



Australian Government

Australian Maritime Safety Authority

PORT STATE CONTROL 2013 Report Australia



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This Report and AMSA detention data is available on the Shipping Safety pages of www.amsa.gov.au

2013

Port State Control Report



Australia

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Purpose of this report

This report summarises the port State control (PSC) activities of the Australian Maritime Safety Authority (AMSA) and the performance of various ship types, flag States and classification societies for the 2013 calendar year.

Two of AMSA's principal functions are:

- promoting maritime safety and the protection of the marine environment
- preventing and combating ship-sourced pollution into the marine environment.

These principal functions are linked with, and implemented by, AMSA's flag and port State control regime.

Two key responsibilities for AMSA are:

- participating in the development and implementation of national and international maritime safety and environmental protection standards
- monitoring and enforcing operational standards for ships in Australian waters to promote seaworthiness, safety and pollution prevention.

Under the PSC regime ships trading to Australian ports are assessed using AMSA's Shisys software which determines the risk profile of foreign-flagged vessels targeted for PSC inspection.

Under the flag State control (FSC) regime, AMSA has direct responsibility for monitoring and enforcing the operational safety standards of Australian-registered trading ships wherever they may be in the world. Australian-flagged vessels trading to overseas ports in 2013 were few in number and no Australian-flagged ships were detained in a foreign port.

AMSA also works with other port State administrations who are members of the Asia-Pacific Memorandum of Understanding on Port State Control (Tokyo MOU) and the Indian Ocean Memorandum of Understanding on Port State Control (IOMOU). These groups share PSC information and participate in policy development to ensure consistency in the application of PSC guidelines. They also conduct training and coordinate inspection campaigns.

AMSA provides PSC information on its website including:

- monthly results of ship detentions
- PSC activities
- current trends and issues.

This information can be found in the ship safety section of the AMSA website (www.amsa.gov.au).

Year in review

2013 summary of port State control activity

- During the calendar year of 2013 there were:
 - **25,697** ship arrivals by **5447** foreign-flagged ships
 - **3342** PSC inspections
 - **233** detentions
- Bulk carriers accounted for 47 per cent of ship arrivals and 55 per cent of PSC inspections
- PSC inspections occurred in 51 Australian ports
- Average gross tonnage per visit was 44,642 GT in 2013.

10-year summary of inspection, detentions and deficiency rate

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total inspections	2827	3201	3072	3080	2963	2795	2994	3127	3002	3179	3342
Total detentions	190	173	154	138	159	225	248	222	275	210	233
Detention %	6.7	5.4	5	4.5	5.4	8.1	8.3	7.1	9.2	6.6	7
Deficiencies per inspection	2.4	2.3	2.6	2.9	2.5	3.3	3	2.4	2.8	2.4	2.4

Snapshot comparison to previous year

		2012	2013	When compared to 2012
Arrivals	Total arrivals	25,115	25,697	↑ 2.3% (an increase of 582)
	Arrivals by individual ships	5102	5447	↑ 6.8% (an increase of 345)
PSC inspections	Total PSC inspections	3179	3342	↑ 4.9% (an increase of 163)
	Total PSC inspections – individual ships	2842	2950	↑ 3.7% (an increase of 108)
	Inspection rate	56	57	↑ 1.8%
Deficiencies	Total deficiencies	7775	8183	↑ 5.2% (an increase of 408)
	Total detainable deficiencies	354	316	↑ 10.7% (a decrease of 38)
	Rate of deficiencies per inspection	2.4	2.4	-
Detentions	Total detentions	210	233	↑ 10.9% (an increase of 23)
	Percentage of detentions for total inspections	6.6%	7%	↑ 0.4% (an increase 0.4%)

A total of 3342 PSC inspections were conducted in 2013	2013 Top 5	PSC Inspections by flag State
		1. Panama – 918 (27%)
		2. Hong Kong – 371 (11%)
		3. Liberia – 315 (9%)
		4. Singapore – 281 (8%)
		5. Marshall Islands – 224 (7%)

A total of 233 detentions occurred in 2013	2013 Top 5	Detentions by flag State
		1. Panama - 52 (22%)
		2. Liberia – 29 (12%)
		3. Hong Kong – 233 (10%)
		4. Marshall Islands – 21 (9%)
		5. Malta – 13 (6%)

Summary of shipping industry activity for 2013

There was a change in the regulatory coverage of AMSA during 2013, with the *Navigation Act 2012* applying from 1 July 2013. This meant that all foreign-flagged ships were subject to safety oversight even if they were operating on intrastate voyages. Previously these ships were under the jurisdiction of relevant state or territory maritime agencies unless they elected to come under the previous *Navigation Act 1912*. This change may have accounted for some of the small increase in arrivals in 2013.

Operating patterns of the foreign-flagged fleet serving Australian ports are generally complex, with trends in port arrivals differing across ship type and location. Some port activity increased significantly while other ports experienced declines, sometimes for reasons of severe weather or major maintenance on berths, as well as underlying trends in cargo volumes. The following trends in shipping industry activity were identified:

- In 2013, there were 25,697 arrivals by foreign-flagged ships across 51 Australian ports, an increase of 2.3 per cent over the previous year. These port arrivals were made by 5447 individual ships, an increase of 6.8 per cent over 2012.
- Average deadweight carrying capacity per port arrival rose by 7.8 per cent. Total foreign fleet deadweight capacity over the year rose by 10.3 per cent, reflecting the combined impact of more arrivals by larger ships. This continues the trend in recent years of ships becoming larger, on average, such that increases in cargo volumes are being served by a combination of larger ships as well as increased port arrivals.
- By ship type, bulk carrier arrivals in the year rose by 7.7 per cent, while port arrivals by container ships and general cargo ships declined (down by 3.8 per cent and 5.4 per cent respectively). These declines were fully or partially offset by increases in ship size, as container ships were 8.1 per cent larger on average in deadweight capacity terms in the year and general cargo ships also increased by 4.8 per cent in average cargo capacity. Average bulk carrier capacity also rose by 6 per cent, which, when combined with their growth in arrivals, meant that the total carrying capacity of bulk carriers increased by 14 per cent in the year.
- Bulk carriers now represent 65 per cent of the visiting fleet, and 47 per cent of port arrivals. Container ships represent 6 per cent of the fleet and 16 per cent of port arrivals, as most of them make more port calls on each visit to Australia than other ship types.
- The foreign fleet risk profile continued to improve. In 2013, 1555 ships (28.5 per cent of the fleet) made only a single port visit in the year, while fleet turnover meant that 2138 ships (39.3 per cent) which visited in 2013 had not been to Australia in the previous year. These 'new' ships had an average age of 7.2 years, whereas the ships they replaced had an average age of 10 years. Given that ship age is a major contributor to the statistical risk of ships being found to be unseaworthy, this turnover of older ships is a positive outcome of the PSC program. The average age of the entire foreign fleet was 8.1 years in 2013, slightly down from the 8.2 years fleet average age in 2012.

Maritime Labour Convention results for 2013

The *Maritime Labour Convention, 2006* (MLC, 2006) is an international convention developed by the International Labour Organization. It consolidates a number of existing labour conventions and introduces modern standards relating to the working and living conditions of the world's 1.4 million seafarers.

Australia is a signatory to the MLC, 2006 which entered into force internationally on 20 August 2013. Australia has a good reputation in regards to the treatment of seafarers in compliance with relevant standards.

Within Australia, the *Navigation Act 2012* (Navigation Act) and *Marine Order 11 (Living and working conditions on vessels) 2012* are the primary legislative mechanisms which implement the MLC, 2006. Both commenced on 1 July 2013.

Other commonwealth legislation and marine orders that encompass aspects of the MLC, 2006 are:

- *Occupational Health and Safety (Maritime Industry) Act 1993*
- *Fair Work Act 2009*
- *Seafarers Rehabilitation and Compensation Act 1992*
- Marine Order 70-73 Seagoing qualifications series
- *Marine Order 9 (Health – medical fitness) 2010*
- *Marine Order 15 (Construction – fire protection, fire detection and fire extinction) 2014*
- *Marine Order 21 (Safety of navigation and emergency procedures) 2012*
- *Marine Order 28 (Operations standards and procedures) 2012.*

Recognised Organisations (ROs), approved by AMSA, conduct inspections of regulated Australian vessels to verify a vessel's Declaration of Maritime Labour Compliance Part II as required for the issue of a Maritime Labour Certificate.

AMSA applies the MLC, 2006 to Australian-flagged ships and to foreign-flagged ships. Flag State control (FSC) inspections are carried out by AMSA surveyors for the purpose of checking that ships under its jurisdiction are being properly maintained between the scheduled surveys and also as an audit of the quality of surveys being done by other parties, such as ROs, on AMSA's behalf.

In the period from 20 August - 31 December 2013, two MLC, 2006 deficiencies were issued to regulated Australian vessels. There were no MLC detentions of regulated Australian vessels in 2013.

MLC, 2006 compliance was verified during PSC inspections. Results for the period 20 August to 31 December 2013 are detailed in Table 1 below. This table identifies the number of MLC, 2006-related deficiencies, detainable deficiencies and detentions, as well as an estimated percentage of yearly MLC, 2006 results, to provide an indication of MLC, 2006 findings in a full year of PSC results.

Table 1: Maritime Labour Convention 2006 results for 2013

	Total deficiencies 2013	MLC deficiencies*	Total detainable deficiencies 2013	MLC detainable deficiencies*	Total detentions 2013	MLC detentions*
Bulk carrier	4741	260	180	3	137	2
Chemical tanker	195	15	5		4	
Container ship	890	57	36		25	
Gas carrier	72	4	5		4	
General cargo/multi-purpose ship	747	42	29		22	
Livestock carrier	223	20	10		5	
Oil tanker	281	33	8		7	
Vehicle carrier	251	7	9		7	
Other ship types	783	39	34	1	22	
Totals	8183	477	316	4	233	2

*MLC data is for period 20 August - 31 December 2013 only.

These MLC deficiencies are largely new deficiencies that did not exist in previous years. Although not applying for the full year, they do contribute towards the increased number of deficiencies and increase in deficiency code for 2013. The full year impact will not be known until the end of 2014, however it appears likely they will result in some level of increase in deficiency rate and possibly detention rate for the 2014 year.

Vessels to which the MLC, 2006 applies must have an onboard procedure that allows seafarers the opportunity to make a complaint regarding the working and living conditions without fear of recourse. However, the convention recognises that it may not always be possible for a seafarer to use the onboard complaint system or the complaint may not be able to be resolved at the shipboard level.

Seafarers will always retain the right to make complaints directly to AMSA or any other organisation directly involved in the welfare of seafarers. No action can be taken against a seafarer because he or she has made a complaint.

A complaint concerning the living and working conditions on board a vessel may be made to AMSA by a seafarer, a professional body, an association, a trade union or any person with an interest in the safety of the ship.

For the period 20 August to 31 December 2013 AMSA received and investigated 31 complaints. The categories of complaints received are at Table 2.

Table 2: Category of complaints received (20 August – 31 December 2013)

Wages	25%
Seafarers' Employment Agreement	15%
Hours of work and hours of rest	13%
Food and catering	10%
Accommodation and recreational facilities	8%
Health and safety protection and accident prevention	8%
Repatriation	6%
Other	15%

Analysis of 2013 results

Arrivals

Brisbane and Newcastle are the busiest Australian ports in terms of ship arrivals. Ships arriving at the major iron ore ports (such as Port Hedland and Dampier) are much larger in size than an average container, general cargo, oil tanker and other common ship types.

A total of 25,697 ship arrivals at Australian ports during 2013	2013 Top 5 Ship arrivals at Australian ports
	1. Brisbane – 2540 ship arrivals (9.9%)
	2. Newcastle – 2189 ship arrivals (8.5%)
	3. Melbourne – 2171 ship arrivals (8.4%)
	4. Port Hedland – 2113 ship arrivals (8.2%)
	5. Dampier – 1572 ship arrivals (6.1%)

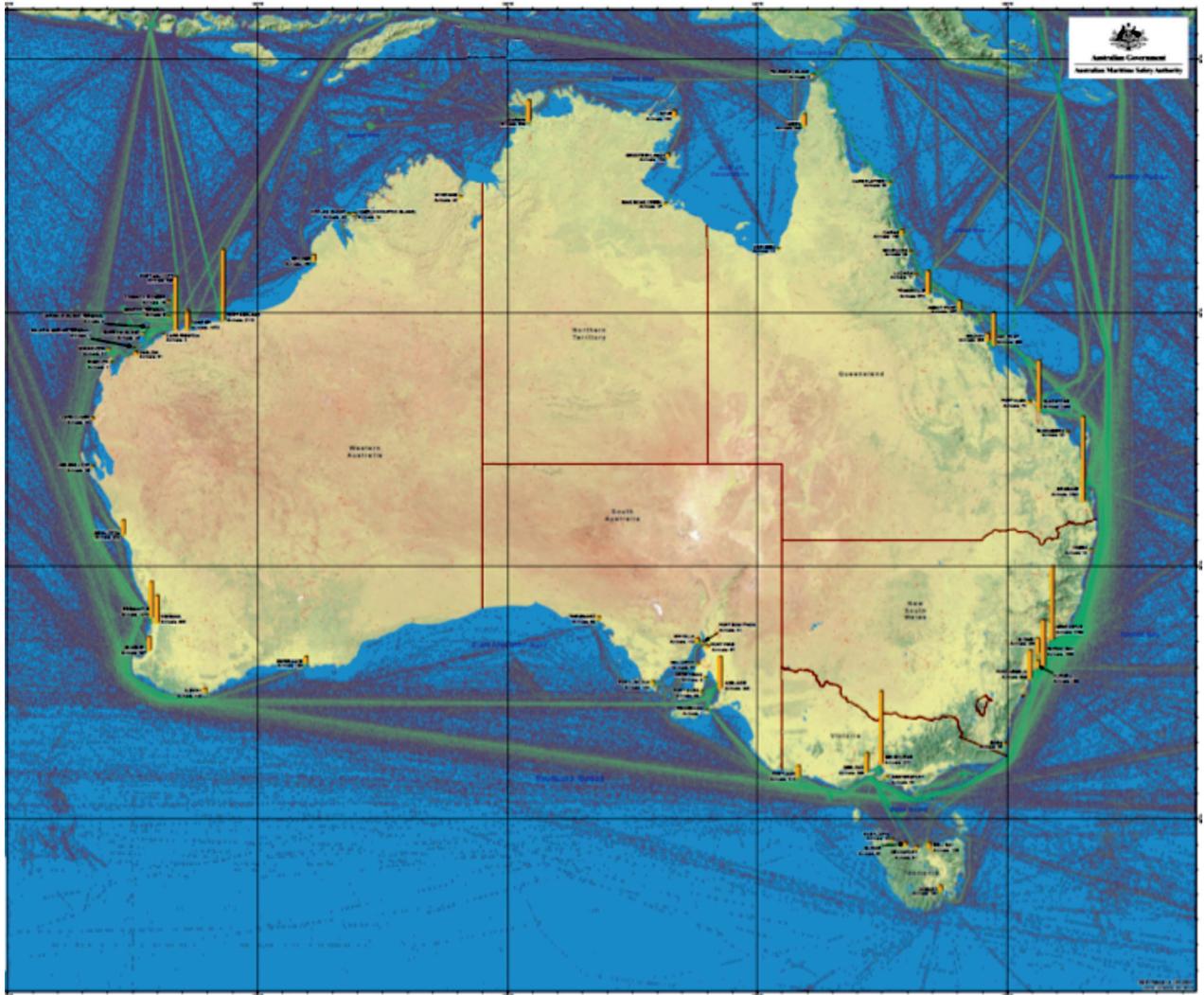
Newcastle is now the second busiest port in Australia, after Brisbane, in terms of port arrivals. Bulk cargo ports represent five of the 10 busiest ports in arrival numbers, while the top 6 iron ore and coal bulk cargo ports handle a little over 60 per cent of the total deadweight cargo capacity which visited Australia in 2013. Port Hedland accounted for 19 per cent of the total foreign ship cargo capacity which came to Australia in 2013.

Table 3 indicates that in 2013 there has been an increase in the number of port arrivals for bulk carriers when compared to 2012, as well as for gas and livestock carriers. While the increase in bulk carriers is consistent with recent years' growth, the gas and livestock carrier increases are due to projects coming on line and an increase in the live animal export trade, with no change in the existing livestock fleet. Overall there was a 12.7 per cent reduction in chemical tanker arrivals in 2013 which may be attributed to a combination of the replacement of smaller capacity vessels with larger capacity vessels.

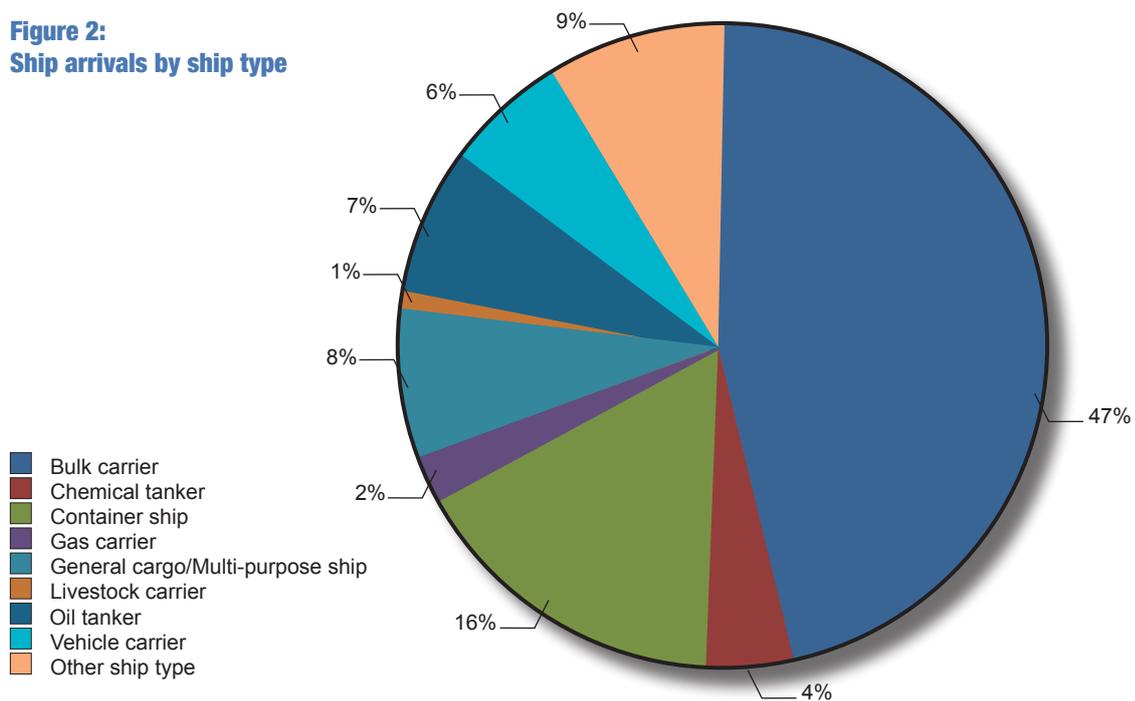
Table 3: Ship arrivals in 2013 compared to 2012

Ship Type	2012	2013	Change
Bulk carrier	11,099	11,958	7.7%
Chemical tanker	1291	1127	-12.7%
Container ship	4298	4133	-3.8%
Gas carrier	571	602	5.4%
General cargo/multi-purpose ship	2029	1919	-5.4%
Livestock carrier	178	265	48.9%
Oil tanker	1787	1856	3.9%
Vehicle carrier	1589	1569	-1.3%
Other ship types	2273	2268	-0.2%
Total arrivals	25,115	25,697	2.3%

Figure 1: Australian port arrivals 2013



**Figure 2:
Ship arrivals by ship type**



Inspections

In 2013, AMSA surveyors carried out 3342 initial PSC inspections on 5447 foreign-flagged ships in conformance with international conventions, associated codes, resolutions and AMSA's internal instructions and training regime. As a result of these initial inspections, AMSA surveyors carried out 1395 follow-up inspections.

A total of 3343 port State control inspections conducted in 2013	2013 Top 5 PSC inspections by ship type	
	1. Bulk carrier – 1850 (55%)	
	2. Container ship – 298 (9%)	
	3. General cargo/multi-purpose – 262 (8%)	
	4. Oil tanker – 235 (7%)	
	5. Vehicle carrier – 181 (5%)	

In 2013, as in 2012 and 2011, the largest number of PSC inspections were undertaken in the port of Newcastle representing 10 per cent (or 333) of all inspections undertaken.

2013 Top 5 PSC inspections at Australian ports	
1. Newcastle, NSW – 333 (10%)	
2. Kwinana, WA – 248 (7%)	
3. Dampier, WA – 238 (7%)	
4. Hay Point, QLD – 237 (7%)	
5. Brisbane, QLD – 201 (6%)	

Of the 51 Australian ports at which inspections were conducted, 14 of these ports accounted for 80 per cent of the 3342 PSC inspections undertaken in 2013. This is reflected in Table 4.

Table 4:
PSC inspections
by location

	2009	2010	2011	2012	2013	% of total 2013 inspections
Newcastle, NSW	343	293	360	392	333	10%
Kwinana, WA	192	179	160	206	248	7%
Dampier, WA	240	249	270	247	238	7%
Hay Point, QLD	308	339	198	230	237	7%
Brisbane, QLD	230	244	209	268	201	6%
Port Kembla, NSW	116	115	108	175	195	6%
Port Botany, NSW	128	179	193	186	185	6%
Melbourne, VIC	175	146	193	185	176	5%
Fremantle, WA	126	137	119	148	166	5%
Townsville, QLD	97	110	104	133	164	5%
Port Hedland, WA	137	189	228	195	150	4%
Darwin, NT	151	133	61	126	143	4%
Geraldton, WA	50	39	15	34	138	4%
Gladstone, QLD	191	242	222	133	127	4%

Figure 3:
PSC inspections in
Australian states/
territories

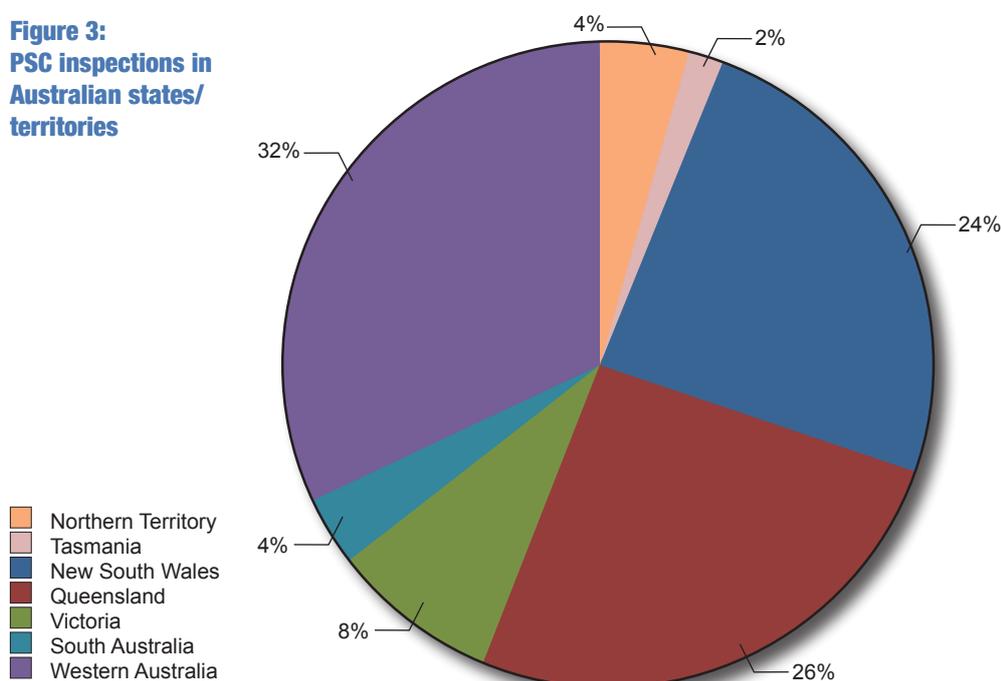


Table 5 provides a 5-year breakdown of the number of vessels inspected against each flag State. The table does not identify any significant change in inspections by flag State over the last 5 years.

The flag State with the largest number of ships inspected by AMSA was Panama (27 per cent). A total of 918 Panamanian ships were inspected in 2013, a decrease from 940 inspected in 2012. Ships from Hong Kong, Liberia, Singapore and Marshall Islands represented a further 36 per cent of ships inspected in 2013.

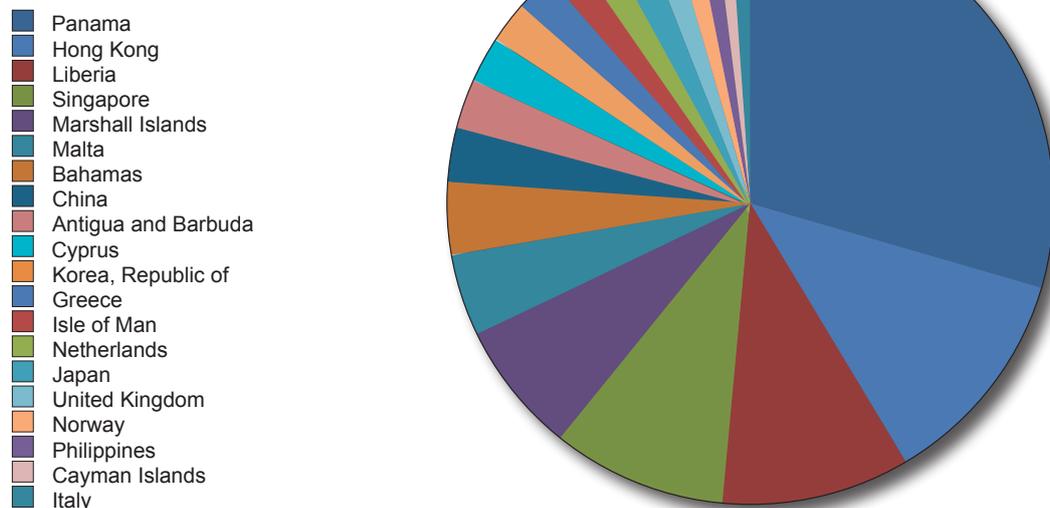
Table 5 - Total ships inspected by flag State

Flag State	2009	2010	2011	2012	2013
Antigua and Barbuda	58	77	88	85	85
Argentina	0	1	0	0	0
Bahamas	120	104	109	104	122
Bangladesh	0	1	0	0	0
Barbados	3	7	4	2	2
Belgium	9	12	16	9	12
Belize	3	2	2	1	3
Bermuda	18	22	17	16	16
Bulgaria	0	1	0	0	0
Canada	0	0	0	0	1
Cayman Islands	16	18	22	20	32
China	70	76	59	89	95
Cook Islands	5	8	3	2	5
Croatia	10	7	6	3	6
Curacao	4	2	0	3	0
Cyprus	98	104	86	80	70
Denmark	18	11	9	12	9
Dominica	7	2	4	2	1
Egypt	4	3	5	5	4
Fiji	0	0	1	0	0
France	8	10	5	4	2
Germany	27	21	19	16	10
Gibraltar	13	14	9	15	25
Greece	67	80	63	52	63
Honduras	0	0	0	1	0
Hong Kong	280	298	289	326	371
India	29	23	22	23	18
Indonesia	4	11	7	6	8
Iran	2	0	0	0	0
Ireland	0	0	1	1	0
Isle Of Man	39	39	38	50	57
Italy	41	49	41	35	28
Japan	37	33	53	54	57
Kiribati	0	0	0	1	0
Korea, Republic of	84	84	85	68	68
Kuwait	6	4	5	3	3
Liberia	218	270	260	302	315
Libya	0	2	0	0	0
Lithuania	0	1	0	0	0

Flag State	2009	2010	2011	2012	2013
Luxembourg	3	2	6	3	6
Malaysia	8	16	19	15	11
Malta	103	109	106	124	134
Marshall Islands	116	146	164	187	224
Mauritius	1	0	0	0	0
Mongolia	0	0	0	0	0
Namibia	0	0	0	0	0
Netherlands	35	38	38	45	57
New Zealand	2	2	2	1	1
Norway	42	32	28	31	44
Pakistan	0	0	1	2	0
Panama	946	977	883	940	918
Papua New Guinea	16	11	10	14	14
Philippines	47	44	33	28	33
Portugal	1	2	0	0	1
Qatar	0	0	0	0	1
Russian Federation	5	1	1	1	0
Saint Kitts and Nevis	1	0	0	1	0
Saint Vincent and the Grenadines	6	5	1	0	3
Samoa	1	1	2	2	1
Saudi Arabia	0	0	0	0	1
Ship's registration withdrawn	0	0	2	2	4
Singapore	212	199	237	263	281
Spain	0	0	1	1	2
Sri Lanka	0	0	1	1	1
Sweden	10	10	10	12	8
Switzerland	9	7	6	5	4
Taiwan	17	16	16	19	13
Thailand	25	15	17	9	11
Tonga	9	4	4	1	1
Turkey	10	15	14	7	3
Tuvalu	0	0	0	0	3
United Kingdom	35	42	41	46	54
United States	0	1	5	5	2
Vanuatu	26	28	16	17	11
Viet Nam	10	7	8	7	7
Totals	2994	3127	3000	3179	3342

Figure 4 represents the inspections by flag State for vessels having been subjected to more than 25 inspections during 2013. Flag States that have less than 25 inspections in a year are not considered to be statistically significant.

Figure 4:
Distribution of inspection by flag State for those with more than 25 inspections



The table below shows the number of inspections compared to vessel type, presented over a five-year period. From Table 6 it is clear that bulk carriers continue to be the most inspected vessel type representing 55 per cent of all PSC inspections.

Table 6:
Total ships inspected by ship type

Ship type	2009	2010	2011	2012	2013
Bulk carrier	1747	1865	1763	1787	1850
Chemical tanker	119	107	106	126	138
Combination carrier	9	1	1	0	0
Container ship	271	279	304	306	298
Factory ship	0	0	0	0	0
Gas carrier	46	44	47	46	53
General cargo/multi-purpose ship	227	237	245	246	262
Heavy load carrier	25	23	23	56	60
High speed passenger craft	0	1	0	0	0
Livestock carrier	45	39	34	29	43
MODU or FPSO	4	6	3	4	0
NLS tanker	6	7	12	17	15
Offshore service vessel	29	19	12	9	17
Oil tanker	168	200	181	211	235
Passenger ship	29	29	31	38	39
Refrigerated cargo vessel	1	2	4	4	4
Ro-ro cargo ship	9	11	12	12	12
Ro-ro passenger ship	1	1	0	1	1
Special purpose ship	12	9	6	7	5
Tugboat	42	29	28	40	57
Vehicle carrier	120	146	121	178	181
Wood-chip carrier	66	57	59	52	52
Other types of ship	18	15	10	10	20
Totals	2994	3127	3002	3179	3342

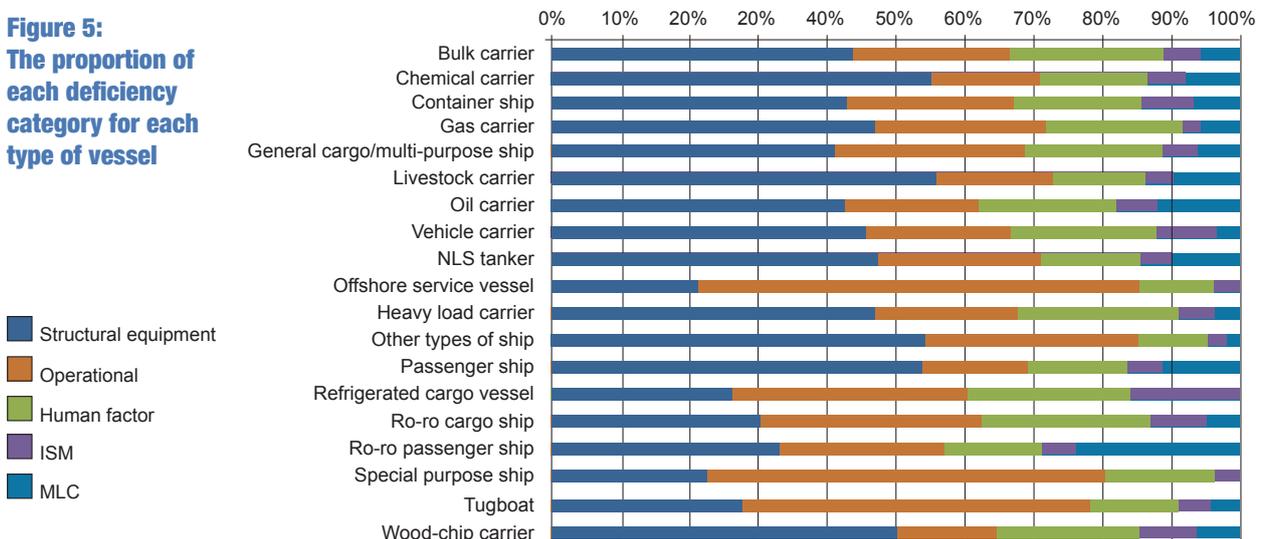
Deficiencies

During 2013, AMSA surveyors recorded a total of 8183 deficiencies, a deficiency rate of 2.4 per inspection (the same as 2012). For reporting purposes, deficiencies have been categorised into the following groups used to identify key areas of non-compliance: structural/equipment, operational, human factors, International Safety Management (ISM) and MLC, 2006. Table 7 identifies the number of deficiencies by category along with a comparison of the rate of deficiency to those of 2012.

Table 7: Deficiencies by ship category

	Structural/ equipment	Operational	Human factor	ISM	MLC 2006	PSC inspections
Bulk carrier	2086	1088	1049	258	260	1850
Chemical tanker	108	31	30	11	15	138
Container ship	382	217	164	70	57	298
Gas carrier	34	18	14	2	4	53
General cargo/ multi-purpose ship	308	208	148	41	42	262
Livestock carrier	125	38	30	10	20	43
Oil tanker	121	54	56	17	33	235
Vehicle carrier	115	53	53	23	7	181
NLS tanker	10	5	3	1	2	15
Offshore service vessel	6	18	3	1	0	17
Heavy load carrier	69	31	34	8	5	60
Other types of ship	37	21	7	2	1	20
Passenger ship	43	13	11	4	9	39
Refrigerated cargo vessel	10	13	9	6	0	4
Ro-ro cargo ship	26	28	21	7	4	12
Ro-ro passenger ship	7	5	3	1	5	1
Special purpose ship	6	15	4	1	0	5
Tugboat	42	77	19	7	6	57
Wood-chip carrier	59	17	24	10	7	52
Total for 2013	3594	1950	1682	480	477	3342
2013 deficiency rates	1.1	0.6	0.5	0.1	0.1	2.4
Total for 2012	3626	1995	1593	561		3179
2012 deficiency rates	1.1	0.6	0.5	0.2		2.4

**Figure 5:
The proportion of
each deficiency
category for each
type of vessel**



Detentions

During 2013, AMSA surveyors detained 233 ships, an average detention rate of 7 per cent, compared to 6.6 per cent in 2012.

A total of 233 ships were detained following PSC detentions in 2013	2013 Top 5	Detention rate by ship type (with 10 or more inspections)
	1.	Ro-ro cargo ship (25% or 3 detentions from 12 inspections)
	2.	NLS tanker (13% or 2 detentions from 15 inspections)
	3.	Livestock carrier (12% or 5 detentions from 43 inspections)
	4.	Other types of ship (10% or 2 detentions from 20 inspections)
	5.	Container ship (8% or 25 detentions from 298 inspections)
		General cargo/multi-purpose ship (8% or 22 detentions from 262 inspections)

Table 8 indicates the proportion of detainable deficiencies in different categories over a 3-year rolling period.

As indicated in this table, the detainable deficiencies relating to the category of International Safety Management (ISM) decreased while the category of fire safety and lifesaving appliances increased, compared to the previous year.

The relatively high proportion of detainable deficiencies attributable to the ISM category continues to remain a major cause of concern as it indicates that the management of ships is not as effective as desired.

Table 8: Detainable deficiencies by category

Detainable deficiencies by category	2011	2011 % share	2012	2012 % share	2013	2013 % share
International Safety Management (ISM)	173	33.5	120	33.9	87	27.5
Fire safety	83	16.1	63	17.8	62	19.6
Lifesaving appliances	67	13	42	11.9	46	14.5
Pollution prevention	49	9.5	23	6.5	29	9.2
Emergency systems	21	4.1	22	6.2	21	6.6
Water/weather-tight conditions	22	4.3	20	5.6	29	9.2
Safety of navigation	33	6.4	19	5.4	9	2.8
Radio communications	23	4.5	12	3.4	18	5.7
Structural conditions	6	1.2	10	2.8	6	1.9
Certificates and documents	4	0.8	4	1.1	3	0.9
Cargo operations including equipment	4	0.8	3	0.8	0	0
Propulsion and auxiliary machinery	15	2.9	3	0.8	1	0
Working and living conditions	4	0.8	1	0.3	0	0
Alarms	1	0.2	0	0	0	0
Dangerous goods	0	0	0	0	0	0
International Ship & Port Facility						
Security Code (ISPS)	0	0	0	0	0	0
Other (includes MLC, 2006)	11	2.1	12	3.4	5	1.6
Totals	516		354		316	

Table 9 shows the total detentions for 2013 by ship type compared with detention rates in 2012.

Table 9: Total ships detained by ship type

Ship type	2013			2012 Detention rate
	Inspections	Detentions	Detention rate	
Bulk carrier	1850	137	7.4%	6.9%
Chemical tanker	138	4	2.9%	4.0%
Container ship	298	25	8.4%	6.5%
Gas carrier	53	4	7.5%	2.2%
General cargo/multi-purpose ship	262	22	8.4%	10.6%
Heavy load carrier	60	5	8.3%	10.7%
Livestock carrier	43	5	11.6%	10.3%
NLS tanker	15	2	13.3%	5.9%
Offshore service vessel	17	0	0.0%	0.0%
Oil tanker	235	7	3.0%	2.8%
Other types of ship	20	2	10.0%	30.0%
Passenger ship	39	1	2.6%	5.3%
Refrigerated cargo vessel	4	1	25.0%	25.0%
Ro-ro cargo ship	12	3	25.0%	25.0%
Ro-ro passenger ship	1	1	100.0%	100.0%
Special purpose ship	5	1	20.0%	14.3%
Tugboat	57	3	5.3%	0.0%
Vehicle carrier	181	7	3.9%	2.2%
Wood-chip carrier	52	3	5.8%	5.8%
Totals	3342	233	7.0%	6.6%

Table 10 shows the detention rate by flag.

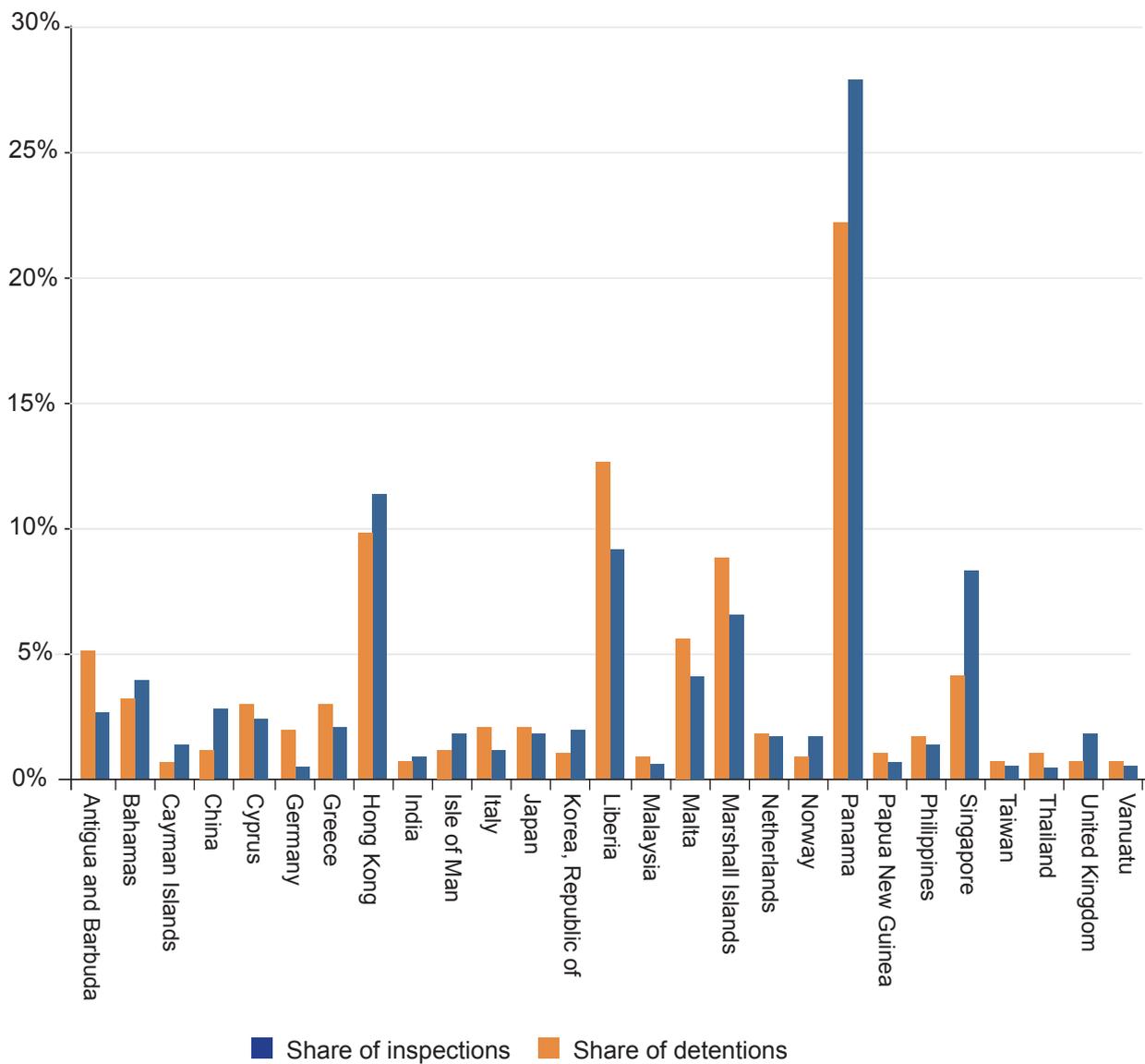
Table 10: Inspections and detentions by flag State

Flag	Inspections	Detentions	Detention rate
Antigua and Barbuda	84	12	14.3%
Bahamas	122	7	5.7%
Barbados	3	0	0.0%
Belgium	12	0	0.0%
Belize	3	1	33.3%
Bermuda	16	0	0.0%
Cayman Islands	32	1	3.1%
China	94	2	2.1%
Cook Islands	5	0	0.0%
Croatia	6	0	0.0%
Curacao	2	0	0.0%
Cyprus	72	7	9.7%
Denmark	9	1	11.1%
Dominica	1	0	0.0%
Egypt	4	1	25.0%
France	2	0	0.0%
Germany	10	4	40.0%
Gibraltar	24	0	0.0%
Greece	63	7	11.1%
Hong Kong	372	23	6.2%
India	18	1	5.6%
Indonesia	8	3	37.5%
Isle Of Man	57	2	3.5%
Italy	28	5	17.9%
Japan	56	5	8.9%
Korea, Republic of	68	2	2.9%
Kuwait	3	1	33.3%
Liberia	313	29	9.3%
Luxembourg	7	0	0.0%
Malaysia	10	1	10.0%
Malta	135	13	9.6%
Marshall Islands	224	21	9.4%
Netherlands	57	4	7.0%
New Zealand	1	0	0.0%
Norway	44	1	2.3%
Panama	916	52	5.7%
Papua New Guinea	14	2	14.3%
Philippines	33	3	9.1%
Portugal	3	1	33.3%
Qatar	1	1	100.0%
Saint Vincent and the Grenadines	3	1	33.3%
Samoa	1	0	0.0%
Saudi Arabia	1	0	0.0%
Ship's Registration Withdrawn	1	0	0.0%
Singapore	287	9	3.1%
Solomon Islands	1	0	0.0%
Sri Lanka	1	0	0.0%
Sweden	8	1	12.5%
Switzerland	4	1	25.0%
Taiwan	13	1	7.7%
Thailand	11	2	18.2%
Tonga	1	1	100.0%
Turkey	3	0	0.0%
Tuvalu	4	1	25.0%
United Kingdom	51	1	2.0%
United States	2	0	0.0%
Vanuatu	11	1	9.1%
Viet Nam	7	1	14.3%
Totals	3342	233	7.0%

Another method of determining the relative performance of flag States in terms of detention is to compare the percentage share of the total number of inspections against the percentage share of the total number of detentions, side by side for each flag State.

Where the percentage share of detentions is higher than the percentage share of inspections this is an indication that the flag State is not performing well. This representation is given in Figure 6 which indicates that the flag States of Panama, Singapore and Hong Kong are performing better than average, particularly considering the volume of inspections. While the flag States of Antigua and Barbuda, Liberia, Malta and Marshal Islands are performing below average.

Figure 6: Comparison of proportion of inspections and detentions of totals for flag States with more than 10 inspections and more than 1 detention



Recognised Organisation performance

Table 11 reports the 2013 performance of relevant Recognised Organisations (ROs) including inspections, deficiency rates, detention rates and the percentage of the detainable items that were allocated RO responsibility for detention. The table indicates that the performance of ROs across these criteria remains relatively constant with some good improvements in results of some ROs.

Table 11: Recognised Organisation performance

Recognised Organisation	Inspections	Deficiencies	Detentions	Detention rate	Total detainable deficiencies	RO responsible detentions	RO responsible as share of total detainable detentions
American Bureau of Shipping (ABS)	355	796	24	6.8%	35	4	11.4%
Biro Klasifikasi Indonesia (BKI)	2	27	1	50.0%	2	0	0.0%
Bureau Veritas (BV)	279	822	20	7.2%	32	2	6.3%
China Classification Society (CCS)	208	463	8	3.8%	8	0	0.0%
China Corporation Register of Shipping (CCRS)	5	6	0	0.0%	0	0	
Croatian Register of Shipping (CRS)	3	2	0	0.0%	0	0	
Det Norske Veritas (DNV)	256	505	10	3.9%	16	0	0.0%
Germanischer Lloyd (GL)	320	1061	39	12.2%	53	2	3.8%
Indian Register of Shipping (IRS)	13	38	1	7.7%	1	0	0.0%
International Register of Shipping (IS)	1	20	1	100.0%	4	0	0.0%
Korean Register of Shipping (KRS)	214	433	9	4.2%	12	0	0.0%
Lloyd's Register (LR)	457	970	32	7.0%	40	0	0.0%
Nippon Kaiji Kyokai (NKK)	1161	2801	79	6.8%	100	8	8.0%
no class	6	4	0	0.0%	0	0	
Polski Rejestr Statkow (PRS)	2	4	0	0.0%	0	0	
Registro Italiano Navale (RINA)	59	224	8	13.6%	12	0	0.0%
Viet Nam Register (VR)	1	7	1	100.0%	1	0	0.0%
Totals	3342	8183	233	7.0%	316	16	5.1%

Risk rating

AMSA uses a risk profiling system to assist in allocating inspection resources in the most effective manner. AMSA's risk calculation uses multiple criteria to categorise vessels into priority groups, each of which has a specific target inspection rate as shown below.

Table 12:
Inspection rate targets

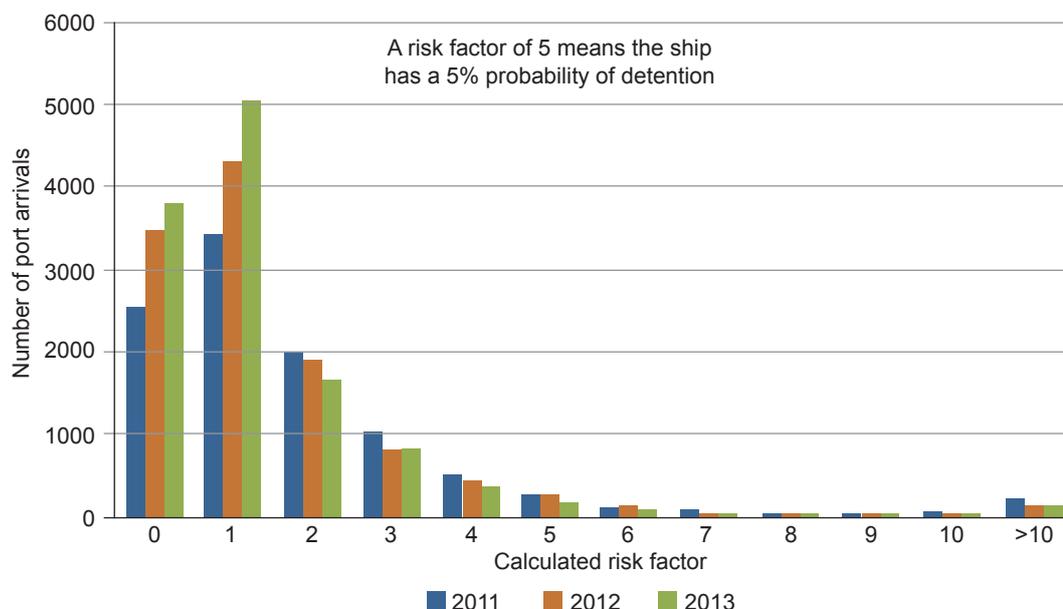
Priority group	Probability of detention (Risk factor)	Target inspection rate
Priority 1	More than 5%	80%
Priority 2	4% to 5%	60%
Priority 3	2% to 3%	40%
Priority 4	Less than 1%	20%

The risk profile of ships trading in Australian ports continues to indicate that larger numbers of lower risk ships are arriving at Australian ports. This data, along with inspection details is shown below.

Table 13:
Unique foreign-flag ships - by priority level

Priority group	Ship arrivals		Eligible ships		Ships inspected		Inspection rate	
	2012	2013	2012	2013	2012	2013	2012	2013
Priority 1	339	457	339	410	319	385	94%	94%
Priority 2	383	410	383	375	344	319	90%	85%
Priority 3	1108	1193	1108	1135	736	778	66%	69%
Priority 4	3272	3387	3272	3294	1443	1468	44%	45%
Totals	5102	5447	5102	5214	2842	2950	56%	57%

Figure 7:
Risk factor profile of arriving foreign-flag ships



From Figure 7 (above) it is clearly evident that the number of vessels with risk factors of 1 per cent or less arriving in 2013 was higher than in 2012, and significantly higher than 2011. More importantly, the number of ships in risk factors 2 and above have declined each year since 2011.

In 2013 a total of 8183 deficiencies were found in 2013 compared to the 7775 deficiencies found in 2012.

When average deficiencies are viewed against each priority group it is noted that there was a reduction of average deficiencies in the higher risk ships (priority groups 1 and 2). However, while the number of deficiencies identified per inspection carried out on 'Priority 1' and 'Priority 2' decreases, the deficiency rates for 'Priority 3' and 'Priority 4' inspections show a slight increase with both these priority groups actually exceeding 'Priority 2' results.

This year saw changes to AMSA's regulatory coverage, with a new *Navigation Act 2012* applying from July 2013, and the *Maritime Labour Convention, 2006* entering into force on 20 August 2013, which may account for these anomalies.

AMSA continues to believe risk profiling is effective.

Table 14: Number of deficiencies according to vessels risk factor

Risk factor	Priority group	2012		2013	
		Deficiencies	Defns/Insp	Deficiencies	Defns/Insp
6 or higher	Priority 1	1838	4.4	1395	3.6
4 or 5	Priority 2	1165	2.9	720	2.3
2 or 3	Priority 3	2021	2.4	2368	3.0
Less than 2	Priority 4	2751	1.8	3700	2.5
	Totals	7775	2.4	8183	2.4

Flag State control (FSC)

A total of 66 flag State control (FSC) inspections were carried out on board 60 Australian-flagged vessels in 2013. During these inspections, 259 deficiencies were recorded, of which 31 were serious enough to warrant detention of 5 vessels. This represents an increase in the number of deficiencies per inspection from 2.7 in 2012 to 3.9 in 2013.

The number of FSC detentions increased from 3 in 2012 to 5 in 2013. The FSC detention rate in 2013 rose above the PSC detention rate, 7.6 per cent for FSC versus 7.0 per cent for PSC.

These statistics are a concern for AMSA which continues to monitor the Australian fleet closely and work with companies to improve their performance.

Port State control – Australian-flagged ships (overseas)

In 2013, 7 port State control (PSC) inspections were carried out on 5 Australian-flagged ships overseas. These occurred in Japan (three), New Zealand (one), Papua New Guinea (one) and Spain (two). These inspections resulted in a total of five minor deficiencies, however no ships were detained following inspection.

AMSA sees this as a good result for the individual ships and companies and for the reputation of Australian-flagged ships in general.

Appeals and review processes

During 2013, owners, operators, ROs and flag States appealed a number of PSC deficiencies and detentions directly to AMSA— all of which were investigated and responded to accordingly. In total, 14 appeals against vessel detention were received along with 10 appeals for RO responsibility. A full review of all relevant information was carried out in each case with no detentions subsequently rescinded and RO responsibility withdrawn in three cases. In the remainder of cases, the original decisions of the AMSA surveyors were found to be appropriate and the appeals rejected.

There were no appeals made to the Australian Administrative Appeals Tribunal or Detention Review Panel of either the Tokyo MOU or IOMOU in 2013.

How it works

Port State control

Port State control (PSC) is the inspection of foreign ships in national ports to verify that the condition of the ship and its equipment comply with the requirements of international regulations and that the ship is manned and operated in compliance with these rules.

Port State control is of particular importance to Australia due to the significant role shipping plays in Australia's trade and the sensitivity of the vast Australian coastline to environmental damage. Australia continues to dedicate considerable resources to maintain a rigorous PSC program of the highest standard.

Selection of a ship for inspection depends upon a number of factors, including environmental risk, specific complaints and AMSA's risk-based ship inspection targeting scheme. Ships become eligible for inspection every six months, however if deemed necessary, AMSA may reduce this period. AMSA's targeting system prioritises inspections primarily based upon a calculated risk factor.

PSC inspections are carried out based on guidance provided in IMO Assembly Resolution A.1052 (27) and in procedures outlined under the Tokyo MOU and IOMOU.

Flag State control

AMSA surveyors conduct flag State control (FSC) inspections on board Australian-flagged trading vessels to ensure they comply with the relevant domestic and international convention requirements.

AMSA has oversight of Australian-flagged vessels for the International Safety Management (ISM) Code. The auditing and certification functions under the International Ships and Port Security Code (ISPS Code) lie with the Office of Transport Security within the Department of Infrastructure and Regional Development.

Given the international nature of the shipping industry, Australian flag requirements for flag State inspections are closely aligned with international convention requirements. Flag State inspections are therefore strongly aligned with the requirements for port State inspections.

If (in the course of a FSC inspection) a deficiency warranting detention is found, an investigation into the cause of the non-compliance is initiated.

If the detainable deficiency is ISM-related an AMSA ISM auditor will conduct an audit to determine what may have caused the Safety Management System (SMS) of the company or the vessel to be non-compliant. Such a detention may also result in an Occupational Health and Safety (OHS) Audit under the *Occupational Health and Safety (Maritime Industry) Act 1993* if the circumstances indicate that there are issues with workplace safety.

Australian-flagged vessels and vessels previously declared under either section 8A or section 8AA of the now repealed *Navigation Act 1912* are subject to the *Occupational Health and Safety (Maritime Industry) Act 1993*. These vessels undergo regular OHS audits to ensure compliance. Audits are generally undertaken on an annual basis, but more frequent inspections and/or audits may be undertaken where a need is identified.

For statutory survey and certification of Australian vessels, AMSA has delegated the responsibility to nine Classification Societies (also known as Recognised Organisations (ROs)) through agreements made in accordance with IMO Assembly Resolution A.739 (18). These Recognised Organisations are identified in *Marine Order 1 (Administration) 2013*.

Deficiencies

AMSA surveyors will issue a ship with a deficiency if, during an inspection, they determine that either the condition of a ship, its equipment, or performance of the shipboard personnel is found not in compliance with the requirements of the relevant IMO Conventions related to safety or pollution prevention or where hazards to the health or safety of the crew are deemed to exist.

The IMO Resolution on PSC, Res. A.1052 (27), defines a deficiency as 'a condition found not to be in compliance with the requirements of the relevant convention'.

AMSA surveyors use their maritime experience to decide upon an appropriate timeframe for the crew to rectify a deficiency. Depending on how serious the AMSA surveyor determines the deficiency to be, they may require rectification before the vessel departs, at the next port, within 14 days, within three months, or they may specify other conditions for rectification. A serious deficiency, deemed to pose an immediate threat to the ship, crew or environment, will result in immediate detention of the vessel. AMSA will detain the ship irrespective of its scheduled departure time in accordance with the IMO Resolution on PSC.

Detentions

Serious deterioration of the hull structure, overloading, defective equipment such as lifesaving, radio and fire fighting appliances, poor operational practices and poor conditions may cause a ship to be considered as unseaworthy or substandard. Under these circumstances an AMSA surveyor may detain the ship under the *Navigation Act 2012* using the criteria and guidance given in the IMO Resolution on PSC and their professional judgment in determining if such action is warranted.

The IMO Resolution defines 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'.

When an intervention action is taken to detain a ship, AMSA surveyors follow the International Convention and IMO Resolution requirements to inform the flag State and consul or the nearest diplomatic representative of the vessel's flag State and the appropriate classification society or RO. The IMO will also receive details of the detention. AMSA publishes monthly detention information on the ship safety page of its website.

Responsibility of Recognised Organisations

The international shipping fleet operates under class whereby each ship is designed, constructed and surveyed in compliance with the rules of an International Association of Classification Societies (IACS) member classification society, although a smaller percentage of ships are also classed by non IACS member societies. The IMO conventions require ships to be designed, built and surveyed by a classification society. Classification societies (whether they are IACS members or not) also perform statutory survey and certification functions on behalf of a flag State under the terms of a Recognised Organisation (RO) agreement.

AMSA recognises nine classification societies that provide survey and certification services for ships that fly the Australian flag. These nine ROs also conduct some delegated statutory survey services.

Table 11 (page 18) lists the ROs associated with the detention of ships by AMSA. The Tokyo MOU guidelines require that AMSA surveyors assess whether or not a detainable deficiency should be attributed to the RO responsible for the survey of the particular item. The assignment of RO responsibility occurs where it is found that a vessel or its equipment does not meet required standards or is defective and a statutory certificate is found to have been issued or endorsed by an RO on behalf of a particular flag State administration. In these cases, it is the RO's responsibility to ensure the vessel complies with all the relevant convention requirements. ROs may appeal a detention linked to RO responsibility. If successful, these appeals are not included in the statistics.

Port State control – Australian-flagged ships (overseas)

The performance of Australian-flagged ships subject to PSC inspections at overseas ports is closely monitored by AMSA. Australian-flagged ships inspected in overseas ports continue to have low numbers of deficiencies.

Appeals and review processes

Vessel owners, operators, ROs and flag States all have the right to appeal against inspection outcomes. This can be achieved through a number of different means. The master of an inspected vessel is advised of these rights upon completion of the inspection.

Masters are instructed that the initial avenue for appeal is through AMSA's Manager, Ship Inspection and Registration. This involves a full examination of all information provided by the appellant and feedback from the attending AMSA marine surveyor to determine the merits of the case being put forward. If an appellant is unsuccessful, further appeal processes are available either by the flag State to the Detention Review Panel of the Tokyo MOU or IOMOU, or to the Australian Administrative Appeals Tribunal.

Regional cooperation

IMO Assembly Resolution A.682 (17) Regional Cooperation in the Control of Ships and Discharges was developed and adopted in recognition that regional cooperation in PSC would be more effective than States acting in isolation. Regional cooperation allows member States to share information relating to substandard ships, inspection results and the identification of emerging issues or areas of concern. This was also reflected in training seminars, training programs and concentrated inspection campaigns. AMSA is a dedicated participant in cooperative activities, such as expert missions to regional countries and participating in PSC Officer (PSCO) exchange programs.

Australia is actively engaged with the Flag State Implementation (FSI) Sub-Committee of the IMO. This Sub-Committee is a significant forum for PSC. AMSA is also involved in a number of technical cooperation programs on maritime matters that are run separately to the programs of the Tokyo MOU, IOMOU and IMO.

For detailed information on the activities of the Tokyo MOU and IOMOU see their websites at www.iomou.org and www.tokyo-mou.org.

