



Australian Government
Australian Maritime Safety Authority

Modern Slavery Statement 2024

Covering the reporting period 1 July 2023 – 30 June 2024

Approval

This Statement was approved by the Board of the Australian Maritime Safety Authority (AMSA).

JEANINE DRUMMOND

Chair

Australian Maritime Safety Authority Board

25 September 2024



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Foreword



As a leading Commonwealth agency working within the maritime sector, the Australian Maritime Safety Authority (AMSA) has national and international responsibilities for seafarer welfare. AMSA acknowledges the important measures that must be taken to combat modern slavery in this sector including all associated supply chains.

AMSA is aware that modern slavery can occur in any industry and that modern slavery risks must be recognised so that business do not exploit vulnerable individuals for profit. AMSA is committed to ensuring that our procurement practices and all dealings with the maritime community support supply chains that protect the rights of workers.

AMSA is an advocate for combatting modern slavery and ensuring awareness about this important issue. This Statement is a key measure to address modern slavery and other harmful practices, setting out the actions and steps taken by AMSA to address modern slavery risks.

JEANINE DRUMMOND

Chair

Australian Maritime Safety Authority

25 September 2024

Introduction

Overview

This is AMSA's fifth annual Modern Slavery Statement, covering the period 1 July 2023 and 30 June 2024.

In the spirit of continuous improvement, it reflects feedback on our inaugural Statement from the Australian Border Force (ABF).

What is Modern Slavery?

The Australian Government estimates that there are approximately 41,000 victims of modern slavery in Australia. The United Nations estimates that at least 40 million people around the globe are forced into modern-day slavery. Those most at risk include women and children who may have little or no capacity to protect themselves. Australia has agreed with the United Nations to attempt to abolish modern slavery by 2030.

The term modern slavery is used to describe situations where coercion, threats or deception are used to exploit victims and undermine or deprive them of their freedom.

Australia is among the least vulnerable countries to modern slavery in the Asia Pacific region and globally.

Serious exploitation

There are eight types of serious exploitation which combined make up the term modern slavery:

1. Trafficking in persons – the recruitment, harbouring and movement of a person for exploitation through modern slavery
2. Slavery - situations where the offender exercises powers of ownership over the victim including the power to make a person an object of purchase and use their labour in an unrestricted way
3. Servitude – situations where the victim's personal freedom is significantly restricted, and they are not free to stop working or leave their place of work
4. Forced marriage – situations where coercion, threats or deception are used to make a victim marry or where the victim does not understand or is incapable of understanding the nature and effect of the marriage ceremony
5. Forced labour - situations where the victim is either not free to stop work or not free to leave their place of work
6. Debt bondage – situations where the victim's services are pledged as a security for a debt and the debt is manifestly excessive of the victim's services, are not applied to liquidate the debt and/or the length and nature of the services are not limited and defined.
7. Deceptive recruiting for labour or services - situations where the victim is deceived about whether they will be exploited through a type of modern service.

Serious exploitation of children and child labour – situations including enslavement, sexual exploitation, used to produce or traffic drugs, and exposure to dangerous work. Freedom from slavery is a fundamental human right. Under the Australian Government endorsed *United Nations Guiding Principles on Business and Human Rights* (UN Guiding Principles) entities have a responsibility to respect human rights in their operations and supply chains. This responsibility includes taking action to prevent, mitigate and, where possible, remedy modern slavery in AMSA's operations and supply chains.

Other illegal and harmful practices may be present within the supply chain but are not considered modern slavery. Practices like substandard working conditions or underpayment of workers may be indicators of more serious exploitation, corruption and practices which impact on human rights.

Modern Slavery Act 2018

The Australian Government's *Modern Slavery Act 2018* (the Act) came into force on 1 January 2019 and establishes a mandatory reporting regime for entities.

- with consolidated revenue of at least A \$100 million in the reporting period and
- who are either an Australian entity or a foreign entity carrying on business in Australia.

The Act requires reporting of an Annual Modern Slavery Statement, (the Statement). The Statement must identify and address the risks of modern slavery in AMSA's global and domestic operations and supply chains, and actions taken to address those risks.

Mandatory Requirements

There are seven mandatory criteria that AMSA is required to address in the Statement:

1. Identify the reporting entity
2. Describe the reporting entity's structure, operations, and supply chains
3. Describe the risks of modern slavery practices in the operations and supply chains of the reporting entity and any entities it owns or controls
4. Describe the actions taken by the reporting entity and any entities it owns or controls to assess and address these risks, including due diligence and remediation processes
5. Describe how the reporting entity assesses the effectiveness of these actions
6. Describe the process of consultation with any entities the reporting entity owns or controls (a joint statement must also describe consultation with the entity giving the statement), and
7. Provide any other relevant information.

Reporting Period 2023-24 and timelines


This Statement covers the 2023-24 Australian financial year (reporting period). Statements from entities are to be published before 31 December 2024.

Reporting is to the Department of Home Affairs, Australian Border Force, Modern Slavery Business Engagement unit. Entities who fail to comply with the Act will be publicly named and may be required to undertake remedial activities to ensure future compliance.

The Australian Government expects entities to use a continuous improvement approach in implementing the requirements and to see demonstrable improvements in the quality of information and the understanding of modern slavery over time.

AMSA's Statement must be approved by the AMSA Board and signed by a responsible member of the AMSA Board, prior to publication.

Reporting Period 1 July 2023 – 30 June 2024

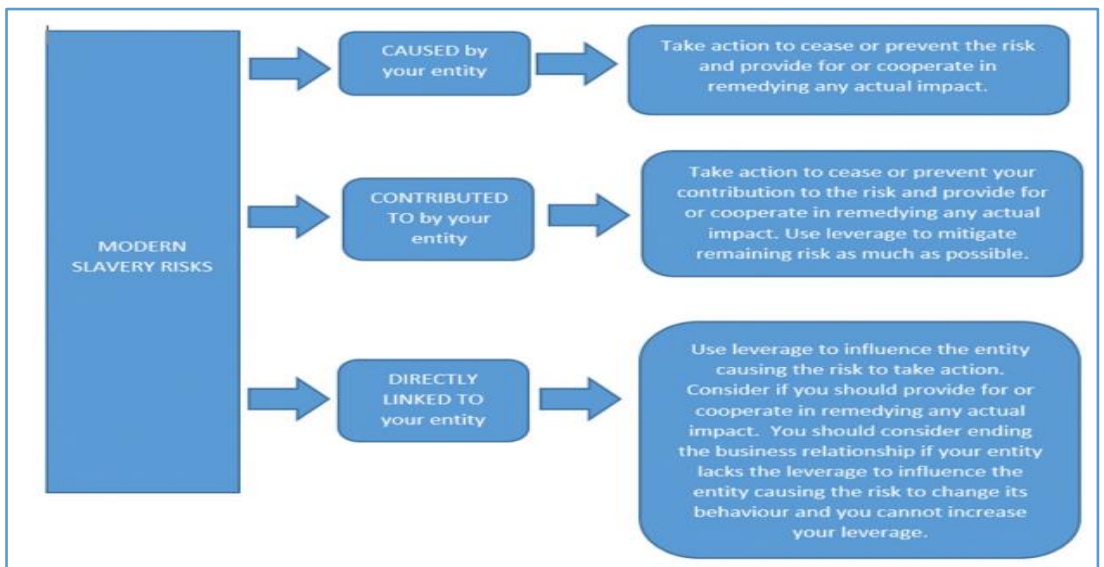
Criteria	Act Requirement
Threshold	AMSA is an Australian Entity
Threshold	AMSA has a Consolidated Revenue of at least \$100m in the reporting period
1. Identification	Requirement: Identify the reporting entity
	 <p>Australian Government Australian Maritime Safety Authority</p> <p>Australian Maritime Safety Authority is a Corporate Commonwealth Entity, operating under the <i>Public Governance Performance and Accountability Act 2013</i>.</p> <p>It was established by the <i>Australian Maritime Safety Authority Act 1990</i>.</p> <p>It is part of the Department of Infrastructure, Transport, Regional Development, Communications and the Arts Portfolio of the Australian Government.</p>
2. Organisation	Requirement: Describe the reporting entity's structure, operations and supply chains
A. Structure	<p>General Structure</p> <p>AMSA's organisational structure is made up</p> <ol style="list-style-type: none"> 1. the AMSA Board is appointed by the Minister for Infrastructure, Transport, Regional Development, Communications and the Arts Portfolio and consisting of a: <ol style="list-style-type: none"> (i) Chairperson; (ii) Deputy Chairperson; (iii) CEO; (iv) A person occupying an office in the portfolio department; and (v) five other members. 2. the Executive team, and 3. four operational and service areas (divisions): <ol style="list-style-type: none"> (i) Operations; (ii) Response; (iii) Policy and Regulation; and (iv) Corporate Services.

	<p>Australian Business Number</p> <p>AMSA holds the ABN 65 377 938 320 number on the Australian Business Register.</p> <p>AMSA does not own or control any other entities.</p> <p>Registered office and locations</p> <p>AMSA head office is located at 18 Marcus Clarke St, Canberra City, ACT, 2601.</p> <p>AMSA has 19 office locations across Australia.</p>
<p>B. Operations</p>	<p>Primary Role</p> <p>AMSA is Australia’s national agency responsible for safety of commercial vessels and ships, preventing and responding to ship based marine pollution and marine search and rescue.</p> <p>AMSA’s primary role is to:</p> <ul style="list-style-type: none"> • promote maritime safety and protection of the marine environment • prevent and combat ship-sourced pollution in the marine environment • provide infrastructure to support safe 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. <p>AMSA has a role in ensuring compliance with international conventions such as <i>Safety of Life at Sea (SOLAS)</i> and the <i>Maritime Labour Convention (MLC)</i> while international vessels are in Australian waters.</p> <p>AMSA fulfills two compliance and enforcement functions relevant to modern slavery risk, which are given effect in Australia by the <i>Navigation Act 2012</i> and specifically Marine Order 11 (Living and working conditions on vessels) 2015, made under that Act.</p> <p>Employees and representatives</p> <p>AMSA has approximately 482 employees, including a permanent representative in London, United Kingdom.</p> <p>AMSA also delegates powers to officials within relevant State maritime agencies and police forces to enable compliance activities.</p> <p>Countries of operation</p> <p>While AMSA is primarily based in Australia and servicing Australia’s territorial waters it also:</p> <ul style="list-style-type: none"> • conducts education and training campaigns within the pacific region, • assists in regional search and rescue activities where requested, and • is responsible for conducting flag State control inspections (Australian ships) in overseas ports.

	<p>Investments</p> <p>AMSA currently invests its cash reserves across the Commonwealth Bank, National Australia Bank, Westpac, ANZ and Suncorp. These provide access to funds in the event of a major pollution incident.</p> <p>AMSA's Stakeholders</p> <p>AMSA's stakeholders include, but are not limited to:</p> <ul style="list-style-type: none"> • our regulated community – domestic & commercial vessel industry, shipping industry and seafarers • Maritime service providers and partners—including navigation, pollution response, maritime and aviation search and rescue and contractors • Australian Government, state and territory governments and their agencies • International maritime community • Australian community 								
C. Supply chain	<p>Types of supply chains</p> <p>AMSA's supply chains are with various suppliers and specialists from Australia and internationally, including those with expertise in search and rescue, environmental emergencies, maintaining aids to navigation regulating domestic commercial vessels and international vessels entering Australian waters.</p> <p>Control of supply chains</p> <p>Supply chains are controlled with strict contracting arrangements as defined by the <i>Commonwealth Procurement Rules</i>.</p> <p>Suppliers to AMSA are required to comply with any laws, statutes, regulations, by-laws, ordinances or subordinate legislation in force from time to time.</p> <p>Disclosures: AMSA contracts valued at or above the relevant reporting threshold value of AUD\$400,000.00 (GST inclusive) are reported on AusTender: https://www.tenders.gov.au/.</p> <p>AMSA contracts valued at or above AUD\$100,000 (GST inclusive) are published on the AMSA website biannually as required under the Murray Motion: https://www.amsa.gov.au/about/reporting-and-accountability/tenders-and-contracts.</p> <p>Major suppliers</p> <p>Our major services are listed in the table below. These services provide long term and stable supply, enabling AMSA to achieve its objectives.</p> <table border="1" data-bbox="406 1568 1527 2047"> <thead> <tr> <th data-bbox="406 1568 909 1635">Major service required</th> <th data-bbox="909 1568 1527 1635">Source country (where known)</th> </tr> </thead> <tbody> <tr> <td data-bbox="406 1635 909 1747">Aerial Search and Rescue Services</td> <td data-bbox="909 1635 1527 1747">Australia based</td> </tr> <tr> <td data-bbox="406 1747 909 1859">Emergency Towage Capability</td> <td data-bbox="909 1747 1527 1859">Australia based</td> </tr> <tr> <td data-bbox="406 1859 909 2047">Travel Services</td> <td data-bbox="909 1859 1527 2047">Australia and international using the whole of Government travel arrangements.</td> </tr> </tbody> </table>	Major service required	Source country (where known)	Aerial Search and Rescue Services	Australia based	Emergency Towage Capability	Australia based	Travel Services	Australia and international using the whole of Government travel arrangements.
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Aerial Search and Rescue Services	Australia based								
Emergency Towage Capability	Australia based								
Travel Services	Australia and international using the whole of Government travel arrangements.								

Labour hire for call centre ICT and other services	Australian suppliers used for Australian based positions
Contractors for the construction and maintenance of Aids to Navigation (AtoN's)	Australia based
Material suppliers to contractors for construction of AtoNs	Australian and international including the Netherlands, Singapore, Japan, China and United Kingdom
Provision of office services and supplies, such as cleaning and office furniture	Australia based (WINC is the primary supplier for office supplies)
Provision of corporate clothing	Australian based contractor with potential international supply chains
Provision of IT equipment and supplies	Australian distributors using international companies (Dell, Apple, CISCO, HP, Aruba, Nutanix)

3. Risks Describe the risks of modern slavery practices in the operations and supply chains of the reporting entity and any entities it owns or controls



AMSA's operations and supply chains cross many industries and sectors - from call centre labour hire to search and rescue operations, stationery to construction of Aids to Navigation (AtoNs). These industries and sectors have complex multi-tiered downstream supply chains that span various industries and countries.

AMSA has conducted a risk assessment on major contracts and supply chains. This assessment is based on the following risk matrix:

	Negligible	Minor	Medium	High	Catastrophic
Almost Certain	Moderate	Moderate	High	Extreme	Extreme
Likely	Low	Moderate	High	High	Extreme
Possible	Low	Low	Moderate	High	High
Unlikely	Very Low	Low	Moderate	Moderate	High
Rare	Very Low	Very Low	Low	Moderate	Moderate

AMSA Risk Assessment

Risk	Contracts/supplies	Description
Very Low	<ul style="list-style-type: none"> AMSA's direct operations (i.e., employees) Travel Services Aerial Search and Rescue Emergency Towage Capability Dedicated AtoN maintenance General AtoN maintenance (various contracts) Corporate clothing Office furniture International sector of the maritime industry 	<p>AMSA has largely eliminated the risks associated with these contracts /supplies through various means including:</p> <ul style="list-style-type: none"> AMSA's Enterprise Agreement. Whole of Government arrangements (including panels) Generic contractual terms and conditions (including modern slavery clauses). Strict procurement activity in accordance with the Commonwealth Procurement Rules. Working closely with suppliers to address any modern slavery risks. Risks associated with the international sector of the maritime industry are addressed through the <i>Maritime Labour Convention 2006</i> (MLC) which sets out standards and regulations for the working and living conditions of seafarers. <p>Note: AMSA is satisfied that - through its MLC work and compliance with the Fair Work Act - the risk potential to cause, contribute to or be directly linked to modern slavery is very low.</p>
Low	<ul style="list-style-type: none"> Materials supplied for AtoN maintenance Search and rescue and emergency towage supplies 	<p>A low risk exists regarding elements of vessels that AMSA utilise, and goods procured overseas (equipment, vessel parts, unique building materials/minerals etc) that may include elements of indentured labour.</p>
Moderate	<ul style="list-style-type: none"> Provision of ICT equipment and supplies 	<p>The computer component manufacturing industry has a history of indentured labour and servitude.</p> <p>AMSA has no control over the risk presented by rare mineral mining supply chains associated with ICT manufacturing.</p>

	High	Nil	NA
	Extreme	Nil	NA
	<p>It is unlikely that AMSA’s current known and immediate supply chain has risks which meet the threshold for serious exploitation as defined by the Act.</p> <p>The ABF provides a list of modern slavery indicators which can be used to identify the risks of AMSA’s major suppliers including:</p> <ul style="list-style-type: none"> • sector and industry risks • product and service • geographic risk; and • entity risks. <p>The result of assessing the indicators and applying the CCL model is an internal risk and control table which AMSA will update as it improves its awareness and understanding of the risk of modern slavery.</p> <p>AMSA acknowledges that:</p> <ul style="list-style-type: none"> • visibility of the risks of modern slavery practices in the full downstream supply chains is limited • modern slavery risks to AMSA will change over time as operational requirements change and our understanding of our supply chains improves; and • identified contracts/supply chains include a risk that there may be links to modern slavery further down the supply chain that are outside of AMSA’s control and that are not visible to AMSA. 		
4. Controls	<p>Describe the actions taken by the reporting entity and any entities it owns or controls to assess and address these risks, including due diligence and remediation processes</p>		
	<p>Generic Controls</p> <p>AMSA has a range of controls to ensure that, where possible, our suppliers do not contribute to the risk of modern slavery. These controls include:</p> <ul style="list-style-type: none"> • inclusion of Terms and Conditions relating to modern slavery in AMSA RFT and evaluation documentation • use of AMSA contract terms and conditions by preference identifying specific legislative compliance requirements • utilisation of whole of government purchasing agreements and panels including Travel, Digital Marketplace, and Fleet leasing • specific onsite contract management and monitoring of major contracts; and • specific thresholds established to determine appropriate levels of contract management. <p>Shipping controls</p> <p>As a regulator AMSA undertakes ship inspections which includes checking for elements of modern slavery.</p>		

Due Diligence and Remediation Process

Where a risk of modern slavery is identified, AMSA will continue to provide education to staff on any potential risks/impacts and possible controls. This may include closer due diligence of suppliers, any subcontractors and major suppliers.

AMSA continues to identify ongoing areas of concern to determine any specific areas that should be more closely monitored, including additional clauses in contracts and other procurement documentation as appropriate.

AMSA processes and procedures have helped to assess and identify any potential risks in our approaches to market, contracts, and supply chains. No specific risks or issues have been identified.

5. Evaluation

Describe how the reporting entity assesses the effectiveness of actions being taken to assess and address modern slavery risks

AMSA continues to implement two key actions from our previous Modern Slavery Statements:

Actions from previous Statements	Action Taken	Effectiveness of Action Taken
<p>1. The procurement team continues to develop its procurement training program for the identification of potential modern slavery risks and will continue to educate staff on:</p> <ul style="list-style-type: none"> • what modern slavery is; • what modern slavery looks like in Government supply chains; • what AMSA can do to further address modern slavery risks; and • how to report concerns about modern slavery practices. 	<p>AMSA includes references to modern slavery in its training programs on procurement processes.</p> <p>Training covers clauses in request and contract documentation and explains the need to address the risks and concerns with modern slavery practices.</p>	<p>AMSA is confident that there is an adequate understanding of what modern slavery means and how to address any issues relating to modern slavery that may occur.</p>
<p>2. In addition to the training detailed above, AMSA will in future reporting periods continue to look to:</p> <ul style="list-style-type: none"> • streamline and further embed modern slavery considerations into procurement practices; • harmonise data collection and reporting on modern slavery risks and actions in order to capture, analyse and report on a higher degree of granular data on activities and risks; and 	<p>AMSA continues to streamline all aspects of the procurement process, including issues relating to modern slavery.</p> <p>If there is evidence found of modern slavery activities AMSA will capture data and report these activities to Border Force as required.</p>	<p>There have been no instances of modern slavery identified within AMSA's supply chain.</p> <p><i>(Note: MLC Annual Reporting available at reference link 7)</i></p>

	<ul style="list-style-type: none"> undertake more detailed mapping of suppliers, including identification of major shared suppliers, in order to facilitate greater collaboration and shared learning across AMSA. 		
<p>AMSA has not experienced any instances of modern slavery or any issues regarding modern slavery in any of our current contracts or associated supply chains.</p> <p>With the key actions outlined above AMSA is in a strong position to address any issues that arise with a risk-based approach in line with AMSA governance and risk-management principles.</p> <p>Continuous improvement and future actions</p> <p>AMSA will continue to review policies and procedures to include references to modern slavery, including procurement and contract templates, i.e. inclusion of specific clauses contained within Approach to Market (ATM) documents sourced through Department of Finance 'Clausebank'.</p> <p>Further, AMSA contract managers will continue to work with current providers to minimize any issues relating to modern slavery - supported by ongoing training from the procurement team, with reference to modern slavery in regular training sessions.</p> <p>A list of potential known risks is maintained through AMSAs internal modern slavery risk and control table, helping to strengthen AMSA's understanding of, and capacity to, address and mitigate modern slavery risks.</p> <p>AMSA is investigating establishing a mechanism to allow safe reporting of modern slavery risks in operations and supply chain within contracts.</p>			
6. Consultation	Describe how the reporting entity consulted on its statement with any entities it owns or controls		
	<p>AMSA does not own or control any other entities.</p>		
7. Relevant Information	include information that you think is relevant		
	<p>AMSA has identified our work with the MLC in the risk assessment under Criterion 3 - Risks.</p>		

Appendix 1: References

1. Department of Home Affairs, [Commonwealth Modern Slavery Act 2018 Guidance for Reporting Entities](#)
2. [AMSA Corporate Plan 2023-24 to 2026-27](#)
3. [AMSA Board](#) and [Organisation Structure](#) – AMSA website
4. [Australian Maritime Safety Authority Act 1990](#)
5. [Public Governance, Performance and Accountability Act 2013](#)
6. Maritime Labour Convention, 2006: [A Guide to the implementation of the MLC 2006 in Australia](#)
7. [AMSA Maritime Labour Convention \(MLC\) Annual Reports](#) – AMSA website
8. [United Nations Guiding Principles on Business and Human Rights](#)
9. [UN Global Compact Network Australia \(UNGCNA\) Guidance publication on managing modern slavery risks within maritime shipping supply chains](#)