



Australian Government

**Seafarers Safety, Rehabilitation
and Compensation Authority**

SEACARE SCHEME DATA

2018–2019

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Contents

1. Introduction	4
1.1. Purpose	4
1.2. Key findings	4
2. Coverage	5
2.1 Seafarers Act coverage	5
2.2 OHS(MI) coverage	7
3. Occupational health and safety	8
3.1 Workers' compensation data	8
3.2 Claim characteristics	9
3.3 Ratio of reported incidents to seafarers	15
4. Workers' compensation	16
4.1 Claims summary	16
4.2 Timeliness of decision making	17
4.3 Claim payments	18
4.4 Reconsiderations	19
4.5 Disputation	20
5. Return to work	22
5.1 Duration of claims	22
5.2 Median lost time	22
5.3 Rehabilitation and return to work	23
6. Data sources and related information	24
6.1. Advice to reader on the data	24
6.2. Data sources used in this publication	24
6.3. Calculation of data	25
6.4. Related data sources	25

1. Introduction

1.1. Purpose

The Seacare scheme is a national scheme of occupational health and safety (OHS), rehabilitation and workers' compensation arrangements for employees on prescribed ships or units. The *Occupational Health and Safety (Maritime Industry) Act 1993* (OHS(MI) Act) covers seafarers for OHS, and the *Seafarers Rehabilitation and Compensation Act 1992* (Seafarers Act) covers seafarers for rehabilitation and workers' compensation arrangements.

The Seacare scheme is overseen by the Seafarers Safety, Rehabilitation and Compensation Authority (Seacare Authority). The Seacare Authority is a statutory body established under the Seafarers Act and oversees both the Seafarers Act and OHS(MI) Act, however the Australian Maritime Safety Authority (AMSA) has regulatory (inspectorate) functions conferred on it under the OHS(MI) Act.

This document presents an overview of the Seacare scheme and includes statistical data on the scheme's performance. The Seacare Authority has published this document as part of its legislative functions under Seafarers Act.

1.2. Key findings

At the scheme level, for the five years from 2013-14 to 2018-19:

- The number of employees covered under the Seafarers Act has reduced from 6,960 to 4,409 (refer to Figure 1)
- The number of employees covered under the OHS(MI) Act has reduced from 4,377 to 2,475 (refer to Figure 2)
- There has been a 13 per cent reduction in the frequency rate of claims with one week or more of time lost, 7.0 claims per million hours worked to 6.1 claims per million hours worked. (Refer Figure 3)
- The ratio of reported incidents under the OHS(MI) Act per 1,000 seafarers has reduced by almost 71 per cent, from 12.3 to 3.6 (refer Table 12)
- There has been an improvement in the disputation rate, from 31 per cent to 17 per cent (refer Figure 12)

2. Coverage

2.1 Seafarers Act coverage

Figure 1 and Table 1 provide the total number of employees (headcount), FTE employees and hours worked under the Seafarers Act as reported by scheme employers from 2014–15 to 2018–19.

The head count figure includes full-time and part-time employees as well as those who may have worked on limited term contracts and for multiple employers at different times throughout the year.

There has been an overall decline in the size of the Seacare scheme over the five reporting periods, with the 2018–19 year presenting the lowest recorded headcount, FTE employees and hours worked for the scheme.

Figure 1: Seafarers Act—Employee numbers, FTE employees and hours worked (2014–15 to 2018–19)

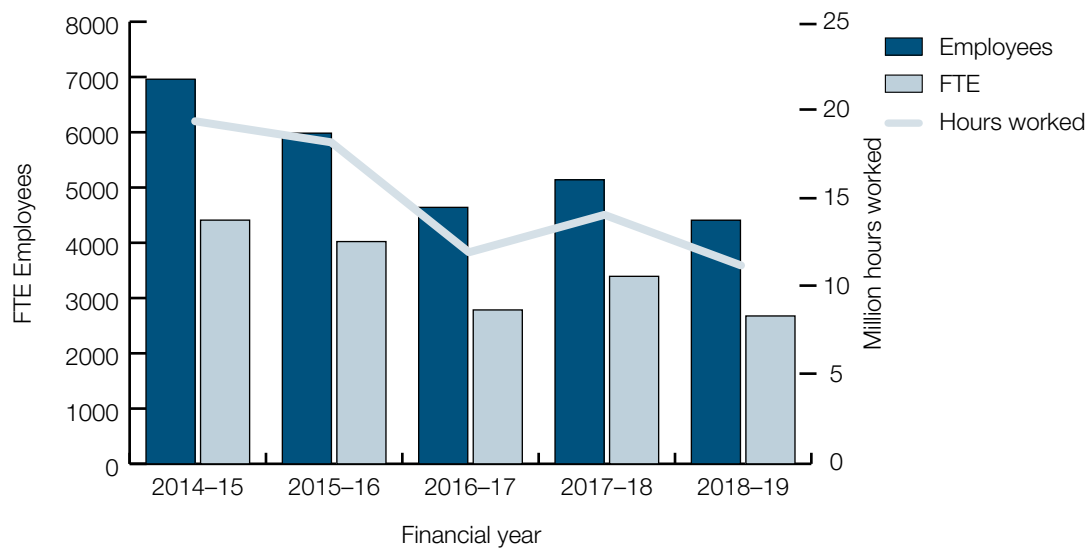


Table 1: Seafarers Act—Employee numbers, FTE employees and hours worked¹

	2014–15	2015–16	2016–17	2017–18	2018–19
Total Employees	6,960	5,984	4,641	5,140	4,409
Total FTE	4,410	4,022	2,785	3,393	2,676
Total hours worked	19,495,844	18,023,548	11,941,378	14,480,878	11,443,210

¹ Employers provide information on employee numbers and hours worked biannually. As such, the figures reported in Table 1 are an average of the employee and hours worked figures provided over the relevant financial year.

The past five years has seen a gradual increase in the proportion of employees aged 45 years and over, from 47 per cent in 2014-15 to 54 per cent in 2018-19. Over the same period, the proportion of employees aged under 30 years has decreased from 14 per cent to 10 per cent, with no workers under 20 years of age in the past two reporting periods. This shift in the age profile indicates an ageing workforce which, if continued, may present challenges for scheme employers with regards to work design and workforce renewal.

Table 2: Employees by Age Range under the Seafarers Act²³

	2014-15	2015-16	2016-17	2017-18	2018-19
<20	0%	1%	1%	0%	0%
20-24	4%	4%	4%	3%	3%
25-29	10%	10%	9%	7%	7%
30-34	12%	12%	12%	12%	12%
35-39	12%	12%	13%	12%	11%
40-44	14%	13%	14%	14%	13%
45-49	14%	13%	13%	14%	15%
50-54	13%	14%	14%	14%	15%
55+	20%	21%	20%	22%	24%

Table 3 shows that for the past five years approximately one third of seafarers were employed as Integrated Ratings. This has remained the leading occupational grouping over time, while the relative proportion of employees in the Deck Officer grouping has started to decrease over the last three years.

Table 3: Employees by Occupational Grouping under the Seafarers Act³

	2014-15	2015-16	2016-17	2017-18	2018-19
Deck Officers	25%	28%	28%	25%	23%
Engineers	21%	22%	21%	22%	23%
Integrated Ratings	32%	29%	29%	27%	32%
Catering	18%	17%	19%	23%	20%
Trainees	4%	3%	3%	2%	2%

2 The employee figures reported in Table 2 and 3 are based on the employees who were engaged at the conclusion of the relevant financial year.

3 Totals may not sum from components due to rounding.

2.2 OHS(MI) coverage

Figure 2 shows the total number of FTE employees and total hours worked under the OHS(MI) Act, as reported by scheme employers, between 2014-15 and 2018-19. The raw data is provided in Table 4.

Similar to the Seafarers Act, there has been a decrease in the total number of FTE employees and total hours worked under the OHS(MI) Act in the 2018-19 financial year as compared to the previous year. The five-year trend is also broadly similar to the Seafarers Act, with the 2018-19 outcomes being the lowest of the five-year period.

Figure 2: OHS(MI) Act—FTE employees and Hours Worked—2014–15 to 2018–19

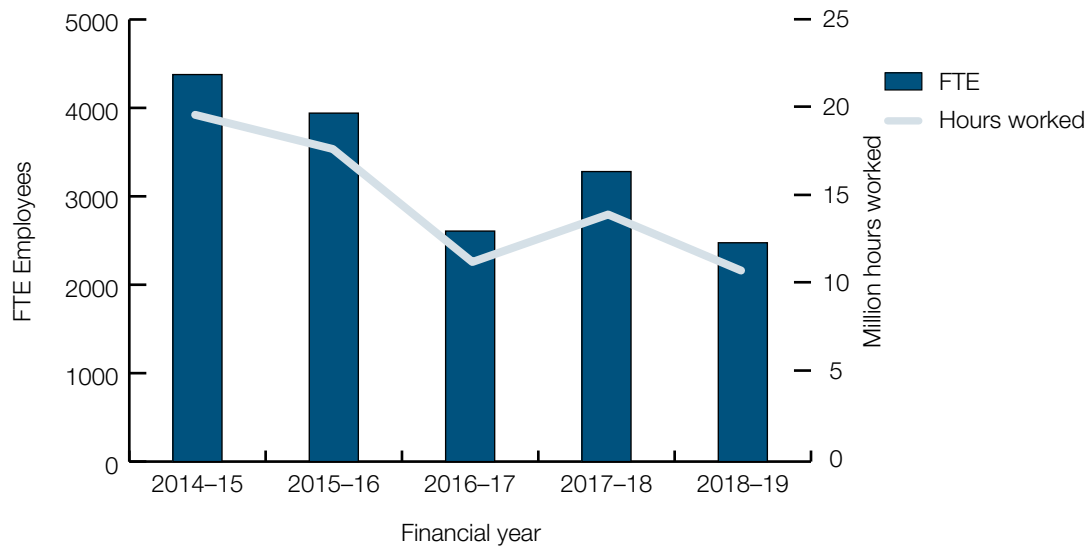


Table 4: OHS(MI) Act—FTE employees and hours worked

	2014–15	2015–16	2016–17	2017–18	2018–19
FTE	4,377	3,941	2,607	3,280	2,475
Hours worked	19,343,400	17,681,248	11,178,058	13,871,494	10,602,724

3. Occupational health and safety

3.1 Workers' compensation data

The injury (and disease) incidence and frequency rates are two nationally recognised, high-level OHS outcome indicators. The incidence rate is derived from the number of claims (accepted claims, excluding journey claims) per 1000 FTE employees while the frequency rate is based on accepted claims per one million hours worked.

Using the frequency rate reflects the 24 hour a day nature of seafaring work and the fact that injuries occurring at any time while on board are potentially compensable. In addition, most employers generally use a 24-hour divisor in calculating enterprise OHS performance indicators such as lost time injury frequency rates.

Figure 3 and Table 5 provide the incidence rate of claims resulting in one, four and 12 weeks of time off work, as well as the frequency rate of claims resulting in one week of time off work. They show that there has been a decrease in incidence rates for claims resulting in one, four- and twelve-weeks incapacity, with the sharpest decline seen in claims with one week or more of incapacity.

The higher incidence and frequency rates in the 2017-18 financial year correlate to the apparent increase in worker numbers in the same period.

Figure 3: Injury incidence and frequency rates (2014–15 to 2018–19)

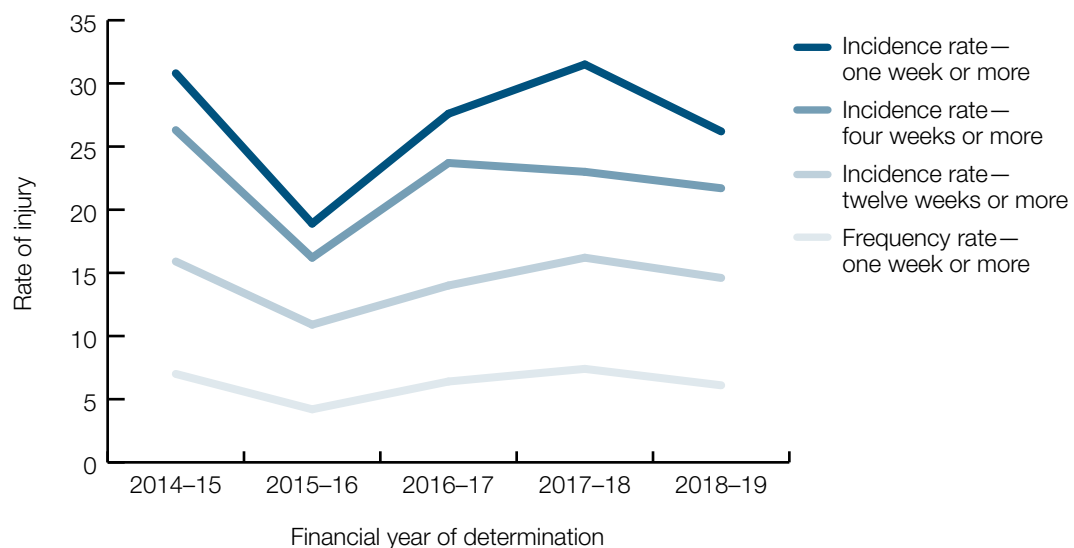


Table 5: Injury incidence and frequency rates (2014–15 to 2018–19)

	2014–15	2015–16	2016–17	2017–18	2018–19
Incidence rates—per 1000 FTE					
One week or more duration	30.8	18.9	27.6	31.5	26.2
Four weeks or more duration	26.3	16.2	23.7	23.0	21.7
Twelve weeks or more incapacity	15.9	10.9	14.0	16.2	14.6
Frequency rate—per 1,000,000 hours worked					
One week or more incapacity	7.0	4.2	6.4	7.4	6.1

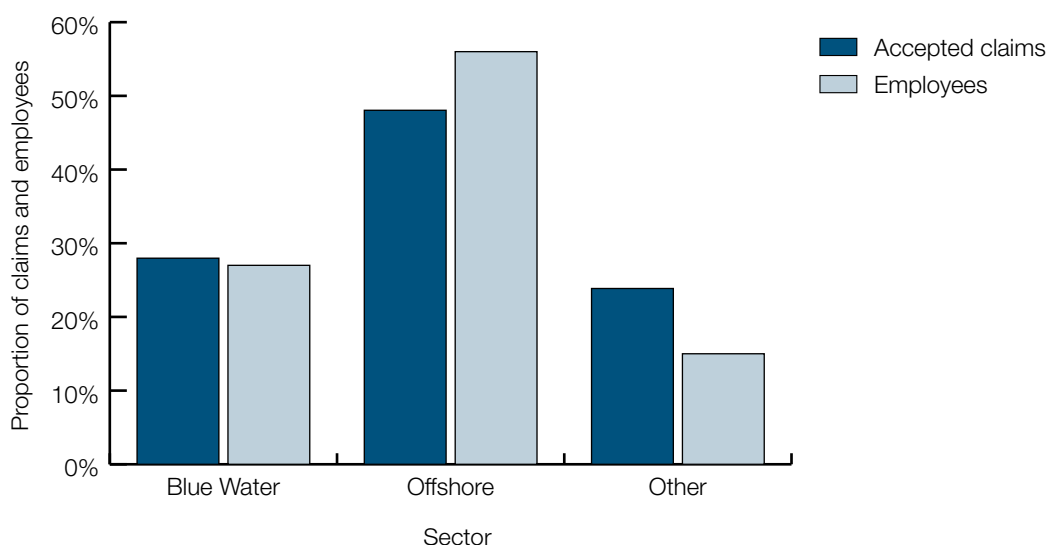
3.2 Claim characteristics

This section provides a breakdown of claims based on a number of key characteristics: sector, types and cause of injuries, location on the ship where the injury occurred and the age and occupation of the employee.

Claims by sector

Figure 4 provides a breakdown of accepted claims by sector in 2018–19. While the Offshore sector accounted for the largest proportion of employees under the Seafarer’s Act and the highest proportion of claims, the ‘Other’ sector had a significantly higher proportion of accepted claims compared to the proportion of employees in this sector. This sector covers ship types including Passenger, Dredge, Tugs and Special.

Figure 4: Accepted compensation claims and employees by sector—2018–19



Nature of injury

Figure 5 and Table 6 provide a breakdown of claims by the condition claimed (nature) for claims accepted between 2014–15 and 2018–19. Sprains and strains continue to be the most prevalent type of injury, accounting for approximately 56 per cent of all injuries recorded in-line with the proportion of sprains and strains claims experienced in 2017–18.

Figure 5: Claims by nature of injury (2014–15 to 2018–19)

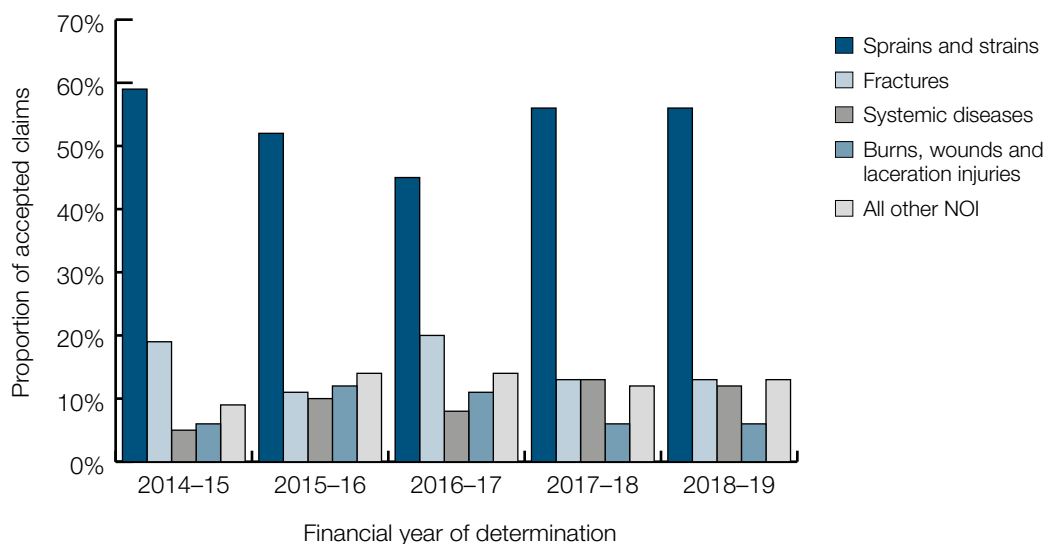


Table 6: Number and proportion of claims by nature of injury (2014–15 to 2018–19)⁴

Nature of injury	2014–15		2015–16		2016–17		2017–18		2018–19	
	Claims	%	Claims	%	Claims	%	Claims	%	Claims	%
Sprains and Strains	96	59%	51	52%	40	45%	70	56%	47	56%
Fractures	31	19%	11	11%	18	20%	17	13%	11	13%
Systemic Diseases	8	5%	10	10%	7	8%	16	13%	10	12%
Burns, Wounds and Laceration Injuries	10	6%	12	12%	10	11%	8	6%	5	6%
Other Injuries	2	1%	4	4%	4	4%	5	4%	0	0%
Musculoskeletal Diseases	7	4%	6	6%	4	4%	4	3%	6	7%
Mental Diseases	2	1%	3	3%	2	2%	4	3%	3	4%
Head, Brain, Nerve and Spinal Cord Injuries	3	2%	0	0%	3	3%	1	1%	2	2%
Cancer Diseases	3	2%	2	2%	1	1%	0	0%	0	0%
Other Diseases and Claims	0	0%	0	0%	0	0%	1	1%	0	0%

⁴ Totals may not sum from components due to rounding.

Mechanism of Incident

Figure 6 and Table 7 provide a breakdown of claims by the mechanism of injury for claims accepted between 2014–15 and 2018–19. The mechanism of injury identifies the overall action, exposure or event that best describes the circumstances that resulted in the most serious injury or disease. Body stressing continues to be the most prevalent cause of injury within the Seacare scheme, followed by falls, slips and trips. The proportion of accepted falls, slips and trips claims is the lowest seen across the past five years.

Figure 6: Claims by mechanism of injury (2014–15 to 2018–19)

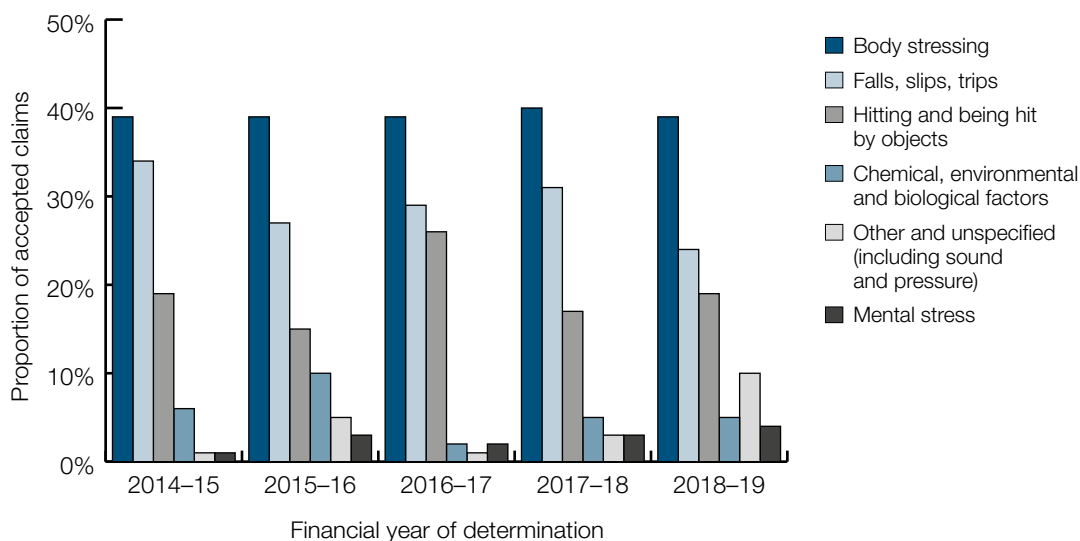


Table 7: Number and proportion of claims by mechanism of injury (2014–15 to 2018–19)⁵

Mechanism of injury	2014–15		2015–16		2016–17		2017–18		2018–19	
	Claims	%	Claims	%	Claims	%	Claims	%	Claims	%
Body Stressing	63	39%	39	39%	35	39%	51	40%	33	39%
Falls, slips, trips	55	34%	27	27%	26	29%	39	31%	20	24%
Hitting and being hit by objects	31	19%	15	15%	23	26%	22	17%	16	19%
Chemical, environmental and biological factors	9	6%	10	10%	2	2%	6	5%	4	5%
Other and unspecified (including sound and pressure)	2	1%	5	5%	1	1%	4	3%	8	10%
Mental stress	2	1%	3	3%	2	2%	4	3%	3	4%

⁵ Totals may not sum from components due to rounding.

Ship location

Figure 7 and Table 8 provide a breakdown of the most common areas on a ship for injuries to occur. These both show that Deck Spaces continue to be the leading ship location of injury across the scheme which is consistent with the previous four years, followed by Machinery Spaces and Galley.

Figure 7: Claims by location on ship (2014–15 to 2018–19)

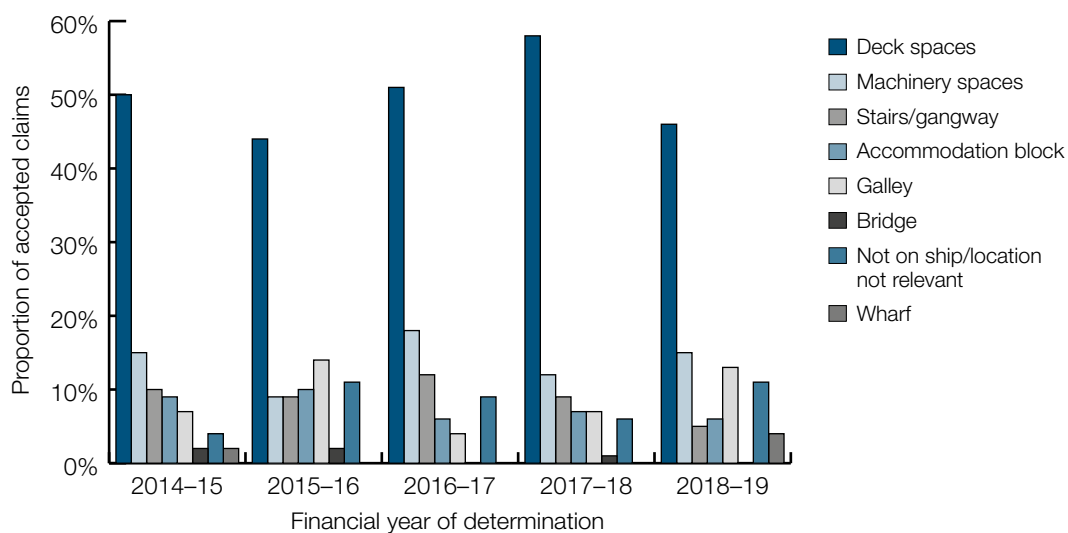


Table 8: Number and proportion of claims by location on ship (2014–15 to 2018–19)⁶

Location on ship	2014–15		2015–16		2016–17		2017–18		2018–19	
	Claims	%	Claims	%	Claims	%	Claims	%	Claims	%
Deck Spaces	81	50%	44	44%	45	51%	73	58%	39	46%
Machinery Spaces	25	15%	9	9%	16	18%	15	12%	13	15%
Stairs/gangway	17	10%	9	9%	11	12%	11	9%	4	5%
Accommodation Block	15	9%	10	10%	5	6%	9	7%	5	6%
Galley	11	7%	14	14%	4	4%	9	7%	11	13%
Bridge	4	2%	2	2%	0	0%	1	1%	0	0%
Not on ship/ location not relevant	6	4%	11	11%	8	9%	8	6%	9	11%
Wharf	3	2%	0	0%	0	0%	0	0%	3	4%

⁶ Totals may not sum from components due to rounding.

Claims by age and employment category

A comparison of claims by the age of the employee at the time of injury and by occupational category provides a view of how the scheme's claims experience has changed over the last five years.

Figure 8 and Table 9 compare the proportion of accepted claims and number of employees in 2014–15 and 2018–19 by age grouping. In 2018–19, employees aged 45 or over made up approximately 54 per cent employees within the scheme and 74 per cent of accepted claims. This is an increase from 47 per cent of employees and 59 per cent of claimants in the same age group in 2014–15.

Figure 8: Proportion of claims and employees by age grouping (2014–15 and 2018–19)

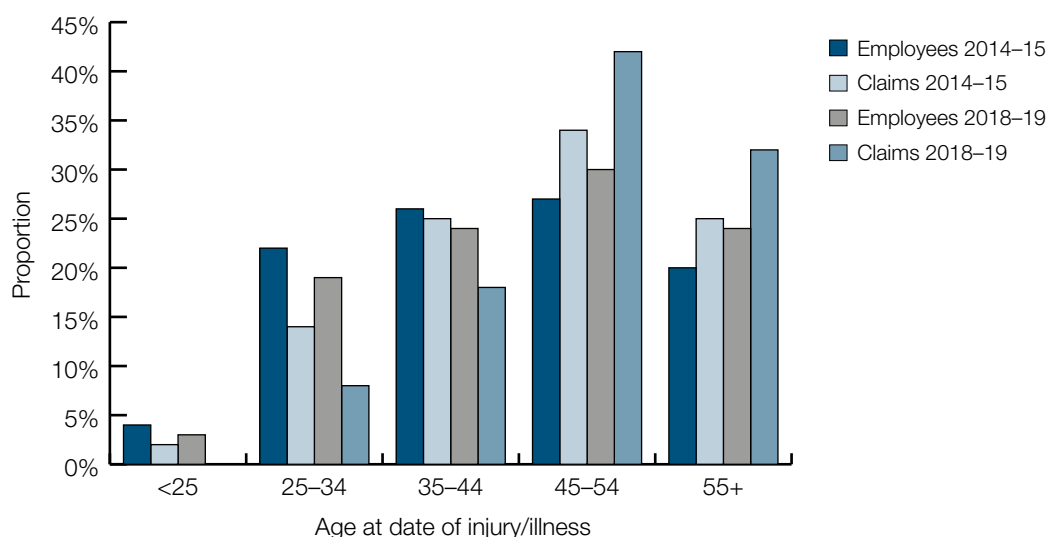


Table 9: Number and proportion of claims and employees by age grouping (2014–15 and 2018–19)⁷

Age range	2014–15				2018–19			
	Employees		Claims		Employees		Claims	
	Number	%	Number	%	Number	%	Number	%
<20	16	0%	0	0%	16	0%	0	0%
20–24	289	4%	4	2%	107	3%	0	0%
25–29	698	10%	15	9%	274	7%	1	1%
30–34	819	12%	8	5%	513	12%	6	7%
35–39	809	12%	14	9%	471	11%	11	13%
40–44	944	14%	26	16%	538	13%	4	5%
45–49	949	14%	26	16%	647	15%	11	13%
50–54	878	13%	29	18%	622	15%	24	29%
55+	1,382	20%	40	25%	994	24%	27	32%

⁷ Totals may not sum from components due to rounding.

Figure 9 and Table 10 compare the proportion of accepted claims in 2014–15 and 2018–19 across the five key occupational groupings. Integrated ratings account for the highest percentage of employees (32 per cent) and make up the highest proportion of accepted claims (52 per cent) in the 2018-19 financial year. Catering account for the second highest proportion of claims (18 per cent) but made up only the fourth highest percentage of employers (20 per cent), behind Deck Officers and Engineers (both approximately 23 per cent).

Figure 9: Proportion of claims by occupational category (2014–15 and 2018–19)

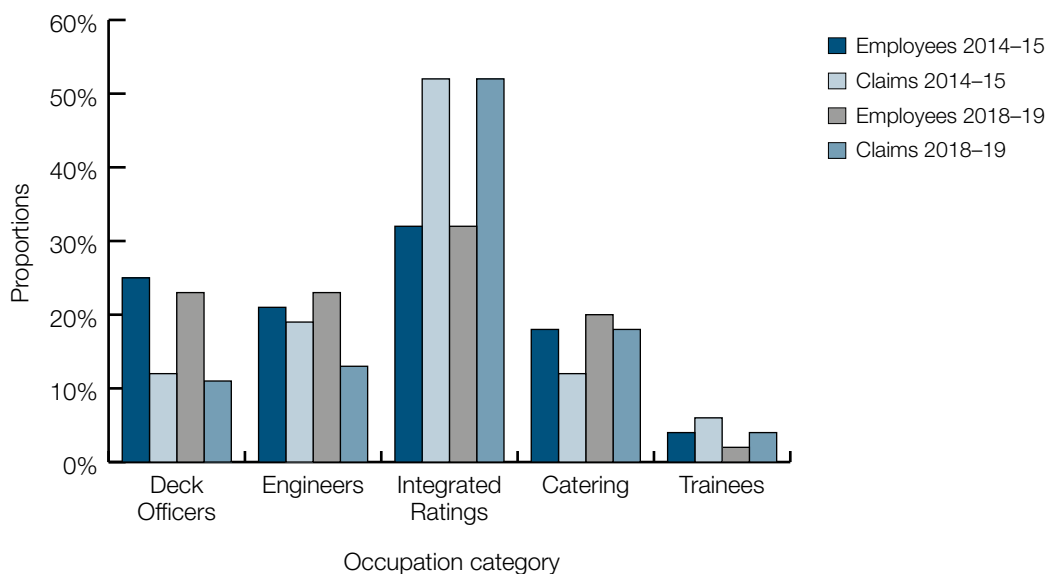


Table 10: Number and proportion of claims by occupational category (2014-15 and 2018-19)

Occupational category	2014–15				2018–19			
	Employees		Claims		Employees		Claims	
	Number	%	Number	%	Number	%	Number	%
Deck Officers	1,726	25%	20	12%	969	23%	9	11%
Engineers	1,425	21%	30	19%	961	23%	11	13%
Integrated Ratings	2,144	32%	84	52%	1,335	32%	44	52%
Catering	1,226	18%	19	12%	821	20%	15	18%
Trainees	263	4%	9	6%	96	2%	3	4%
Unranked/ other	0	0%	0	0%	0	0%	2	2%

8 Totals may not sum from components due to rounding.

3.3 Ratio of reported incidents to seafarers

The ratio of incidents reported and incidents involving five days or more incapacity, as reported to the Australian Maritime Safety Authority, are provide in Table 11 below. While this shows a fluctuation of the number of seafarers (FTE employees) under the OHS(MI) Act the number and ratio of incidents reported have both steadily decreased each year since 2015–16.

Table 11: Ratio of reported incidents to seafarers

	2014–15	2015–16	2016–17	2017–18	2018–19
Number of seafarers (FTE employees) under the OHS(MI) Act	4,377	3,941	2,607	3,280	2,475
All incidents reported	54	52	30	16	9
Ratio (incidents per 1000 seafarers)	12.3	13.2	11.5	4.9	3.6
Incidents reported involving an incapacity of five or more days	43	42	22	16	5
Ratio (incidents involving five or more days incapacity per 1000 seafarers)	9.8	10.7	8.4	4.9	2.0

4. Workers' compensation

4.1 Claims summary

Workers' compensation claims data reported by Seacare scheme employers to the Seacare Authority in accordance with the Seafarers Act is summarised in Table 12 below.

Table 12: Claims data 2014–15 to 2018–19

	2014–15	2015–16	2016–17	2017–18	2018–19
Claims lodged					
Claims accepted	162	99	89	126	84
Claims rejected	20	13	14	5	11
Claims pending	0	0	0	0	2
Total	182	112	103	131	97
Claims accepted					
Claims accepted—on duty	155	90	82	114	73
Claims accepted—off duty	6	5	5	7	6
Journey claims	1	3	1	3	2
Claims while studying	0	1	0	1	2
Property claims	0	0	0	0	0
Other	0	0	1	1	1
Total	162	99	89	126	84
Claims accepted—summary and duration					
Claims accepted—excluding property claims	162	99	89	126	84
Claims accepted—excluding journey and property claims	161	96	88	123	82
Claims accepted—one week or more duration (excluding journey claims)	134	73	76	104	64
Claims accepted—four weeks or more duration (excluding journey claims)	115	62	65	75	52
Claims accepted—twelve weeks or more duration (excluding journey claims)	69	41	37	53	32
Medical accepted claims					
(no lost time)	10	11	8	12	6
Claims accepted involving lost time	142	80	80	113	70
Claims accepted—work related fatalities	0	1	0	1	0
Claims accepted involving lost time (excluding journey claims)	141	77	79	110	68

4.2 Timeliness of decision making

The proportion of claims that are lodged within one month and between one and three months of the date of injury in 2018–19 has remained consistent with 2017–18, with 91 per cent of claims lodged within 3 months of the date of injury (disease). Approximately 98 per cent of claims were lodged within 12 months of the date of injury.

Table 13: Time from injury to lodgement⁹

	2014–15	2015–16	2016–17	2017–18	2018–19
Within first month	69%	64%	64%	72%	71%
Between 1 and 3 months	21%	23%	20%	20%	20%
Between 4 and 12 months	6%	8%	10%	4%	7%
After 12 months	4%	4%	6%	5%	2%

The Seafarers Act requires that all claims for injury or disease are determined within 12 days from the date that the claim is lodged with the employer. Claims for permanent impairment and those relating to deceased employees are required to be determined within 30 and 60 days respectively. Table 14 shows that 73 per cent of claims were determined within the relevant statutory time frames in 2018–19—this is consistent with the 2017–18 outcome.

Table 14: Claims determined within statutory timeframes⁹

	2014–15	2015–16	2016–17	2017–18	2018–19
Proportion determined within statutory timeframes	76%	69%	64%	73%	73%
Within 4 weeks	8%	12%	18%	17%	14%
More than 4 weeks	16%	20%	17%	11%	12%

Where an injury lasts, or is expected to last, 28 days or more, the Seafarers Act states that the employer must arrange an assessment of the employees' capacity to undertake a rehabilitation program. During 2018–19, less than 25 per cent of rehabilitation assessments undertaken occurred within 14 days from the date of injury. This is the lowest result within this time over the past five years. One to three months from date of injury continues to be the most likely timeframe for rehabilitation assessments, with an outcome of 36 per cent for the 2018–19 year.

Table 15: Time from injury to rehabilitation assessment⁹

	2014–15	2015–16	2016–17	2017–18	2018–19
1 to 7 days	25%	26%	12%	11%	20%
8 to 14 days	9%	14%	18%	11%	14%
15 to 21 days	4%	7%	9%	0%	6%
22 to 31 days	9%	8%	9%	14%	2%
1 to 3 months	26%	26%	27%	36%	35%
4 to 12 months	26%	15%	15%	23%	18%
> 12 months	0%	5%	9%	5%	6%

⁹ Totals may not sum from components due to rounding.

4.3 Claim payments

Of the total claim payments during 2018–19, weekly compensation (time off work) accounts for approximately 57 per cent of all claim payments. Total claim payments have increased by 4 per cent between 2015–16 and 2018–19 with rehabilitation costs increasing by more than 120 per cent in the same period. Rehabilitation costs were the only category to increase each year since 2015–16.

Table 16: Claims payments by financial year of payment

	2014–15	2015–16	2016–17	2017–18	2018–19
Weekly compensation	\$8,396,553	\$5,882,909	\$6,483,713	\$7,483,462	\$6,962,817
Lump Sum	\$5,035,258	\$3,725,116	\$2,897,121	\$2,766,266	\$2,750,500
Medical	\$1,110,515	\$986,259	\$730,986	\$921,141	\$1,280,763
Rehabilitation	\$373,953	\$299,625	\$354,240	\$471,125	\$662,894
Legal Costs	\$641,713	\$603,421	\$536,139	\$506,084	\$307,286
Medical Report	\$71,135	\$45,417	\$41,947	\$139,815	\$33,561
Investigation	\$105,901	\$110,277	\$39,086	\$50,954	\$130,424
Other	\$421,527	\$141,743	\$126,209	\$110,498	\$132,451
Total	\$16,156,556	\$11,794,767	\$11,209,440	\$12,449,345	\$12,260,696

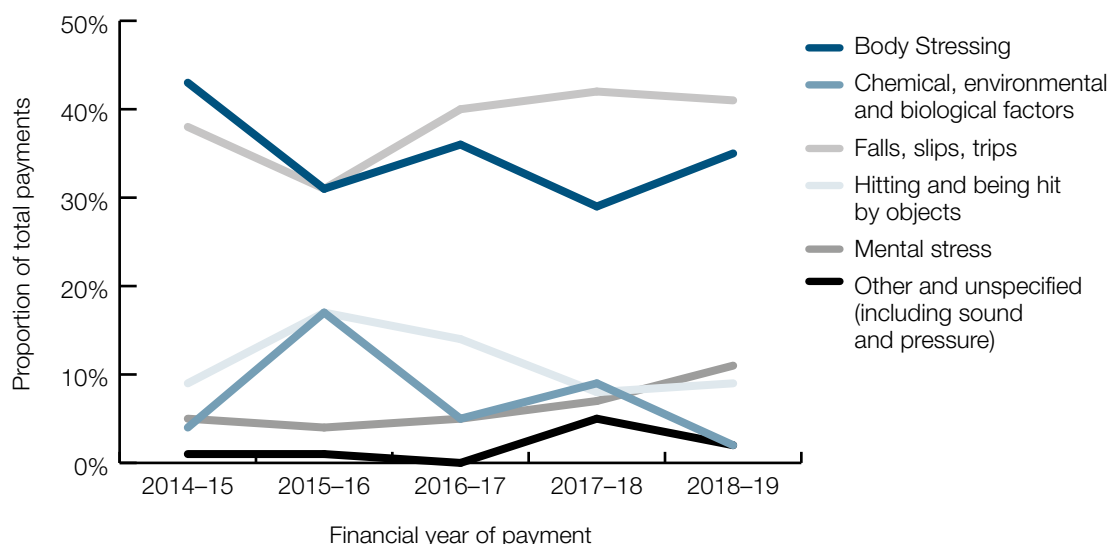
Table 17 and Figure 10 show that by mechanism of injury, Falls, Slips and Trips accounting for the largest proportion of payments made in the 2018–19 financial year (41 per cent) followed by Body Stressing (35 per cent). Mental Stress claims, while accounting for a relatively small proportion of total payments in each year, continue to increase and accounted for the third largest proportion of payments made in 2018–19 (11 per cent).

Table 17: Claims payments by financial year of payment—mechanism of injury¹⁰

	2014–15	2015–16	2016–17	2017–18	2018–19
Body Stressing	43%	31%	36%	29%	35%
Chemical, environmental and biological factors	4%	17%	5%	9%	2%
Falls, slips, trips	38%	31%	40%	42%	41%
Hitting and being hit by objects	9%	17%	14%	8%	9%
Mental stress	5%	4%	5%	7%	11%
Other and unspecified (including sound and pressure)	1%	1%	0%	5%	2%

¹⁰ Totals may not sum from components due to rounding.

Figure 10: Claims payments by financial year of payment—mechanism of injury



4.4 Reconsiderations

Under subsection 78(4) of the Seafarers Act an employer must, upon receipt of a written request from an employee for a reconsideration of a claim determination, arrange for an industry panel or a Comcare officer to assist in reconsidering the determination. This review is the first stage of the review process under the Seafarers Act. As there is no industry panel in place in accordance with section 78 of the Seafarers Act, Comcare conducts undertakes all requests by employers for assistance to reconsider a determination.

In 2018–19, 21 determinations were reviewed on behalf of eleven employers. Of these, recommendations were made to affirm the determinations of the employer in eleven cases (52 per cent). This was an increase on the 2017–18 financial year’s result of 24 per cent but is still the second lowest outcome over the five years.

Table 18: Reconsideration assistance provided by Comcare

	2014–15	2015–16	2016–17	2017–18	2018–19
Determinations reviewed	34	13	15	17	21
Recommendations affirming determination	20	11	12	4	11
Recommendations varying determination	1	0	2	6	0
Recommendations revoking determination	10	1	0	6	4
Investigate	0	0	1	1	6
Number of employers	19	9	8	8	11

4.5 Disputation

The Administrative Appeals Tribunal (AAT) is the second tier of review for disputed claims. The AAT review process usually begins with a conference to enable applicants to discuss with their employer, in the presence of an AAT official, the reasons for challenging the employer's determination of their claim. The conference provides an opportunity for the parties to agree on a decision. If, following the conference process, the matter has not been settled, a compulsory conciliation conference will be listed. If the matter fails to settle at the conciliation conference it will go to a hearing unless both parties and the AAT agree on mediation.

Figure 11 and Table 19 show both the rejection rate and the disputation rate for the scheme. The disputation rate is taken as the total number of AAT applications lodged in the period as a percentage of active claims in the period (an active claim is defined as a claim with a payment of any kind made in the reporting period).

The disputation rates for all years in Figure 11 and Table 19 have been calculated using the above methodology and show that the disputation rate for 2018–19 (17 per cent) has maintained the overall reduction in the disputation rate over time.

Figure 11: Rejection rate and disputation rate

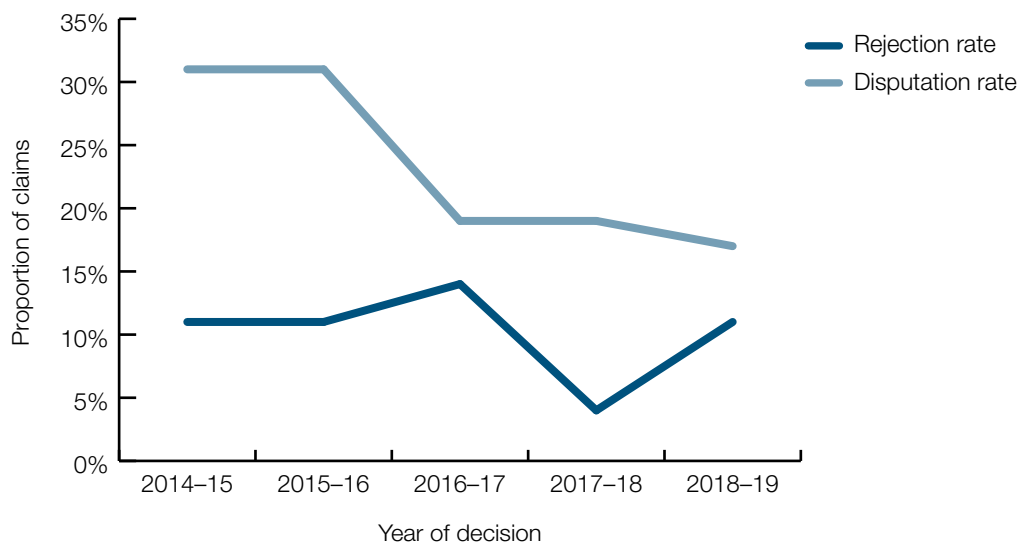


Table 19: Rejection rate and disputation rate

	2014-15	2015-16	2016-17	2017-18	2018-19
Claims lodged	182	112	103	131	97
Claims rejected	20	13	14	5	11
Rejection rate (per cent)	11%	12%	14%	4%	11%
Active claims by payment year	266	196	190	211	179
AAT applications lodged	83	61	37	40	31
Disputation rate (per cent)	31%	31%	19%	19%	17%

Data supplied by the AAT on outcomes of the review of decisions on Seacare claims is provided in Table 20. This shows that the number of AAT applications lodged has been reducing over time, with 2018–19 having the lowest number of applications of the 2014–15 through 2018-19 period.

Table 20: Outcome of AAT review of decisions

	2014–15	2015–16	2016–17	2017–18	2018–19
Applications lodged	83	61	37	40	31
Applications finalised					
Applications finalised by decision of the AAT following a hearing ^a					
Decision affirmed	0	2	1	0	0
Decision varied or set aside	3	3	1	2	0
Subtotal	3	5	2	2	0
Applications finalised by consent of the parties					
Decision affirmed ^b	46	34	31	21	21
Decision varied or set aside ^b	18	17	15	7	7
Application dismissed ^c	0	0	0	0	0
Subtotal	64	51	46	28	28
Other					
Application withdrawn by the applicant ^d	17	7	14	1	15
Dismissed by Tribunal ^e	1	1	1	1	0
No jurisdiction ^f	4	1	1	4	2
Subtotal	22	9	16	6	17
Total	89	65	64	36	45
Timeframes					
Average time taken from lodgment to finalisation (days)	287	396	350	444	376

a Applications finalised by a decision of the AAT under section 43 of the Administrative Appeals Tribunal Act.

b Applications finalised by the AAT in accordance with terms of agreement reached by the parties either in the course of an alternative dispute resolution process (section 34D) or at any stage of review proceedings (section 42C).

c Applications dismissed by consent under section 42A(1).

d Applications withdrawn by the applicant under section 42A(1A).

e Applications dismissed under section 42A(2) (non-appearance at a case event), section 42A(5) (failure to proceed with an application or to comply with a direction of the AAT) and section 42B(1) (application is frivolous, vexatious, misconceived, lacking in substance, has no reasonable prospect of success or is an abuse of the process of the AAT).

f Applications finalised on the basis that the decision is not subject to review by the AAT, the applicant does not have standing to apply for a review, the application has not been made within a prescribed time limit, the AAT has refused to extend the time for applying for a review or the application fee has not been paid.

5. Return to work

5.1 Duration of claims

Duration indicators provide an insight into the performance of employers in claims management processes. Duration data can also provide an indication of return to work outcomes.

Table 21: Receipt of claim to end of compensation¹¹

	2014–15	2015–16	2016–17	2017–18	2018–19
1 to 14 days	16%	14%	14%	27%	20%
15 to 31 days	7%	9%	18%	7%	14%
1 to 3 months	30%	28%	25%	26%	37%
4 to 12 months	35%	35%	32%	33%	29%
More than 12 months	11%	15%	11%	7%	0%

In 2018–19, compensation had been finalised within one month of the date of a claim being received by the employer in approximately 34 per cent of cases and within three months in 71 per cent of cases. While there were no claims that took more than 12 months to finalise in 2018-19, the data for this year is relatively immature and may differ in future reporting.

5.2 Median lost time

The median lost time is the middle point of lost time for accepted claims that have had one week or more lost time with an injury date between three and 21 months prior to the end of each financial year. Figure 12 and Table 22 show that as at 30 June 2019, the median weeks of time lost for claims determined has continued to increase since 2016–17 and currently sits at 13.7 weeks of time lost in 2018–19.

Figure 12: Median lost time

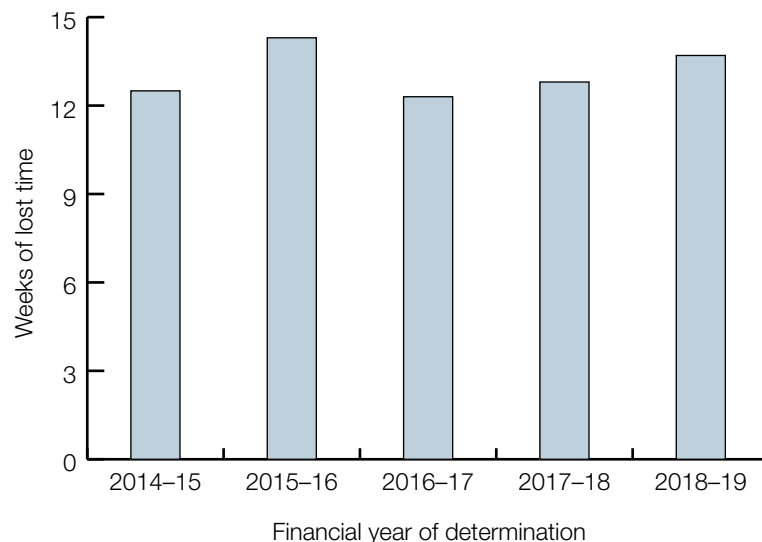


Table 22: Median lost time 2013–14 to 2017–18

	2014–15	2015–16	2016–17	2017–18	2018–19
Weeks	12.5	14.3	12.3	12.8	13.7

¹¹ Totals may not sum from components due to rounding.

5.3 Rehabilitation and return to work

Table 23: Rehabilitation and return to work outcomes (claims with 28 days or more lost time)

	2014–15	2015–16	2016–17	2017–18	2018–19
Accepted claims	162	99	89	126	84
Claims of 28 days or more lost time	115	65	66	78	57
Percentage of claimants assessed for a rehabilitation program	52%	45%	59%	68%	47%
Percentage of claimants assessed that commenced a rehabilitation program	90%	90%	90%	92%	85%
Percentage of claimants that commenced a rehabilitation program who returned to work	70%	81%	91%	76%	61%

Table 23 shows that in 2018-19 there were 57 accepted claims with 28 days or more lost time. Of these, approximately 47 per cent were assessed for a rehabilitation program. Of those assessed for a rehabilitation program, 85 per cent commenced a rehabilitation program.

Of those who commenced a rehabilitation program following a rehabilitation assessment, 61 per cent returned to work. The smaller claim numbers in more recent years mean the results are more susceptible to variation. It is also likely that with maturity, the final outcomes for the 2018-19 year will vary in future reporting.

6. Data sources and related information

6.1. Advice to reader on the data

Claims based data can be subject to development and may therefore differ to future updates of the data provided in this document.

The relatively small employee and claim count for the scheme has an influence on the incidence rate of claims.

Where percentages are used to detail outcomes, total may not sum from components due to rounding.

6.2. Data sources used in this publication

Workers' compensation data

The primary source of data used for reporting on Seacare scheme performance, including OHS performance, is from workers' compensation claims. Compensation claims data is nationally recognised as the most reliable available proxy for reporting OHS performance outcomes.

Seacare claims data is derived from copies of the claim forms forwarded to the Seacare Authority by scheme employers. There is no obligation on an injured seafarer to lodge a *Seacare Claim for Workers' Compensation* form so not every injury will result in a claim. Also, it is possible employers do not advise all employee claims to the Seacare Authority or the employer's insurer, although most probably do.

In most cases, the claims data used for reporting Seacare OHS performance is for claims accepted during the year that result in one or more weeks compensation. While this excludes claims that are pending, in dispute, withdrawn or rejected, it includes claims lodged in previous years that have been accepted in this reporting year. This approach provides consistency and stability in reporting from year to year. Accepted claims are further adjusted by excluding 'journey claims' and 'property only' claims. Consequently, the data best reflects claims arising from work or training, including both on and off duty.

Accident and incident data

The Seacare Authority monitors data on accidents and dangerous occurrences (incidents) that are reported by employers and operators to the OHS inspectorate, AMSA. Accidents resulting in death or a serious injury that requires immediate medical treatment or could result in incapacity for five days or more, or where there was a dangerous occurrence, must be reported to AMSA. Operators and employers covered by the OHS(MI) Act and its regulations are required to notify AMSA of any accident or dangerous occurrence within four hours by submitting an OHS incident alert. The OHS incident report must be completed within 72 hours.

The *Seacare Report on the Employer Determination of a Claim for Workers' Compensation* form includes questions on injuries that arise from a notifiable incident, and on whether a report has been lodged with AMSA. This mechanism provides a means of monitoring and comparing the number of incidents reported against the number of claims made.

Employee and ship details

The Seacare Authority collects employee and ship detail reports from employers in January and July each year.

Employee numbers, as well as full time equivalent (FTE) values and hours worked data are used in calculating injury frequency and incident rates (the denominator data that is combined with workers' compensation claims data). Ship details—including ships covered by the Seacare scheme, the number of days a ship is operational under the scheme's legislation over the year, and standard crew numbers—are also recorded.

6.3. Calculation of data

Employee numbers

Employee data in this report includes total number of employees covered by the Seafarers Act derived from the numbers declared by each employer. To enable comparison with other Australian jurisdictions, a full time equivalent (FTE) employee value is used as a seafarer number denominator for calculating incidence rates. Seacare FTE employee numbers are calculated using the formula:

$$\frac{(\text{number of berths}) \times (\text{days operated in the period}/\text{total days in period}) \times (\text{standard shift hours per day} \times \text{standard work days per week})}{(\text{average weekly working hours—taken to be 40.4})}$$

Hours worked

Hours worked data is based on a formula agreed by the Seacare Authority and first applied in 2003–04. The formula takes into account the continuous nature of Seafarers Act coverage during a voyage where seafarers, who are generally on board a ship for 24 hours a day, are exposed to the risk of injury for the entire time on board a vessel whether on or off duty. The formula is:

$$(\text{number of berths}) \times (\text{days operated in period}) \times (\text{daily hours of operation})$$

6.4. Related data sources

Seacare Authority published information

[Seacare Authority Annual Reports](#)

[Seacare Authority – Scheme Data Publications](#)

Safe Work Australia

[Australian Work Health and Safety Strategy 2012–2022](#)

[Safe Work Australia's Comparative Performance Monitoring Reports](#)

[Comparison of Workers' Compensation Arrangements in Australia and New Zealand](#)

[National Return to Work Survey — published reports](#)

[Type of Occurrence Classification System \(TOOCS\)](#)

