

2024 Annual Inspections Report



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Purpose of this report

Australia has one of the world's largest mixed-market economies and is the largest continental landmass surrounded by water. Australia's national livelihood depends on ensuring that maritime trade to, from and around the country remains safe and compliant with all relevant international conventions. Australia relies on sea transport for most of its imports and exports by weight. The Australian Maritime Safety Authority's robust port and flag State control processes are an essential element in ensuring the safe operation of all vessels, the protection of the marine environment, and protecting seafarers and passengers' onboard vessels.

This report will be used to assist in our data driven, risk-based approach to compliance, and the data will be considered as part of producing the next National Compliance Plan.

This report summarises the inspection activities of AMSA, detailing the performance of commercial shipping companies, flag States, Recognised Organisations (ROs), Accredited Marine Surveyors (AMS) and vessel types.

AMSA is a statutory authority established under the Australian Maritime Safety Authority Act 1990 (the AMSA Act).

AMSA's principal functions are:

- promoting maritime safety and protection of the marine environment
- protecting life at sea by enforcing the safe operation of ships
- preventing and combatting ship-sourced pollution in the marine environment
- providing infrastructure to support safety of navigation in Australian waters
- providing a national search and rescue service to the maritime and aviation sectors

To meet public expectations, AMSA is empowered to perform compliance and enforcement functions, regulating maritime trade in Australia through the implementation of rigorous flag State control (FSC) and port State control (PSC) regimes. The inspection of Domestic Commercial Vessels is carried out under the National Law Act 2012 and the inspection of Regulated Australian Vessels (RAVs) and Foreign Flagged ships is carried out under the Navigation Act 2012. Professional and consistent FSC and PSC regimes are essential in ensuring vessels comply with the minimum standards of maritime safety, seafarer welfare and protection of Australia's 34,0001 kilometre coastline (excluding approximately 12,000 islands) from environmental damage.

AMSA works in close cooperation with Australian state authorities, the International Maritime Organization (IMO) and PSC partner nations across the Asia-Pacific and Indian Ocean regions, sharing information and actively participating in international policy development. These efforts are aimed at ensuring AMSA remains a transparent, trusted and consistent member of the maritime community, both nationally and internationally.

As the flag State for Australian ships, AMSA is responsible for maintaining the operational safety standard of Australian-registered ships, wherever in the world they may be operating. AMSA undertakes the inspection of Australian ships in Australia and overseas (when these ships do not regularly call at Australian ports).

As the information related to AMSA's inspection activities is used by a diverse range of stakeholders on a regular basis, AMSA delivers this information via the AMSA website (amsa.gov.au). This includes current shipping trends and emerging issues. We also detail and promulgate government regulations and important information through marine orders and marine notices, respectively. Australia is a member of both the Asia-Pacific and Indian Ocean Memoranda of Understandings (Tokyo MOU and IOMOU) and all PSC information can be found in their databases. This includes ship detentions and ongoing PSC activities.

Office locations



Year in review

AMSA inspectors undertook the following in 2024:

- 2,275 initial DCV inspections on DCVs.
- 69 initial and 75 follow up FSC inspections on RAVs.
- 2,264 initial and 1,430 follow up PSC inspections on 2,002 foreign flagged ships.

Domestic Commercial Vessels

The number of initial DCV inspections decreased in 2024 with 2,275 conducted compared to 2,654 in 2023.

DCV detentions occurred during 3.34% of inspections in 2024, compared to 3.05% in 2023.

DCV deficiencies were issued at a rate of 3.69 deficiencies per inspection in 2024, which was almost identical to the 2023 rate of 3.67.

The higher detention rate indicates an improvement in the targeting of higher-risk vessels.

Flag State Control

The number of initial FSC inspections decreased in 2024 with 69 conducted compared to 106 in 2023.

The detention rate for FSC inspections increased slightly in 2024 with a 4.3% detention rate compared to 3.8% in 2023.

There was a notable 26.5% increase in the rate of deficiencies per FSC inspection in 2024 with a deficiency rate of 4.96 compared to 3.92 in 2023.

Australian ships underwent 7 initial inspections by port State authorities, with no detentions.

Port State Control

There was a 19.1% decrease in the number of initial PSC inspections with 2,264 in 2024 compared to 2,797 in 2023.

The detention rate for PSC inspections decreased slightly in 2024 with a 5.9% detention rate compared to 6.3% in 2023. The PSC detention rate in 2024 was consistent with the 10-year rolling average of 5.8%.

The deficiencies per PSC inspection remained consistent in 2024 with a deficiency rate of 2.63 compared to 2.68 in 2023. This rate remained higher than the 10-year rolling average of 2.26 deficiencies per inspection.

AMSA continues to refine its PSC targeting algorithm in order to prioritise inspection of ships that may have a greater likelihood of non-compliance with minimum international standards.

Key Points

Table 1- Overview of all inspections

DCV – FSC inspections

Category	DCV - FSC	2023	2024	When	compared to 2023
DCV inspections	Total DCV inspections	2,654	2,275	-14.3%	(a decrease of 379)
inopeonene	Total deficiencies	9,733	8,397	-13.7%	(a decrease of 1,336)
Deficiencie	Total detainable deficiencies	220	140	-36.4%	(a decrease of 80)
S	Rate of deficiencies per inspection	3.67	3.69	+0.5%	(an increase of 0.02)
Detentions	Total detentions	81	76	-6.2%	(a decrease of 5)
2000.000	Detentions as a % of total inspections	3.05%	3.34%	+9.5%	(an increase of 0.29% of inspections)

RAV – FSC inspections

Category	Measure	2023	2024	When c	ompared to 2023
Totals	Total FSC inspections	106	69	-34.9%	(a decrease of 37)
	Total deficiencies	416	342	-17.8%	(a decrease of 74)
Deficiencies	Total detainable deficiencies	5	3	-40%	(a decrease of 2)
	Rate of deficiencies per inspection	3.92	4.96	+26.5%	(an increase of 1.04)
Detentions	Total detentions	4	3	-25%	(a decrease of 1)
	Detentions as a % of total inspections	3.80%	4.30%	+13.2%	(an increase of 0.5)

PSC inspections

Category	Measure	2023	2024	When c	compared to 2023
Arrivals	Total arrivals	28,763	28,650	-0.39%	(a decrease of 113)
	Individual ships which made those arrivals	6,226	6,061	-2.65%	(a decrease of 165)
	Ships eligible for PSC inspection	6,066	5,884	-3.00%	(a decrease of 182)
PSC	Total PSC inspections	2,797	2,264	-19.06%	(a decrease of 533)
inspections	Total PSC inspections - by individual ships	2,477	2,002	-19.18%	(a decrease of 475)
	Inspection rate of eligible ships %	40.8%	34%	-16.67%	(a decrease of - 6.8%)
	Total deficiencies	7,491	5,960	-20.44%	(a decrease of - 1,531)
Deficiencies	Total detainable deficiencies	263	185	-29.66%	(a decrease of 78)
	Rate of deficiencies per inspection	2.68	2.63	-1.87%	(a decrease of 0.05)
Detentions	Total detentions	176	133	-24.43%	(a decrease of 43)
	Detentions as a % of total inspections	6.3 %	5.9%	-6.35%	(a decrease of 0.4%)

2024 summary of inspection, detention, and deficiency rates

Measure	PSC	PSC (RAV)	DCV	Total
Total inspections	2,264	69	2,275	4,608
Total detentions	133	3	76	212
Detention %	5.9%	4.3%	3.34%	4.6%
Total Deficiencies	5,960	342	8,397	14,699
Deficiencies per inspection	2.63	4.96	3.69	3.19

Table 2 – Comparison between each regulated community

*DCV detentions include prohibition or direction to not operate due until deficient condition rectified

Priority Groups – How do we prioritise inspections?

PSC Inspection Targeting

Foreign flagged ships are generally eligible for PSC inspection every 6 months. For eligible ships, AMSA applies a dynamic risk profiling system to assist in allocating PSC inspection resources in the most effective manner. The risk factor does not mean the ship is a high risk as such, it is simply a statistical tool to prioritise inspections.

FSC Inspection Targeting

Regulated Australian Vessels (RAVs) are also eligible for inspection every 6 months, similar to the eligibility of foreign ships for PSC inspections and AMSA applies the same dynamic risk profiling system to RAVs as to PSC inspections. Where an Australian ship is operating outside of Australia, inspections are scheduled in accordance with the risk of the ship and its operations.

DCV Inspection Targeting

For DCVs, targeting is calculated for the Australian financial year (1 July to June 30). AMSA employs a targeting prioritisation model for DCVs that is risk-based. Several factors are used to calculate a risk score for DCVs including compliance history, age of a vessel, construction, operation, and certification status. The higher the risk score the more frequently a DCV is likely to be inspected.

DCV targeting models

AMSA continues to refine the DCV risk calculator based on evolving inspection data, allowing further refinement of risk scores and prioritisation.

For details of the DCV targeting models used during 2024, refer to the AMSA National Compliance plans for 2023-24 and 2024-25:

- <u>https://www.amsa.gov.au/ncp23-24</u>
- <u>https://www.amsa.gov.au/national-compliance-plan-2024-25</u>

Deficiencies by category and ship type

What is a deficiency?

PSC & FSC (RAV): The IMO defines a deficiency as "a condition found not to be in compliance with the requirements of the relevant convention". Serious deficiencies contribute to the ship being substandard or unseaworthy. AMSA will issue a ship with a deficiency if it is determined, or reasonably suspected, that the condition of a ship, its equipment, or performance of its crew does not comply with the requirements of relevant international conventions.

As shown in Appendix A, Table 8, the deficiency rate increased in three out of five deficiency types in PSC from 2023 to 2024.

PSC deficiencies

For reporting purposes, deficiencies have been categorised into groups that identify key areas of non-compliance, being structural/equipment, operational, human factors, ISM (safety management) and MLC (living and working conditions). Appendix A, Table 6 identifies the number of deficiencies by category and ship type in 2024 along with a comparison of the deficiency rates to those in 2023.

If the number of deficiencies is considered in isolation, as depicted in Table 6, the majority of deficiencies were issued to bulk carriers. However, this is not surprising given bulk carriers accounted for 49.7% of ship arrivals and 54.1% of all inspections. To assess the performance of ship types, it is necessary to compare the deficiencies per inspection for each category as provided in Appendix A table 7. Ship types with less than 10 inspections have not been included in the below summation.

Poor Performing Ship types

- Tugboats were, the poorest performing ships in 2024, with a detention rate of 16.7%.
- Offshore service vessels were the next poorest performing ship type with a detention rate of 12.5% percent.
- General cargo/multi-purpose ships were the next poorest performing ship type with a detention rate of 8.3%, followed by bulk carriers with a detention rate of 6.8% and gas carriers with a detention rate of 5.3%.
- Livestock carriers showed improvement with no detentions in 2024

AMSA remains vigilant to focus on enforcing the minimum international standards for container ships including the proper stowage and securing of containers and maintenance of cargo securing equipment.

https://www.amsa.gov.au/about/regulations-and-standards/022022-proper-stowage-and-securingcargo-containers

In 2024, bulk carriers returned to the top 5 poorest performing ship types. Bulk carriers are the most frequently inspected foreign flagged ship in Australia, with 1,224 PSC inspections conducted in 2024. The rate of deficiencies per inspection for bulk carriers was 2.76, against the average of 2.63. Of note, bulk carriers were in the top 5 deficiency rate for MLC deficiencies for 2024, and above average on all deficiency types except operational. This shows that bulk carriers have room for improvement in meeting the minimum international standards.

Appendix A, Tables 6, 7 & 8 provide more granular information on deficiencies issued during 2024 PSC inspections.

DCV deficiencies

Marine Safety Inspectors will issue a DCV with a deficiency if they reasonably believe that a condition on the DCV is in contravention of the *National Law Act 2012*, including associated regulations and standards. Deficiencies which are assessed as having a high risk to safety of persons or the environment will likely lead to further compliance action.

The most common deficiencies by deficiency type on DCVs in 2024 were for life saving appliances (22% of all deficiencies), followed by SMS (21% of all deficiencies) and Fire Safety (15% of all deficiencies). These three deficiency categories accounted for 58% of all deficiencies issued to DCVs. More detail is provided in Appendix B, Tables 3 and 5.

The highest deficiency rates (deficiencies per inspection) by vessel class for DCVs in 2024 were for fishing vessels (4.16) and passenger vessels (3.98), followed by non-passenger vessels (3.54) and hire and drive vessels (2.55). Refer Appendix B, Table 6 for more detail.

FSC deficiencies

The highest deficiency rates by deficiency category for RAVs in 2024 were for structural/equipment (2.38), followed by operational (1.42) and human factor (0.67). More detail is provided in Appendix C, Table 2.

The highest deficiency rates by ship type for RAVs in 2024 were for MODU or FPSO (12.00), followed by bulk carriers (8.67) and Ro-ro passenger ships (8.00). More detail is provided in Appendix C, table 1.

Appendix C, Table 1 & 2 provide more granular information on deficiencies issued to RAVs

Comparison between regulated fleets

Table 5 - Comparison of deficiency rates per category between each regulated fleet for 2024

Category	Structural/ equipment	Operational	Human factor	ISM/SMS	MLC
PSC - Totals	3,210	782	741	293	934
Category deficiency rates	1.42	0.35	0.33	0.13	0.41
RAV - Totals	164	98	46	7	27
Category deficiency rates	2.38	1.42	0.67	0.10	0.39
DCV - Totals	4,455	1,366	259	1,797	520
Category deficiency rates	1.96	0.60	0.11	0.79	0.23

Based on the table above, it can be concluded:

- Structural/equipment deficiencies were again the most common type of deficiency from any
 inspection in 2024. RAVs and DCVs continued to have a higher deficiency rate in this category
 compared to foreign flagged ships (PSC).
- SMS deficiencies continue to be identified at a much higher rate on DCVs. A contributing factor is
 that, unlike PSC or FSC, multiple SMS deficiencies can be issued during a single DCV inspection.
 This is generally to assist the master or owner in clearly identifying areas of the safety
 management system that require improvement. Another factor may be familiarity, as the ISM

Code has been mandatory since July 1998, the national requirements for SMS as set out in Marine Order 504 are relatively new by comparison.

• RAVs had an operational deficiency rate over four times that of foreign flagged ships.

Detention – Port State Control & Flag State Control (Registered Australian Vessels)

What is a detention?

The IMO Guidelines on PSC define a detention as: 'intervention action taken by the port State when the condition of the ship or its crew does not correspond substantially with the applicable conventions to ensure that the ship will not sail until it can proceed to sea without presenting a danger to the ship or persons on board, or without presenting an unreasonable threat of harm to the marine environment, whether or not such action will affect the scheduled departure of the ship.

Australia is aware that a ship detention is a serious decision and only makes the decision where a ship cannot set sail without presenting a danger to the ship, persons onboard or a threat of harm to the marine environment.

In line with the IMO Guidelines, ships which are unsafe to proceed to sea will be detained upon the first inspection, irrespective of the time the ship will stay in port; and the ship will be detained if the deficiencies on a ship are sufficiently serious to merit a PSCO returning to the ship to be satisfied that they have been rectified before the ship sails.

PSC detainable deficiencies

Table 9 illustrates the proportion of detainable deficiencies across deficiency types over a two-year period. According to the data, deficiencies related to the ISM category were the most prevalent, slightly increasing from 27.0% in 2023 to 27.57% in 2024. Fire safety maintained its position as the category with the second highest share of detainable deficiencies at 15.14%. The share of detainable deficiencies for water/weathertight conditions and lifesaving appliances remained stable at 12.97% and 11.35% respectively. Notably, the proportion of detainable deficiencies under MARPOL Annex I nearly doubled, rising from 4.9% in 2023 to 8.11% in 2024.

The continued high proportion of detainable deficiencies under the International Safety Management (ISM) Code emphasizes the crucial role of PSC in maintaining the safety and compliance of vessels. PSC serves as a critical safeguard to ensure ships adhere to international standards, particularly in areas like safety management, which have been highlighted by ongoing deficiencies. The ISM Code is designed to ensure that shipping companies implement effective safety management systems that promote safe operations, but when these systems fail or are inadequately implemented, ships can become substandard, leading to safety risks and potential detentions.

In 2024, we specifically concentrated on addressing the maintenance requirements outlined in the ISM Code. This focus was spurred by incidents where a lack of proper maintenance, particularly of main engines and power generation systems, resulted in unsafe conditions or operational failures. Our response to these incidents has been to enhance enforcement of maintenance standards under the ISM Code, aiming to prevent similar occurrences. This highlights the need for a robust, ongoing maintenance culture on ships, which is fundamental to ensuring safe and compliant operations at sea.

Marine Order 2024/08 – Planned maintenance on ships

DCV detainable deficiencies

For deficiencies that are a high risk to safety of persons or the environment, AMSA may use a National Law notice to ensure that the DCV does not operate until the high-risk deficiency is rectified. This could be in the form of a prohibition notice, a direction notice or a detention notice.

The most common detainable deficiency type for the DCV fleet in 2024 was again structural conditions, accounting for 34.3% of all detainable deficiencies (48 in total). Safety management system deficiencies were the second most commonly detainable item accounting for 19.3% (27 in total) followed by certificates and documentation at 11.43% (18 in total). These three categories accounted for over 60% of all detainable items found on DCVs.

Appendix B, Table 7 provides more information regarding detainable deficiencies on DCVs.

RAV Detainable deficiencies

Appendix C, Table 3 outlines detainable deficiencies by deficiency type for RAVs. The low occurrence of detainable deficiencies in 2024 does not provide scope for statistical analysis.

High Performing Operators – Port State Control

When considering ship performance, AMSA also considers the performance of operators in respect of the detention and deficiency rates of the ships they operate. In this report, AMSA has identified operators that are high performing. This is assessed on the following basis:

- At least 10 inspections during the year (less than 10 is not statistically significant)
- No detentions during the year
- A deficiency rate at no more than 70% of the average deficiency rate for the year.

Applying these criteria to data for 2024, AMSA identified 13 high performing operators as listed in Table 21 below.

Table 21 – High performing operators

Company Number	ISM company name	PSC Inspections	Deficiency Rate
4090777	Maran Gas Maritime Inc	15	0.73
5634079	Dorval Ship Management KK	15	0.87
1966806	Maran Dry Management Inc	14	0.93
5362413	Livestock Express BV	19	0.95
6025045	Briese Heavylift GmbH & Co KG	12	1.00
1766051	CHINA STEEL EXPRESS CORP	11	1.00
1834165	EXECUTIVE SHIP MANAGEMENT PTE LTD	11	1.09
5614632	Anglo-Eastern Maritime Services Pte Ltd	15	1.13
5602215	KLAVENESS SHIP MANAGEMENT AS	16	1.19

Company Number	ISM company name	PSC Inspections	Deficiency Rate
1601573	Fleet Management Ltd	32	1.22
1027944	SANTOKU SENPAKU CO LTD (SANTOKU SENPAKU KK)	10	1.60
5441519	Thome Shipping Pte Ltd	10	1.60
5808451	MAERSK LINE A/S (SAFMARINE A/S)	18	1.67

Recognised Organisations & Accredited Marine Surveyors (AMS)

Recognised Organisations (ROs) are authorized to undertake survey and certification functions on behalf of flag States. There should be a careful distinction between an RO who issues or endorses Statutory Certificates on behalf of an Administration and a Classification Society who issues hull and machinery and other non-statutory or ship related certificates. ROs are required to comply with the IMO RO Code (MSC. 349(92)).

During a PSC or FSC inspection, where a ship is detained, and the attending PSCO or FSCO forms the view that the defect would likely have existed during the previous survey, they may assign the RO as responsible for the defect.

AMSA periodically audits its Recognised Organisations (ROs) against the RO Code to verify compliance with AMSA Instructions to Class for RAVs. During 2024 two (2) audits were undertaken for Det Norske Veritas (DNV) and Bureau Veritas (BV), as part of AMSA ensuring that RAVs are surveyed appropriately.

A Table of RO performance during PSC inspections can be found in Appendix A, Table 16

During 2024, **50** audits of Accredited Marine Surveyors (AMS)¹ were undertaken. **38** of these audits resulted in the AMS initiating corrective actions on the vessels or their survey practices.

Total Audits	Audits with Corrective Action	ı	Audits resulting in Counselling Letter, show cause, variation, or revocation of accreditation
50	38	5	

1AMS are only able to undertake surveys on DCVs (not RAVs or Foreign flagged ships)

Refusal of Access Directions

Australia is a signatory to various International Maritime Organization (IMO) and International Labour Organization (ILO) conventions which aim to ensure safety, environmental protection and seafarer welfare.

Ships that are not operated and managed to meet applicable minimum standards and relevant Australian laws pose an increased risk to seafarers, ships and the environment. The *Navigation Act* 2012 gives AMSA the power to direct that a ship be refused access to Australian ports. AMSA exercises that power on rare occasions where a ship is repeatedly detained, has a poor PSC record, or there are concerns about the performance of the ship operator. We promulgate our <u>policy on</u> <u>refusing access</u> on our website.

AMSA can issue a ship with a direction not to enter or use an Australian port (or ports) for a set period, as deemed necessary. When considering ship performance, AMSA also looks at the performance of the entire company responsible for the operation of the ship. Where the company's performance is also deemed unacceptable, the period for which the ship is not permitted to enter an Australian port may be extended. A direction resulting from a detention will generally take effect as soon as the ship leaves the Australian port or anchorage following release from detention.

AMSA publishes a list of ships that are refused access to Australian ports on our website.

AMSA publishes a list of "poor performing operators," which includes companies whose ships have been detained at a rate 1.5 times higher than the AMSA average over a 24-month period, provided they have undergone at least 10 PSC inspections. AMSA uses discretion for operators showing particularly poor performance even if they haven't met the 10-inspection threshold. This analysis of company performance helps identify those considered poor performers by AMSA.

Appendix A, Table 14 lists the ships issued with directions not to enter or use an Australian port in 2024.

Appendix A – PSC Inspection Data

Table 1 - Ship arrivals in 2024

Ship type	2023	2024	Change
Bulk carrier	14,493	14,225	-1.85%
Chemical tanker	467	401	14.13%
Combination Carrier	73	78	6.85%
Commercial Yacht	3	3	0.00%
Container ship	4,169	3,917	6.04%
Gas carrier	1,475	1,516	2.78%
Gas carrier/NLS tanker	8	14	75.0%
General cargo/ multi- purpose	1,750	1,593	-8.97%
Heavy load carrier	52	65	25.0%
Livestock carrier	239	265	10.88%
MODU or FPSO	3	1	-66.67%
NLS Tanker	155	104	-32.90%
Offshore service vessel	350	578	65.14%
Oil tanker	839	805	-4.05%
Oil tanker/chemical tanker	1215	1228	1.07%
Oil tanker/gas carrier	4	3	-25.0%
Oil tanker/NLS tanker	4	4	0.00%
Other	445	464	4.27%
Passenger ship	1,075	1,270	18.14%
Refrigerated cargo vessel	7	3	-57.14%
Ro-ro cargo ship	42	44	4.76%
Ro-ro passenger ship	1	1	0.00%
Special purpose ship	76	103	35.53%

Ship type	2023	2024	Change
Tugboat	492	426	-13.41%
Vehicle carrier	1,140	1,342	17.72%
Wood-chip carrier	186	148	-20.43%
Total arrivals	28,763	28,650	-0.39%

Table 2 - PSC Inspections by ship type

Table 2 shows the number of inspections by ship type from 2020 to 2024.

Ship type	2020	2021	2022	2023	2024
Bulk carrier	1,840	1,712	1,181	1,444	1,224
Chemical tanker	235	191	126	62	31
Combination carrier	1	4	2	6	8
Commercial yacht	0	1	0	0	1
Container ship	263	238	302	323	322
Gas carrier	55	24	31	40	57
General cargo/ multi- purpose ship	135	156	177	258	192
Heavy load carrier	36	27	12	12	6
High speed passenger craft	0	0	0	0	0
Livestock carrier	29	36	35	33	33
MODU or FPSO	0	0	1	1	0
NLS tanker	31	27	19	14	5
Offshore service vessel	15	10	7	16	24
Oil tanker	126	124	128	106	70
Oil tanker/ chemical tanker	2	16	67	112	72
Oil Tanker/ NLS Tanker	0	1	1	0	1
Other types of ship	18	26	17	27	24
Passenger ship	23	2	27	54	57
Refrigerated cargo ship	1	4	2	5	0
Ro-ro cargo ship	2	4	4	6	8
Ro-ro passenger ship	1	0	1	0	0
Special purpose ship	8	5	5	3	4
Tugboat	26	18	28	35	18

						7
Totals	3,021	2,820	2,405	2,797	2,264	
Wood-chip carrier	52	65	63	47	18	
Vehicle carrier	122	129	169	193	89	
Ship type	2020	2021	2022	2023	2024	

Table 3 - Inspections by location (top 15 locations in 2024)

Port	2023	2024	%Change	% of total in 2024
Newcastle	318	259	-18.55%	11.44%
Fremantle	256	254	-0.78%	11.22%
Port Hedland	367	228	-37.87%	10.07%
Brisbane	256	212	-17.19%	9.36%
Sydney	177	205	15.82%	9.05%
Melbourne	249	158	-36.55%	6.98%
Dampier	210	148	-29.52%	6.54%
Gladstone	100	121	21.00%	5.34%
Darwin	67	88	31.34%	3.89%
Port Kembla	77	70	-9.09%	3.09%
Geraldton	58	66	13.79%	2.92%
Townsville	78	64	-17.95%	2.83%
Abbot Point	21	43	104.76%	1.90%
Bunbury	38	43	13.16%	1.90%
Port Walcott	43	43	0.00%	1.90%

Table 4 – PSC inspections in 2024 by state/territory

State/territory	PSC inspections				
Western Australia	796				
New South Wales	534				
Queensland	528				
Victoria	209				
Northern Territory	88				
Tasmania	82				
South Australia	26				

State/territory	PSC inspections
Christmas Island	1
Total	2,264

Table 5 – Inspections by flag State

Flag State	2020	2021	2022	2023	2024
Antigua & Barbuda	37	36	32	52	30
Bahamas	114	89	79	101	102
Bangladesh	0	1	0	1	1
Barbados	2	1	1	4	2
Belgium	12	3	4	10	3
Belize	0	0	0	0	1
Bermuda	7	3	4	9	7
Brunei Darussalam	0	0	0	0	0
Cayman Islands	29	25	15	14	2
China	36	41	52	55	29
Cook Islands	8	9	6	7	6
Croatia	1	1	0	1	0
Cyprus	54	57	51	58	73
Denmark	12	10	15	12	15
Dominica	0	0	0	0	0
Egypt	0	0	0	0	
Fiji	0	0	0	0	1
France	3	0	5	3	8
Germany	1	3	0	2	0
Gibraltar	2	3	4	4	2
Greece	47	42	24	41	42
Hong Kong, China	330	358	257	277	195
India	5	7	7	7	7
Indonesia	0	1	1	0	0
Isle of man	40	42	22	33	24
Italy	20	9	5	10	7
Jamaica	0	1	3	2	1
Japan	66	49	43	48	31
Kiribati	0	0	1	0	0
Korea (The Republic of)	27	23	30	26	12
Kuwait	3	3	4	2	1

Flag State	2020	2021	2022	2023	2024
Liberia	399	378	313	446	434
Libya	0	1	0	0	0
Luxembourg	5	8	6	6	9
Malaysia	8	6	2	7	4
Malta	184	143	125	136	101
Marshall Islands	397	429	353	349	283
Montenegro	0	1	1	2	0
Netherlands	23	14	21	38	32
New Zealand	1	2	2	4	3
Norway	55	56	49	76	40
Pakistan	1	0	0	0	0
Palau	0	0	0	2	1
Panama	703	624	523	568	429
Papua New Guinea	1	0	0	2	1
Philippines	9	7	11	6	3
Portugal	35	34	29	56	64
Qatar	5	3	1	1	0
Russian Federation	0	0	0	0	0
Saint Vincent and the Grenadines	0	1	3	1	1
Samoa	0	1	0	0	0
Saudi Arabia	0	0	1	2	0
Singapore	295	238	248	255	202
South Africa	0	1	0	0	1
Spain	1	0	0	0	0
Sri Lanka	0	1	0	0	0
Sweden	2	6	7	8	2
Switzerland	1	1	2	2	0
Taiwan (Province of China)	10	10	6	12	10

Flag State	2020	2021	2022	2023	2024
Thailand	6	10	4	4	3
Turkey	1	2	1	0	0
Tuvalu	2	1	4	3	3
United Kingdom	18	16	17	21	26
United states of america	0	2	8	4	2
Vanuatu	3	5	1	6	6
Vietnam	0	2	1	1	2

Table 6 - Deficiencies by category and ship type

Ship type	Structural /Equipment	Operational	Human Factor	ISM	MLC	Total deficiencies
Bulk carrier	1842	405	411	170	550	3378
Chemical tanker	20	2	2	0	6	30
Combination carrier	1	0	1	0	1	3
Commercial Yacht	4	10	1	0	0	15
Container ship	517	133	117	53	145	965
Gas carrier	49	13	20	8	13	103
General cargo/multi- purpose ship	297	82	85	33	76	573
Heavy load carrier	5	0	2	0	0	7
Livestock carrier	42	7	7	1	11	68
NLS tanker	3	1	0	0	1	5
Offshore service vessel	41	11	7	4	7	70
Oil tanker	57	6	4	2	10	79
Oil tanker/chemical tanker	42	5	14	1	13	75
Oil tanker/NLS tanker	4	0	0	0	2	6
Other types of ship	56	32	13	1	24	126
Passenger ship	69	13	18	3	13	116
Ro-ro cargo ship	13	7	3	0	6	29
Special purpose ship	8	2	4	1	1	16
Tugboat	31	19	4	2	8	64
Vehicle carrier	88	26	20	13	35	182
Wood-chip carrier	21	8	8	1	12	50

Ship type	Structural /Equipment	Operational	Human Factor	ISM	MLC	Total deficiencies
Totals for 2024	3210	782	741	293	934	5960
2024 category deficiency rates	1.42	0.35	0.33	0.13	0.41	2.63
Totals for 2023	3938	1144	1021	358	1030	7491
2023 category deficiency rates	1.4	0.4	0.4	0.1	0.4	2.7

Table 7 - Rate of deficiencies per inspection by category and ship type

Ship type	Structu ral / Equip ment	Operati onal	Hu ma n Fa cto r	IS M	ML C	Total inspecti ons	Total Deficienc ies	Deficie ncy rate	Numbe r of Detenti ons	Deten tion Rate
Bulk carrier	1.5	0.33	0.3 4	0.1 4	0.4 5	1,224	3,378	2.76	83	6.8%
Chemical tanker	0.65	0.06	0.0 6	0.0	0.1 9	31	30	0.97	0	0.0%
Combination carrier	0.13	0.00	0.1 3	0.0	0.1 3	8	3	0.38	0	0.0%
Commercial yacht	4.00	10.00	1.0 0	0.0 0	0.0 0	1	15	15.00	1	100.0 %
Container ship	1.61	0.41	0.3 6	0.1 6	0.4 5	322	965	3.00	13	4.0%
Gas carrier	0.86	0.23	0.3 5	0.1 4	0.2 3	57	103	1.81	3	5.3%
General cargo/multi- purpose ship	1.55	0.43	0.4 4	0.1 7	0.4 0	192	573	2.98	16	8.3%
Heavy load carrier	0.83	0.00	0.3 3	0.0 0	0.0 0	6	7	1.17	0	0.0%
Livestock carrier	1.27	0.21	0.2 1	0.0 3	0.3 3	33	68	2.06	0	0.0%
NLS tanker	0.60	0.20	0.0	0.0	0.2 0	5	5	1.00	1	20.0 %
Offshore service vessel	1.71	0.46	0.2 9	0.1 7	0.2 9	24	70	2.92	3	12.5 %

Ship type	Structu ral / Equip ment	Operati onal	Hu ma n Fa cto r	IS M	ML C	Total inspecti ons	Total Deficienc ies	Deficie ncy rate	Numbe r of Detenti ons	Deten tion Rate
Oil tanker	0.81	0.09	0.0 6	0.0 3	0.1 4	70	79	1.13	2	2.9%
Oil tanker/chemi cal tanker	0.58	0.07	0.1 9	0.0 1	0.1 8	72	75	1.04	1	1.4%
Oil tanker/NLS tanker	4.00	0.00	0.0 0	0.0 0	2.0 0	1	6	6.00	0	0.0%
Other types of ship	2.33	1.33	0.5 4	0.0 4	1.0 0	24	126	5.25	1	4.2%
Passenger ship	1.21	0.23	0.3 2	0.0 5	0.2 3	57	116	2.04	2	3.5%
Ro-ro cargo ship	1.63	0.88	0.3 8	0.0	0.7 5	8	29	3.63	0	0.0%
Special purpose ship	2.00	0.50	1.0 0	0.2 5	0.2 5	4	16	4.00	1	25.0 %
Tugboat	1.72	1.06	0.2 2	0.1 1	0.4 4	18	64	3.56	3	16.7 %
Vehicle carrier	0.99	0.29	0.2 2	0.1 5	0.3 9	89	182	2.04	3	3.4%
Wood-chip carrier	1.17	0.44	0.4 4	0.0 6	0.6 7	18	50	2.78	0	0.0%
Category deficiency Rate	1.42	0.35	0.3 3	0.1 3	0.4 1	2,264	5,960	2.63	133	5.9%
Category deficiency count	3,210	782	74 1	29 3	93 4					

*Figures in **bold** are above average.

*Figures in *emphasis* are the top five for each category

Table 8 - Change in deficiency rate per inspection by category only

Deficiency	2023	2024	Trend
Structure/equipment	1.4	1.42	Î
Operational	0.4	0.35	Ţ
Human factors	0.4	0.33	Ţ
ISM	0.1	0.13	Î
MLC	0.4	0.41	Î

Table 9 - Detainable deficiencies by deficiency type

Deficiency Type	2023 Deficiency Count	2023 Deficiency Share	2024 Deficiency Count	2024 Deficiency Share	Trend
ISM	71	27.0 %	51	27.57%	1
Fire safety	40	15.2%	28	15.14%	\downarrow
Water/weather-tight conditions	33	12.6%	24	12.97%	Î
Lifesaving appliances	25	9.5%	21	11.35%	1
Pollution prevention – Annex I	13	4.9%	15	8.11%	<u>Î</u>
Emergency systems	30	11.4%	14	7.57%	Ļ
Labour conditions	11	4.2%	10	5.41%	Î
Certificates and documentation	5	1.9%	8	4.32%	Î
Other	6	2.3%	5	2.70%	1
Radio communications	3	1.1%	3	1.62%	Î
Alarms	0	0.0%	2	1.08%	Î
Structural conditions	7	2.7%	0	0.00%	Ļ
Propulsion and auxiliary machinery	5	1.9%	2	1.08%	Ļ
Pollution prevention – Annex IV	10	3.8%	2	1.08%	↓
Safety of navigation	2	0.8%	0	0.00%	\downarrow
Cargo operations including equipment	2	0.8%	0	0.00%	Ļ

Table 10 - Top five detention rates by ship type in 2023 and 2024

Rank	2023 – 6.3% % average (number of detentions)	2024 – 5.9% average (number of detentions)
1	Heavy load carrier – 16.7 % (2)	Tug boat – 16.7% (3)
2	Offshore service Vessel – 12.5% (2)	Offshore service vessel – 12.5% (3)
3	General cargo/multi-purpose ship -– 11.6 % (30)	General cargo/multi-purpose ship – 8.3% (6)
4	Chemical tanker – 8.1% (5)	Bulk carrier – 6.8% (83)
5	Gas carrier – 7.5% (3)	Gas carrier – 5.3% (3)

AMSA detained 133 ships in 2024, with an average detention rate of 5.9%.

Table 11 – Detentions by ship type*

Category	20)24	2023		
Ship type	Inspections	Detentions	Detention rate	Detention rate	
Bulk carrier	1,224	83	6.8%	6.8%	
Chemical tanker	31	0	0.00%	8.1%	
Combination carrier*	8	0	0.00%	0.00%	
Commercial yacht*	1	1	100.0%	0.00%	
Container ship	322	13	4.0%	6.8%	
Gas carrier	57	3	5.3%	7.5%	
General cargo/multi- purpose ship	192	16	8.3%	11.6%	
Heavy load carrier*	6	0	0.00%	16.7%	
livestock carrier	33	0	0.00%	3.0%	
NLS tanker*	5	1	20.0%	0.0%	
Offshore service vessel	24	3	12.5%	12.5%	
Oil tanker	70	2	2.9%	2.8%	
Oil tanker/chemical tanker	72	1	1.4%	0.09%	
Oil tanker/NLS tanker*	1	0	0.00%	0.0%	
Other types of ship	24	1	4.2%	0.0%	
Passenger ship	57	2	3.5%	0.0%	
Ro-Ro Cargo ship*	8	0	0.00%	16.7%	
Special Purpose Ship*	4	1	25.0%	33.3%	

Category	2024		2023	
Tugboat	18	3	16.7%	2.9%
Vehicle carrier	89	3	3.4%	2.6%
Wood-chip carrier	18	0	0.00%	2.1%

* Ship types with less than 10 inspections are not counted in the detention rate performance assessment.

Table 12 - Flag States that exceeded the average in 2022, 2023 and 2024*

2022 (average 6.	0%)	2023 (average 6.3	%)	2024 (average 5.9%)	
Flag State	Detention rate (number)	Flag State	Detention rate (number)	Flag State	Detention rate (number)
Antigua and Barbuda	25% (8)	Netherland s	15.8% (6)	Antigua and Barbuda	13.3% (4)
Cyprus	9.8% (5)	Antigua and Barbuda	15.4% (8)	Netherlands	9.4% (3)
Netherlands	9.5% (2)	Korea (the Republic of)	11.5% (3)	Korea (the Republic of)	8.3% (1)
Singapore	7.7% (19)	United Kingdom	9.5% (2)	Bahamas	7.8% (8)
Liberia	7.0% (22)	Cyprus	8.6% (5)	Liberia	7.6% (33)
Portugal	6.9% (2)	Taiwan (Province of China	8.3% (1)	Malta	6.9% 7)
Panama	6.5% (34)	Panama	7.7% (44)	Denmark	6.7% (1)
		Liberia	7.6% (34)	Singapore	6.4% (13)
		Greece	7.3% (3)	Panama	6.1% (26)

* Flag States with less than 10 inspections are not counted in the detention rate performance assessment

Table 13 – Inspections and detentions by flag State in 2024

Flag State	Inspections	Detentions	Detention rate
Antigua and Barbuda	30	4	13.3%
Bahamas	102	8	7.8%
Bangladesh	1	0	0.0%
Barbados	2	0	0.0%
Belgium	3	0	0.0%
Belize	1	0	0.0%

Flag State	Inspections	Detentions	Detention rate
Bermuda	7	0	0.0%
Cayman Islands	2	0	0.0%
China	29	1	3.4%
Cook Islands	6	0	0.0%
Cyprus	73	3	4.1%
Denmark	15	1	6.7%
Fiji	1	1	100%
France	8	0	0.0%
Gibraltar	2	1	50%
Greece	42	0	0.0%
Hong Kong, China	195	5	2.6%
India	7	1	14.3%
Isle of Man	24	1	4.2%
Italy	7	1	14.3%
Jamaica	1	1	100%
Japan	31	1	3.2%
Korea (the Republic of)	12	1	8.3%
Kuwait	1	0	0.0%
Liberia	434	33	7.6%
Luxembourg	9	0	0.0%
Malaysia	4	2	50%
Malta	101	7	6.9%
Marshall Islands	283	13	4.6%
Netherlands	32	3	9.4%
New Zealand	3	0	0.0%
Norway	40	0	0.0%
Palau	1	0	0.0%
Panama	429	26	6.1%
Papua New Guinea	1	0	0.0%
Philippines	3	0	0.0%
Portugal	64	2	3.1%
Saint Vincent and the Grenadines	1	0	0.0%
Singapore	202	13	6.4%
South Africa	1	0	0.0%
Sweden	2	0	0.0%
Taiwan (province of China)	10	0	0.0%

Flag State	Inspections	Detentions	Detention rate
Thailand	3	1	33.3%
Tuvalu	3	1	33.3%
United Kingdom	26	1	3.8%
United States of America	2	0	0.0%
Vanuatu	6	0	0.0%
Viet Nam	2	0	0.0%
Total:	2,264	133	5.9%

Note: flag States above the average detention rate with more than 10 inspections are provided in bold.

Table 14 – Ships issued with directions

Ship name (IMO number)	Flag	Direction	Issue date	Expiry
Kmax Leader (IMO 9477414)	Liberia	Refused access one year	19/02/2024	19/02/2025
Darya Shan (IMO 9467897)	India	Refused access for 167 days	8/05/2024	21/10/2024
Peace (IMO 9568067)	Cyprus	Refused access for 3 three months	5/06/2024	3/09/2024
Marsgracht (IMO 9571507)	Netherlands	Refused access for 6 months	17/11/2024	16/05/2025

Table 15 – Poor performing operators

For more information refer to our website: <u>https://www.amsa.gov.au/vessels-operators/port-state-control/refusal-access-list-and-letters-warning-list</u>

Table 16 - Recognised Organisation Performance

Recognised Organisation	PSC inspectio n	Deficien cies	Detentio ns	Detentio n rate	Detainab le deficienc ies	RO responsi ble detainab le deficienc ies	RO responsi ble as share of all detainab le deficienc ies
American Bureau of Shipping (ABS)	313	628	18	5.8%	22	2	9.1%
Bureau Veritas (BV)	215	579	9	4.2%	13	1	7.7%
China Classification Society (CCS)	109	301	4	3.7%	6	0	0.0%
CR Classification Society (CCRS)	13	25	0	0.0%	0	0	0.0%
DNV AS (formerly DNVGL)*	395	989	20	5.1%	32	1	3.1%
Indian Register of Shipping (IRS)	5	30	1	20.0%	5	0	0.0%
Korean Register of Shipping (KRS)	95	309	6	6.3%	9	0	0.0%
Lloyd's Register (LR)	364	1,197	27	7.4%	35	0	0.0%
Nippon Kaiji Kyokai (NKK)	659	1,593	42	6.4%	53	5	9.4%
RINA Services SpA (RINA)	86	240	4	4.7%	5	1	20.0%
Viet Nam Register (VR)	1	16	0	0.00%	0	0	0.0%
No Class	9	53	2	22.2%	5	0	0.0%
Totals	2,264	5,960	133	5.9%	185	10	5.4%

 \star Note: the results for DNVGL and DNV have been merged after DNV changed their name.

Appendix B – DCV Inspection Data

Table 1 - DCV inspections by office (top 15)

2023 2024		2024		% of total in 2024
Sydney	250	Fremantle	274	12.0%
Cairns	233	Cairns	227	10.0%
Brisbane	228	Sydney	224	9.8%
Fremantle	199	Brisbane	222	9.8%
Hobart	199	Hobart	167	7.3%
Airlie/Macka y	182	Newcastle	123	5.4%
Newcastle	126	Coffs Harbour	111	4.9%
Townsville	124	Geraldton	109	4.8%
Adelaide	107	Townsville	98	4.3%
Port Kembla	105	Airlie/Mac kay	91	4.0%
Gladstone	102	Port Kembla	86	3.8%
Geraldton	100	Melbourne	84	3.7%
Melbourne	92	Darwin	64	2.8%
Coffs Harbour	88	Gladstone	60	2.6%
State based agencies	305	Thursday Island	60	2.6%
		State based agencies	148	6.5%

Table 2 - DCV inspections by state

State/territory	2023	2024
Queensland	838	736
New South Wales	821	680
Western Australia	386	440
Tasmania	225	199
Victoria	137	91

State/territory	2023	2024
Northern Territory	75	63
Other / Not stated	65	31
South Australia	107	27
ACT	10	8
Total	2654	2275

Table 3 – DCV deficiencies by deficiency type

Deficiency type	2023 Deficiencies	2024 Deficiencies	2023 Share %	2024 Share %	Trend
Life-Saving Appliances	2214	1826	22.7%	21.7%	Ļ
SMS	1927	1797	19.8%	21.4%	Î
Fire Safety	1468	1235	15.1%	14.7%	\downarrow
Structural Conditions	925	860	9.5%	10.2%	Î
Certificates & Documentation	653	687	6.7%	6.2%	\downarrow
Labour Conditions	595	520	6.1%	5.4%	\downarrow
Safety of Navigation	636	452	6.5%	4.9%	\downarrow
Radio Communications	460	414	4.7%	4.6%	\downarrow
Propulsion & Auxiliary Machinery	359	269	3.7%	3.2%	Ţ
Water/Weather-Tight	248	209	2.5%	3.2%	Î
Alarms	90	63	0.9%	2.5%	Î
Emergency Systems	58	38	0.6%	0.8%	Î
Pollution Prevention	35	22	0.6%	0.5%	Ļ
Dangerous Goods	10	5	0.4%	0.5%	Î
Total	9733	8397			

Table 4 – DCV Inspections by Vessel Class

Vessel	202	3		2024
Туре	Inspections	% of Inspections	Inspections	% of Inspections
Class 1 Passenger	432	16.3%	443	19.5%
Class 2 Non- Passenger	1123	42.3%	915	40.2%

Vessel	2023	3		2024
Class 3 Fishing	845	31.8%	658	28.9%
Class 4 Hire and Drive	224	8.4%	240	10.5%
Unknown	30	1.1%	19	0.8%
Total	2654		2275	

Note: Class is that valid at the time of inspection

Table 5 – 2024 DCV Deficiencies by Vessel Class and Deficiency Category

Vessel type	Human Factor	ISM	MLC	Operational	Structural / Equipment	Total
Class 1 - Passenger	63	406	118	258	920	1765
Class 2 - Non- Passenger	88	679	172	571	1731	3241
Class 3 - Fishing	100	454	204	467	1514	2739
Class 4 - Hire and Drive	7	241	25	64	274	611
Unknown	1	17	1	6	16	41
Total	259	1797	520	1366	4455	8397
Deficiency Rate	0.11	0.79	0.23	0.60	1.96	3.69

Note: Class is that valid at the time of inspection

Table 6 – 2024 DCV Deficiencies Rates by Vessel Class

Vessel type	Inspection s	Deficiencies	Deficiency Rate	Detainable Deficiencies	Detention Rate
Class 1 - Passenger	443	1765	3.98	37	26.4%
Class 2 - Non- Passenger	915	3241	3.54	37	26.4%
Class 3 - Fishing	658	2739	4.16	35	25.0%
Class 4 - Hire and Drive	240	611	2.55	31	22.1%
Unknown	19	41	2.16	0	0.0%
Total	2275	8397	3.69	140	

Table 7 – DCV Detainable Deficiencies by Deficiency Category

Deficiency	2023		2024		
Туре	2023 Detainable Deficiencies	2023 Category Share of Detainable deficiencies	2024 Detainable Deficiencies	2024 Category share of Detainable deficiencies	
Structural Conditions	49	22.27%	48	34.29%	

Deficiency	2	2023		2024
SMS	43	19.55%	27	19.29%
Certificates & Documentation	18	8.18%	18	11.43%
Life-Saving Appliances	26	11.82%	13	9.29%
Propulsion & Auxiliary Machinery	22	10.00%	13	9.29%
Safety	40	18.18%	8	5.71%
Water/Weather-Tight	9	4.09%	5	3.57%
Labour Conditions	7	3.18%	4	2.86%
Radio Communications	3	1.36%	2	1.43%
Safety of Navigation	3	1.36%	1	0.71%
Emergency Systems	0	0%	1	0.71%
Total	220		140	

Appendix C – FSC Inspection Data

Table 1 – Inspection results by ship type

Ship type	Inspections	Deficiencies	Deficiency rate	Detentions	Detention Rate
Bulk carrier	6	52	8.67	0	0.0%
Commercial yacht	1	4	4.00	0	0.0%
Gas carrier	1	4	4.00	0	0.0%
MODU or FPSO	1	12	12.00	0	0.0%
Offshore service vessel	1	0	0.00	0	0.0%
Oil tanker	1	2	1.00	0	0.0%
Other types of ship	6	30	5.00	0	0.0%
Passenger ship	7	24	3.43	0	0.0%
Ro-ro cargo ship	10	37	3.70	1	10.0%
Ro-ro passenger ship	3	24	8.00	0	0.0%
Special purpose ship	4	17	4.25	0	0.0%
Tugboat	27	136	5.04	2	7.4%
Total	69	342	4.96	3	4.3%

Table 2 – FSC RAV Deficiency rates by category and ship type

Ship type	Structural/ equipment	Operational	Human factor	ISM	MLC
Bulk carrier	4.17	2.33	0.50	0.17	1.50
Commercial yacht	0.00	4.00	0.00	0.0	0.00
Gas carrier	3.00	0.00	1.00	0.00	0.00
MODU or FPSO	7.00	2.00	3.00	0.00	0.00
Oil tanker	0.00	0.00	0.00	0.00	1.00
Other types of ship	1.50	1.67	1.33	0.00	0.50
Passenger ship	1.00	1.29	0.71	0.43	0.00
Ro-ro cargo ship	1.60	1.10	0.60	0.20	0.20
Ro-ro passenger ship	4.00	1.67	1.00	0.33	1.00
Special purpose ship	2.00	1.00	0.75	0.00	0.50
Tugboat	2.85	1.44	0.52	0.00	0.22
2024 category deficiency rates	2.38	1.42	0.67	0.10	0.39
2024 category deficiency Counts	164	98	46	7	27

Table 3 Detainable deficiencies by deficiency type

Туре	2023		2024	
Deficiency type	Number of detainable deficiencies	Share of detainable deficiencies	Number of detainable deficiencies	Share of detainable deficiencies
Emergency Systems	2	40%	0	0%
ISM	0	0%	0	0%
Fire Safety	1	20%	1	33%
Certificates and Documentation	0	0%	1	33%
Other	1	20%	1	33%
Safety of Navigation	1	20%	0	0%
Total	9733	8397		

Table 4 - FSC of Australian ships

2023	3 2024				
Inspections	Detentions	Detention rate	Inspections	Detentions	Detention rate
106	4	3.80%	69	3	4.3%

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