in application, while aligning with charging overall costs of the activity funded by each.

## Protection of the Sea Levy

The levy is currently 11.25 cents per net registered ton per quarter, with a minimum of \$10 per quarter.

## Fee for Service

The charging rates for the fee for service activities are summarised in the table following.

## Marine Services<sup>7</sup>

| Marine Services  | Type        | Rate                | Estimated volume | Estimated total revenue | Output          |
|--|-------------|---------------------|------------------|-------------------------|-----------------|
| Services provided at Hourly Rate of Charge   | Hourly Rate | 272/hour + expenses | 2,250            | 1,984,150               | Marine Services |
| Processing application for exemption of vessel from coastal pilotage requirements  | Hourly Rate | 272/hour + expenses |                  |                         | Marine Services |
| Processing application for exemption of seafarer from coastal pilotage requirements for exempt vessel  | Fixed Fee   | 136                 |                  |                         | Marine Services |
| Processing application for determination of ship manning levels  | Fixed Fee   | 1,088               | 35               | 38,080                  | Marine Services |
| Processing application for review of existing approved manning levels  | Fixed Fee   | 544                 | 10               | 5,440                   | Marine Services |
| Accreditation or re-accreditation of an Organisation to Provide Services   | Hourly Rate | 272/hour + expenses | 10               | 32,640                  | Marine Services |
| Periodic Compulsory Compliance Audit   | Hourly Rate | 272/hour + expenses | 100              | 489,600                 | Marine Services |
| Assessment of Sea Service other than for immigration purposes  | Fixed Fee   | 168                 | 600              | 100,800                 | Marine Services |
| Assessment of Marine Qualifications for immigration purposes   | Fixed Fee   | 472                 | 125              | 59,000                  | Marine Services |
| Assessment of Sea Service - Oral Examination Unlimited   | Fixed Fee   | 544                 | 600              | 326,400                 | Marine Services |
| Assessment of Sea Service - Computer Based Exam  | Fixed Fee   | 220                 | 200              | 44,000                  | Marine Services |
| Processing application for the issue of a Compass Adjuster's Licence   | Fixed Fee   | 190                 | 3                | 570                     | Marine Services |
| Processing application for initial issue of certificate of competency or proficiency   | Fixed Fee   | 190                 | 100              | 19,000                  | Marine Services |
| Processing application for initial issue of certificate of recognition of competency or proficiency  | Fixed Fee   | 190                 | 140              | 26,600                  | Marine Services |
| Processing application for revalidation of certificate of, or certificate of recognition of, competency or proficiency                         | Fixed Fee   | 136                 | 1,000            | 136,000                 | Marine Services |
| Processing application for endorsements to an active certificate of Competency   | Fixed Fee   | 112                 | 50               | 5,600                   | Marine Services |
| Processing of application for the initial issue of, or revalidation of, a GMDSS Competency Certificates or Certificate of Recognition of GMDSS | Fixed Fee   | 112                 | 1,000            | 112,000                 | Marine Services |

<sup>7</sup> Charges listed also represent discrete business process.



| <b>Marine Services</b>   | <b>Type</b>            | <b>Rate</b> | <b>Estimated volume</b> | <b>Estimated total revenue</b> | <b>Output</b>   |
|--|------------------------|-------------|-------------------------|--------------------------------|-----------------|
| Processing an applications for the issue or reissue of a certificate of proficiency as a marine cook                 | Fixed Fee              | 112         | 10                      | 1,120                          | Marine Services |
| Processing of an application for an initial Coastal Pilot's licence or reissue of an existing Coastal Pilots Licence | Fixed Fee              | 150         |                         | -                              | Marine Services |
| Assessment of a standard written examination of theory or charts for Coastal Pilot certificate                       | Fixed Fee              | 544         |                         | -                              | Marine Services |
| Assessment of a standard written examination of Whitsunday area charts for Coastal Pilot certificate                 | Fixed Fee              | 816         |                         | -                              | Marine Services |
| Conduct of an oral examination for a Check Pilot certificate   | Fixed Fee              | 816         |                         | -                              | Marine Services |
| Application for certificate of safety training   | Fixed Fee              | 112         | 3,000                   | 336,000                        | Marine Services |
| Supply of documents other than by normal mail to international destinations  | Hourly Rate + Expenses | 80          | 20                      | 1,600                          | Marine Services |
| Supply of documents other than by normal mail to domestic destinations   | Hourly Rate + Expenses | 40          | 10                      | 400                            | Marine Services |
| <b>TOTAL</b>   |                        |             |                         | <b>3,717,000</b>               |                 |

## Shipping Registration<sup>8</sup>

| Charge title  | Type        | Rate     | Estimated volume | Estimated total revenue | Output            |
|---|-------------|----------|------------------|-------------------------|-------------------|
| Lodging application for registration or re-registration of:   |             |          |                  |                         |                   |
| (a) ship required to be registered  | Fixed Fee   | 2,664    | 31               | 82,584                  | Ship Registration |
| (b) ship permitted to be registered other than ship referred to in (c)  | Fixed Fee   | 1,554    | 286              | 444,444                 | Ship Registration |
| (c) ship on demise charter to an Australian based operator other than an Australian owned ship  | Fixed Fee   | 3,996    | 3                | 11,988                  | Ship Registration |
| Inspection of a ship required to be inspected by the Registrar to determine an application for registration on the international register   | Hourly Rate | 272/hour | -                |                         | Ship Registration |
| Lodging documents for registration of transfer, transmission of ownership in relation to:   | Fixed Fee   |          |                  |                         | Ship Registration |
| (a) ship required to be registered  | Fixed Fee   | 777      | 54               | 41,958                  | Ship Registration |
| (b) ship permitted to be registered other than ship referred to in (c)  | Fixed Fee   | 444      | 330              | 146,520                 | Ship Registration |
| (c) ship on demise charter to an Australian based operator other than an Australian owned ship  | Fixed Fee   | 1,332    | 2                | 2,664                   | Ship Registration |
| Lodging application for grant of provisional registration certificate or new registration certificate under section 21 of the Shipping Registration Act (replacement certificate) | Fixed Fee   | 222      | 70               | 15,540                  | Ship Registration |
| Lodging application for grant of provisional registration certificate under section 22 or 22A of the Shipping Registration Act  | Fixed Fee   | 333      | 35               | 11,655                  | Ship Registration |
| Lodging application for extension of period of currency of provisional certificate  | Fixed Fee   | 222      | -                | -                       | Ship Registration |
| Lodging application for grant of temporary pass   | Fixed Fee   | 333      | 10               | 3,330                   | Ship Registration |
| Lodging application for issue of certificate of entitlement to fly Australian national flag or red ensign   | Fixed Fee   | 222      | -                | -                       | Ship Registration |
| Supply of deletion certificate  | Fixed Fee   | 111      | 80               | 8,880                   | Ship Registration |
| Lodging application for exemption from registration   | Fixed Fee   | 666      | 5                | 3,330                   | Ship Registration |

<sup>8</sup> Charges listed also represent discrete business processes.

| Charge title  | Type                   | Rate  | Estimated volume | Estimated total revenue | Output            |
|---|------------------------|-------|------------------|-------------------------|-------------------|
| Lodging request for approval of change of name of registered ship   | Fixed Fee              | 111   | 65               | 7,215                   | Ship Registration |
| Lodging request for change of home port of registered ship  | Fixed Fee              | 111   | 55               | 6,105                   | Ship Registration |
| Lodging request for extension of time for lodging documents   | Fixed Fee              | 167   | 26               | 4,342                   | Ship Registration |
| Supply of certified copy of the Register or of a document forming part of or associated with the Register | Fixed Fee              | 75    | 75               | 5,625                   | Ship Registration |
| Supply of a certified copy of Register entry  | Fixed Fee              | 40    | -                | -                       | Ship Registration |
| Supply of a certified copy of documents forming part of or associated with the register, for each page    | Fixed Fee              | 21    | -                | -                       | Ship Registration |
| Lodging a caveat  | Fixed Fee              | 222   | 5                | 1,110                   | Ship Registration |
| Application for a Continuous Synopsis Record  | Fixed Fee              | 555   | 5                | 2,775                   | Ship Registration |
| Reissue of a Continuous Synopsis Record   | Fixed Fee              | 170   | 2                | 340                     | Ship Registration |
| Amendments to a Continuous Synopsis Record  | Fixed Fee              | 390   | 20               | 7,800                   | Ship Registration |
| Supply of documents other than by normal mail to international destinations                               | Hourly Rate + Expenses | 80    | 20               | 1,600                   | Ship Registration |
| Supply of documents other than by normal mail to domestic destinations                                    | Hourly Rate + Expenses | 40    | 20               | 800                     | Ship Registration |
| Search of Register by staff of Shipping Registration Office   | per 15 minutes         | 55.50 |                  |                         | Ship Registration |
| Other Services relating to ship registration not elsewhere specified                                      | Hourly Rate            | 222   | -                | -                       | Ship Registration |
| <b>TOTAL</b>  |                        |       |                  | <b>810,605</b>          |                   |

The current schedule of charges is published on the AMSA website.<sup>9</sup>

Estimated revenue in the 2015-16 Budget year for the levies and fee for service activities is summarised in the table below.

|                            | Amount (\$'000) |
|----------------------------|-----------------|
| Marine Navigation Levy     | 35,131          |
| Protection of the Sea Levy | 34,826          |
| Regulatory Function Levy   | 51,241          |
| Fee for Service Activities | 4,528           |
| <b>Total</b>               | <b>125,726</b>  |

<sup>9</sup> <http://www.amsa.gov.au/vessels/levies-fees-charges/>

## **4. RISK ASSESSMENT**

### **Economic Factors**

As discussed at section 3.2, the demand for AMSA's levy activities and associated revenue stream is sensitive to economic factors that affect volume and demand assumptions. Reduced growth in shipping activity over the past couple of years, due to a drop in demand for Australian commodities, has seen a significant impact on our levy revenue. Levy growth rate has been in decline with projected levies growth of 4.9 per cent annual growth for the 2015/16 budget period compared to 8.1 per cent for the previous budget period.

To address this easing in revenue growth, AMSA has avoided any increase in levy rates by implementing a range of savings measures, although revenue constraints of this magnitude are not able to be entirely absorbed through expenditure reductions without impacting on delivery of regulatory services. AMSA will also draw upon retained surpluses to help the overall budget position.

### **Changes in Rates of Charge**

AMSA's review of its fee for service charges has resulted in a mix of increases and reductions for marine services and ship registration. The average hourly cost rate for AMSA Marine Surveyors will increase to \$272 per hour (previously \$215 per hour) and the cost of staff in the Shipping registration Office will increase to \$222 per hour (previously \$170 per hour). General administrative staff costs have decreased to \$94 per hour (previously \$100 per hour). These proposed hourly cost rates are similar to, or lower than, the corresponding rates charged for similar services in the Government or private sectors, such as by Land Titles Offices and in the shipping industry.

The last significant change to the nature and level of fees and charges for marine services and ship registration occurred in 2011. Since that time, whilst AMSA has tried to maintain costs through efficiency gains and process/technology improvements, the scope for achieving further productivity gains is limited, although revisions to procedures have realised reductions in the 2015-16 charges for some seafarers' qualifications certificates.

The likely impact of these hourly rate increases on industry is considered to be relatively low in relation to overall ship operating costs, particularly noting the relatively low annual volumes of most billable safety regulatory services (apart from seafarer qualifications and port State control follow-up inspections to clear previously identified deficiencies).

## 5. STAKEHOLDER ENGAGEMENT

The main stakeholders in AMSA's maritime activities are ship operators, port operators, charterers, training organisations, seafarers and oil companies. AMSA provides industry stakeholders with regular updates on its charging regime. All fees and charges, including levy rates, are also publicly available on AMSA's website.

AMSA ensures transparency and accountability of its cost recovery arrangements through regular consultation with relevant stakeholders. Industry is consulted through the AMSA Advisory Committee and other standing consultative forums on the management and rates of AMSA's levies.

AMSA also publishes its Cost Recovery Implementation Statements on AMSA's website and reports the cost recovery revenue in its Annual Reports in accordance with the Finance Minister's Orders, as well as in the Portfolio Budget Statements (PBS).

### Levies

The last change to levies occurred on 1 July 2014 when the PSL was reduced by 3 cents per net registered tonnage in recognition that the shortfall in clean-up costs to meet the 2009 *Pacific Adventurer* oil spill incident had been recouped. The rates for the MNL and RFL have not changed since 2005.

In this CRIS, AMSA is not proposing any change to our current levies charges.

### Fee for Service

Consultation regarding the new and revised charges for marine services and ship registration was conducted during June 2015 through a discussion paper published on the AMSA web site. Over 30 individuals and organisations were directly advised of this process, including Maritime Industry Australia Ltd, Shipping Australia Limited, the 3 maritime unions, the 3 providers of coastal pilotage services, all 24 registered training organisations approved by AMSA and Yachting Australia.

Only one response was received; from Maritime Industry Australia Ltd. They commented that a lengthier consultation process would have been better and had a few specific comments about, matters such as whether fee increases included the cost of activities of processing Ministerial correspondence, briefings or responding to Parliamentary questions – which they do not. This response also queried the reasons for the rate of increases in proposed charges in excess of CPI rates. AMSA provided a response explaining the increase in the hourly rate charge directly to Maritime Industry Australia Ltd. Section 'New and Revised Charges for Marine Services and Ship Registration' explains the reasons behind the changes in the hourly charge rate.

## 6. FINANCIAL ESTIMATES

The table below outlines the financial results which AMSA is currently expecting to achieve for cost recovered activities.

|                    | 2015-16<br>(\$'000) | 2016-17<br>(\$'000) | 2017-18<br>(\$'000) | 2018-19<br>(\$'000) |
|--------------------|---------------------|---------------------|---------------------|---------------------|
| Expenses = X       | 121,852             | 130,620             | 131,379             | 138,114             |
| Revenue = Y        | 125,726             | 132,032             | 138,505             | 144,967             |
| Balance = Y – X    | 3,874               | 1,412               | 7,126               | 6,853               |
| Cumulative balance | 48,570              | 49,982              | 57,108              | 63,961              |

Prior period surpluses have been used to fund new capital infrastructure, creation of the pollution response reserve and pollution response clean-up costs/claims. This leaves the projected surpluses of \$19.3 million generated over the period to primarily fund the following:

- Capital funding for new infrastructure projects covering operational assets, office expansion and information technology; and
- Interim funding of implementation costs for the National System until AMSA assumes full responsibility for delivery of regulatory services from 1 July 2019, at which point, AMSA envisages implementing full cost recovery arrangements.

## 7A. FINANCIAL PERFORMANCE

The table below outlines the historical performance of AMSA's cost recovered activities.

|                    | 2010-11<br>(\$'000) | 2011-12<br>(\$'000) | 2012-13<br>(\$'000) | 2013-14<br>(\$'000) | 2014-15<br>(\$'000) |
|--------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| Expenses = X       | 87,204              | 90,524              | 99,548              | 113,451             | 125,359             |
| Revenue = Y        | 91,137              | 101,925             | 123,982             | 121,032             | 122,705             |
| Balance = Y – X    | 3,933               | 11,401              | 24,435              | 7,581               | -2,654              |
| Cumulative balance | 3,933               | 15,334              | 39,769              | 47,350              | 44,696              |

The surpluses generated over the period were primarily required to fund the following:

- the upgrade of pollution response equipment and increased stockpiles sites in support of AMSA's commitment to the National Plan;
- the creation of a pollution response reserve to meet the immediate costs of responding to pollution incidents until claims are settled;
- Capital funding for new infrastructure projects covering operational assets, new office fitout and information technology; and
- establishing a provision for the removal of asbestos at various aids to navigation sites.

## 7B. NON-FINANCIAL PERFORMANCE

Summarised performance targets for the activities for which AMSA cost recovers are detailed below. Detailed performance targets are contained in the AMSA Corporate Plan 2015-19<sup>10</sup>.

Performance targets for Marine Service activities generally reflect an extension of activities undertaken for the RFL and to some extent MNL. Performance targets are therefore incorporated into those used for these levies.

|     |  |
|-----|--|
| RFL | A reduction in the ratio of reports to AMSA under the Navigation Act 2012 of significant ship operational incidents compared to the total number of ship port visits to Australia, and the average number of deficiencies per ship inspection.   |
|     | Improvement in the standard of foreign-flagged ships operating in Australian waters and a declining average of deficiencies per inspection.  |
| MNL | Marine aids to navigation network availability compliance with the targets set out in the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) guidelines. Targets for the availability of the Marine Aids to Navigation network have been met or partially met to with 0.5% of target in all performance categories. (Circumstances where only partial achievement of targets occurred relate primarily to site outages.) |
| PSL | Marine environmental response capability (including emergency towage vessels and fixed-wing dispersal aircraft) 100% available to respond to a pollution incident during the reporting period.   |
|     | A reduction in the ratio of reports to AMSA under the <i>Protection of the Sea (Prevention of Pollution) from Ships Act 1983</i> of serious pollution incidents compared to the total number of ship port visits to Australia.   |
|     | Regulatory measures introduced internationally or domestically are given effect within specified timeframes.   |

AMSA has consistently achieved the majority of its performance targets. AMSA measures and tracks performance in the Portfolio Budget Statements<sup>11</sup> (PBS) and the Annual Report<sup>12</sup>.

In response to the *Public Governance, Performance and Accountability Act 2013* and Regulator Performance Framework (RPF), in 2014-15 AMSA undertook a significant review and update of performance measures. The updated measures are reflected in the AMSA 2015-19 Corporate Plan and PBS.

AMSA's Regulator Performance Framework measures are a subset of our Corporate Plan and PBS measures, identified in collaboration with the Department of Infrastructure and Regional Development (the Department). The Department intends to take a consolidated portfolio submission to the Minister for approval during 2015-16.

The AMSA Advisory Committee, a representative body of Australia's maritime community, is AMSA's external review and validation body.

<sup>10</sup> <http://www.amsa.gov.au/forms-and-publications/about-amsa/publications/Corporate-Plans/AMSA-Corporate-Plan-2015-19.pdf>

<sup>11</sup> [https://infrastructure.gov.au/department/statements/2015\\_2016/budget/index.aspx](https://infrastructure.gov.au/department/statements/2015_2016/budget/index.aspx)

<sup>12</sup> <http://www.amsa.gov.au/forms-and-publications/about-amsa/publications/annual-reports/2013-2014/>

## 8. KEY DATES AND EVENTS

| Date           | Event  |
|----------------|--|
| June 2015      | Industry consultation, new and revised charges for marine services |
| July 2015      | Portfolio charging review  |
| September 2015 | Ministerial approval of this CRIS                                  |
| September 2015 | Implementation and publication of the final version of this CRIS   |

## 9. CRIS APPROVAL AND CHANGE REGISTER

| Date of CRIS change | CRIS change             | Approver   | Basis for change |
|---------------------|-------------------------|--|------------------|
| 15/09/2015          | Agreement to the CRIS   | Minister for Infrastructure and Regional Development | Initial release  |
| 23/09/2015          | Publication of the CRIS | Chief Executive Officer                              | Initial release  |