



Hazardous gases

Focused inspection campaign outcome report

Campaign type: Domestic commercial vessels

Campaign period: 2 February to 30 April 2026

Published: July 2026

About the campaign

AMSA conducted a nationwide focused inspection campaign on hazardous gases as part of regular domestic commercial vessel inspections.

The campaign focused on requirements in Marine Order 504 (Certificates of operation – national law) 2024 for identifying, controlling and managing hazardous gas risks on vessels with spaces that may contain hazardous gases.

Inspectors used a checklist covering risk assessment, maintenance, crew training, ventilation, pumping procedures and, where applicable, Class 4 hirer information and signage.

AMSA also published hazardous gases guidance for vessel owners, operators and crew before and during the campaign.

Results

- 177 focused inspections were carried out during the campaign.
- The FIC showed that many operators still need to strengthen practical controls for hazardous gases, particularly in relation to monitoring devices, risk assessment, maintenance planning and crew training.
- 70.0% of applicable vessels had not undertaken crew induction, onboard familiarisation or training for identifying and responding to hazardous gases.
- 64.4% did not have a risk assessment that identified and controlled hazardous gas risks.
- 60.5% did not identify regular programmed inspection and maintenance of sullage tanks and plumbing in the SMS.
- 52.0% did not have clear and relevant SMS procedures for pumping out blackwater, greywater or bilgewater tanks.
- 100% of class 4 hire and drive vessels inspected lacked signage or labelling warning of the dangers of carbon monoxide or hydrogen sulphide in confined areas.
- 53.8% of class 4 hire and drive vessels did not provide information to hirers about the risks of hazardous gases.



- 74.6% were not fitted with, or did not provide crew access to, hazardous gas monitoring devices, which, while not a mandatory requirement, represents a potentially necessary control to effectively identify and manage hazardous gas risks.
- A positive result was that 90.9% of applicable vessels had sufficient mechanical or natural ventilation to open air in toilet areas.
- 38.4% of vessels had deficiencies recorded, reflecting ongoing non-compliance in key operational safety areas.
- Four National Law notices were issued related to questions in the FIC.

Detailed findings

Inspection question	Yes	No	N/A	Total
Does the vessel risk assessment identify and control the risk of hazardous gases	63 (35.6%)	114 (64.4%)	0	177
Does the SMS identify regular programmed inspections and maintenance of sullage tanks & plumbing?	70 (39.5%)	107 (60.5%)	0	177
Have crew undertaken any induction, on-board familiarisation or training for identifying and responding to hazardous gases?	51 (30.0%)	119 (70.0%)	7	177
Does the SMS include clear and relevant procedures for the pumping out of blackwater, greywater, or bilgewater tanks?	85 (48.0%)	92 (52.0%)	0	177
Do the toilet areas have sufficient mechanical or natural ventilation to open air?	120 (90.9%)	12 (9.1%)	45	177
Is the vessel fitted with, or do crew have access to hazardous gas monitoring devices?	45 (25.4%)	132 (74.6%)	0	177
Class 4 only: Is information provided to hirers about the risks of hazardous gases such as carbon monoxide, hydrogen sulphide and carbon dioxide?	6 (46.2%)	7 (53.8%)	164	177
Class 4 only: Is signage or labelling in place warning of the dangers of carbon monoxide or hydrogen sulphide in confined areas?	0 (0.0%)	11 (100%)	166	177
Were any deficiencies recorded related to a question or questions in this FIC?	68 (38.4%)	109 (61.6%)	0	177
Were any National Law notices issued related to a question or questions in this FIC?	4 (2.3%)	173 (97.7%)	0	177

Where an inspection question did not apply to a vessel, the response was recorded as N/A. Percentages for Yes and No responses were calculated using only the inspections to which the question applied, with N/A responses excluded from the percentage calculation.



Our continued focus

AMSA has published educational hazardous gases guidance. Inspectors will continue to focus on hazardous gas risk mitigation requirements when inspecting DCVs.

Owners, masters and crew should review AMSA's hazardous gases guidance and take steps to ensure that:

- relevant controls are reflected in their vessel's safety management system and day-to-day operations.
- crew are trained to identify and respond to hazardous gas incidents.
- inspection, maintenance and pumping procedures for sullage, blackwater, greywater and bilge systems are in place and followed.
- for class 4 vessels, hirers are informed of hazardous gas risks and appropriate signage is provided.

Related information

- [Hazardous gases: carbon monoxide, hydrogen sulphide and carbon dioxide](#)
- [Questions and answers from industry about hazardous gases - Webinar](#)
- [Marine Order 504](#)