

Port State Control 2010 Report Australia



Australian Government

Australian Maritime Safety Authority

2010

PORT STATE CONTROL REPORT



Australia

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ISSN 1033-2499

Copy/design/typeset: Australian Maritime Safety Authority

PREFACE

The maritime industry supports the largest worldwide transportation system for goods and commodities. A smooth and efficient operation of this industry is critical to the economy. Shipping operations are subject to a wide range of international rules and regulations. Although primary responsibility of enforcement of these rules and regulations rests with the flag State administrations, International Maritime Organization (IMO) Conventions contain control provisions that permit the port State to take action to ensure ships visiting their ports comply with Conventions that are in effect and have been ratified and adopted by the port State.

The importance of shipping to Australia was noted by the Minister for Infrastructure and Transport in his speech to the 2011 Asia-Pacific Regional Dialogue on the Maritime Labour Convention (MLC). At his address, Minister Anthony Albanese MP noted that a significant amount of Australia's international exports and imports are transported by sea.

Australia is responsible for search and rescue operations across some 52.8 million square kilometres of ocean, and protection of 60,000 kilometres of coastline. Over 4500 foreign-flagged vessels make more than 23,000 visits to Australian ports each year, with many of these ships moving through the environmentally sensitive Torres Strait and Great Barrier Reef.

Whilst noting that shipping is vital to the Australian economy, the delivery of this service should not result in loss of lives and harm to the pristine and diverse flora and fauna of this nation.

It is against this backdrop that the Australian Maritime Safety Authority (AMSA) has the responsibility for monitoring seagoing vessels coming to Australia or undertaking interstate voyages.

This report covers the period from 1 January 2010 to 31 December 2010. During this period, AMSA Marine Surveyors carried out 3127 port State control (PSC) inspections and recorded 7488 deficiencies. The number of inspections marks an increase of 4.4 per cent - from 2994 inspections in 2009.

A number of these deficiencies were serious enough to warrant the detention of 222 vessels.

After a five-year trend of increases to the detention rate, 2010 resulted in a decrease from 8.3 per cent to 7.1 per cent compared to 2009. This was also supported by a clear reduction in the number of deficiencies found per inspection, from 3.0 to 2.4 during 2009 and 2010 respectively. This may indicate an overall improvement in vessel condition and crew competency.

In 2010, one of the areas of particular focus for AMSA related to fitness for duty and rest periods of watchkeepers, and the requirement for vessels and companies to have a Safety Management System (SMS) that ensures their crew are properly rested. A total of 38 detentions of vessels from 1 July 2010 to 31 December 2010 related to this issue alone.

The most significant number of deficiencies found in 2010 was in the area of fire safety measures, followed by the areas of safety of navigation, lifesaving appliances, SOLAS-related operational deficiencies and load lines.

Although the number of International Safety Management (ISM) Code deficiencies fell outside the top five categories of deficiencies, this category was the most prominent for detainable deficiencies. This was followed by the categories of fire safety measures, lifesaving appliances, load lines, and radio communications.

These ISM-related issues remain a significant concern and AMSA continues to scrutinise vessels coming into Australia for weaknesses in their SMS.

AMSA is committed to ensuring that only high-quality ships, operated by competent crew, trade in Australian waters. AMSA will continue to work closely with all stakeholders and international partners to ensure the achievement of that objective.



Graham Peachey
Chief Executive Officer
Australian Maritime Safety Authority
August 2011

10-year summary of inspections, detentions and deficiency rate

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Total inspections	2913	2842	2827	3201	3072	3080	2963	2795	2994	3127
Total detentions	127	166	190	173	154	138	159	225	248	222
Detention %	4.4	5.8	6.7	5.4	5.0	4.5	5.4	8.1	8.3	7.1
Deficiencies/ inspection	3.0	2.7	2.4	2.3	2.6	2.9	2.5	3.3	3.0	2.4

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INTRODUCTION

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 Recognised Organisations (RO) for the 2010 calendar year.

One of the most important functions AMSA undertakes is to maintain a robust PSC regime of vessels calling at Australian ports. AMSA's PSC program is inline with the spirit and intent of the provisions of various international conventions and regional memoranda of understanding (MOU), thus meeting Australia's obligations in these areas. The Australian domestic legislation, the *Navigation Act 1912*, gives authority to allow AMSA Marine Surveyors to board and carry out inspections on both domestic and foreign vessels. Australia is a member of both the Asia-Pacific Memorandum of Understanding on port State control, also referred to as the Tokyo MOU (TMOU) and the Indian Ocean Memorandum of Understanding on port State control (IOMOU).

Australia has invested considerable resources and effort in the creation and maintenance of a PSC program that has a reputation as being consistent with world best practice. To achieve a high quality PSC regime, AMSA employs highly trained and professional Marine Surveyors who are, at a minimum, qualified as Ship Master or Chief Engineer, or hold a related degree. AMSA's Marine Surveyors have years of experience in senior ship management levels or ship surveying.

To ensure the PSC and flag State control (FSC) programs achieve the objectives outlined above, AMSA has established comprehensive in-house training and internal auditing programs. These are aimed at ensuring consistency, uniformity and objectivity to all the activities carried out by AMSA Marine Surveyors. Additionally, AMSA Marine Surveyors undergo a suite of external training courses to enhance and maintain their knowledge on all aspects relevant to their jobs.

AMSA has 17 strategically located offices around Australia to meet industry demand. From 15 of these offices, AMSA Marine Surveyors visit ships in their own, and surrounding, ports. In 2010, AMSA Marine Surveyors conducted PSC inspections in 58 different ports, as well as other duties including flag State inspections, marine survey, cargo-related inspections, marine qualifications duties and occupational health and safety audits of Australian-flagged ships. AMSA's Ship Inspection and Registration Group and Ship Operations and Qualifications Group, located in Canberra, manage the inspectorate functions and provide guidance to these regional offices in respect of all inspection-related activities.

AMSA's objective is to inspect eligible ships based on risk, with lower risk ships given a lower priority compared to those that have been identified as having a higher risk factor. This is discussed in more detail below. An 'eligible' ship is one that was not inspected in Australia or New Zealand in the previous six months. In 2010, 63.3 per cent of eligible ships were inspected.

In further promoting safety and environment protection, Concentrated Inspection Campaigns (CIC) are conducted in conjunction with other members of either the TMOU or IOMOU. These CICs are conducted on a particular area of compliance which is deemed to be of concern. Sometimes CICs are carried out globally in collaboration with Member States of other regional MOUs. Between 1 September 2010 and 30 November 2010, a

CIC was carried out with respect to the carriage of Harmful Substances (Marine Pollutants) Carried in Packaged Form (MARPOL Annex III, SOLAS VII and the International Maritime Dangerous Goods (IMDG) Code).

AMSA provides the following PSC-related information on its website:

- ▶ monthly results of all PSC inspections related ship detentions;
- ▶ information on PSC and PSC activities; and
- ▶ information on current trends and issues.

This information can be found at: www.amsa.gov.au/Shipping_Safety/Port_State_Control.

Flag State inspections in Australia

AMSA carries out flag FSC inspections on Australian-registered trading vessels to ensure they comply with the relevant international convention requirements as well as any relevant national requirements.

In recognition of the importance of ensuring the credibility of AMSA to all its stakeholders, Australian-flagged vessels are given no more favourable treatment in respect to compliance matters. As a function of this policy, AMSA conducts rigorous FSC inspections with the same frequency, and in the same manner, as PSC inspections. If, in the course of a FSC inspection, serious deficiencies are identified that warrant detention, the attending AMSA Marine Surveyor will detain the vessel. Any such detention will initiate a further investigation into the root cause of the non-compliance and, if required, AMSA ISM auditors will carry out audits to determine if there is a failure in the SMS of the company or the vessel. Such detentions 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 declared under section 8A and 8AA of the *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 the purpose of statutory surveys and certification of Australian vessels, AMSA has delegated the responsibility to nine Classification Societies through agreements made in accordance with the International Maritime Organization (IMO) Assembly Resolution A.739(18). These Classification Societies act as ROs on behalf of AMSA and are regularly audited to ensure that all their activities comply with the international conventions and Australian domestic requirements. In addition to facilitating the effective monitoring of Australian-flagged vessels, AMSA has retained the auditing and certification functions under 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 (OTS) within the Department of Infrastructure and Transport.

A total of 79 FSC inspections were carried out on 56 Australian-flagged vessels in 2010. During these inspections, 321 deficiencies were recorded, of which four were serious enough to warrant detention of three of the vessels. There was a small increase in the number of deficiencies per inspection from 3.9 in 2009 compared to 4.1 in 2010.

The number of FSC detentions increased by one, from two in 2009 to three in 2010. Whilst the FSC detention rate in 2010 was lower than the PSC detention rate (3.8 per cent versus 7.1 per cent), it is of little comfort to AMSA as there has been an increase in the FSC detention rate (2.2 per cent in 2009 compared to 3.8 per cent in 2010). The average age of the Australian fleet and the fact that the number of deficiencies per inspection exceeded the average for vessels subject to PSC (i.e. 4.1 deficiencies per FSC inspection compared to 2.4 per inspection of vessels subject to PSC), indicates that the need for flag State vigilance has not diminished.

AMSA will continue to closely monitor Australian-flagged vessels and company performance, especially for those vessels which continue to perform poorly. The system of targeting Australian-flagged ships is being maintained and this takes into account their FSC history; the outcome of OHS audits and incidents; as well as unscheduled inspections and SMS audits.

Port State control – Australian ships (overseas)

The performance of Australian-flagged vessels subject to PSC inspections at overseas ports is closely monitored by AMSA as another measure of compliance.

In 2010, eight PSC inspections were carried out on seven Australian-flagged ships. These occurred in Indonesia (one), New Zealand (one), Japan (five), and Singapore (one). These inspections resulted in a total of three minor deficiencies on two of the vessels, with no ships detained.

Appeals and review processes

The owners, operators, ROs or flag States of vessels have a right to appeal against inspection outcomes. This is achieved through a number of means. The master of a vessel which is detained is advised of these rights.

Masters are advised that an initial avenue for appeal is through AMSA's Manager, Ship Inspection and Registration. This will involve 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 that has been put forward. If an appellant is unsuccessful, further appeal processes are available either by the flag State to the Detention Review Panel of the TMOU or IOMOU, or to the Australian Administrative Appeals Tribunal.

During 2010, owners, operators, ROs and flag States appealed a number of PSC deficiencies and detentions directly to AMSA. These were all investigated and responded to. In total, 16 appeals were received. These related to 12 individual inspections and 14 detainable deficiencies. A full review of all relevant information was carried out, however the original decisions of the AMSA Marine Surveyor were found appropriate and no detention was withdrawn, and no detainable deficiencies reversed.

In addition, an appeal against a detention with regard to a seaworthiness inspection under the *Navigation Act 1912* was received. This appeal was also unsuccessful and the detention was not withdrawn.

No appeals were made to the Administrative Appeals Tribunal in 2010.

There were also no appeals of AMSA detentions by any flag States to the Detention Review Panel of the TMOU or IOMOU during 2010.

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 programmes and CICs.

AMSA is a committed participant in cooperative activities, such as 'expert missions' to regional countries or participating in Port State Control Officer (PSCO) exchange programs. During 2010, PSCOs from other member states of either the TMOU or IOMOU visited various AMSA offices and were given firsthand experience on how AMSA operates. Similarly, AMSA Marine Surveyors visited various countries to gain an insight into the methods and processes employed by other PSC authorities. This exchange of information and experience amongst the regional authorities facilitates the uniformity in PSC activities within the region with a view to improving or maintaining the standard of shipping within the region.

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

Australia also participates actively at the IMO Flag State Implementation (FSI) sub-committee which deals with PSC matters. Additionally, AMSA is involved in a number of significant technical cooperation programmes on maritime matters that are run separately to the programmes of TMOU, IOMOU and IMO. These programmes are intended to focus directly on identified needs, and include activities such as the Indonesian Transport Safety Assistance Package.

AMSA's ship inspection database

To assist in conducting PSC inspections, AMSA Marine Surveyors use a comprehensive database, known as *Shipsys*. The *Shipsys* database contains data received from a variety of sources on a large number of vessels. This information includes the general particulars of a vessel, and its PSC inspection history from within the TMOU region.

In addition to storing historical data for providing background information about a ship, the *Shipsys* database also uses the data to calculate a numerical 'risk factor' for ships arriving in Australian ports. This risk factor represents the likelihood of the vessel being detained, and allows AMSA to target ships and to allocate appropriate resources in the most efficient and effective manner. This risk calculation takes into account a number of criteria and, based on this, ships are categorised into 'priority' groups with each having a specific desired inspection rate.

The inspection rate targets are shown in Table 1.

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	1% or less	20%

Table 1
Inspection rate targets

Although this exhaustively researched targeting system is maintained and forms the basis of the *Shipsys* system, the system is ultimately designed to be a guide to AMSA Marine Surveyors, rather than a mandatory targeting system. AMSA Marine Surveyors use their professional judgment in deciding which ships should be inspected and the level of inspection required. An AMSA Marine Surveyor can also refer to other international databases, including the Asia Pacific Computerised Information System (APCIS) and EQUASIS, when making these decisions.

INSPECTION RESULTS IN 2010

Shipping industry activity

The foreign-flag fleet serving Australian trades grew strongly over 2010, even though there appeared to be some ongoing effects from the 2008 global financial crisis. Activity by container ships showed limited growth, while bulk carriers continued to reflect the fortunes of the commodities trades with a healthy increase in port arrivals. As in recent years, this growth was not consistent nationally, with some ports growing more strongly than others. The arrival numbers at 6 of the 25 largest ports declined, although this was generally offset by the fact that the ships were larger on average. All except 3 of these 25 ports saw an increase in total gross tonnage (GT) in 2010.

In 2010, overall port arrivals grew by 4.8 per cent, from 22,101 in 2009 to 23,168. The number of individual ships making these port calls grew by a greater proportion, by 5.9 per cent from 4341 to 4598. About 27 per cent of these ships only made a single port visit in the year, while 39.5 per cent did not visit Australia in 2009 (although some of these may have visited Australia in earlier years).

The total GT for all types of ships visiting Australian ports increased by 9.1 per cent. The average GT of ships increased by 4.2 per cent in addition to the 4.8 per cent growth in port visits.

This outcome was largely due to the bulk carrier trades where there was a 6.4 per cent increase in port visits and the total bulk carrier GT rose by 10.4 per cent. This ship type accounted for 42.9 per cent of port visits in 2010.

Container ship port arrivals were reasonably steady in 2010 rising by only 1.6 per cent. Oil tanker port visits increased by 11 per cent in 2010 corresponding to a 12 per cent rise in total GT.

These outcomes, specifically the increase in the number of individual ships, indicate an increased rate of turnover of vessels from the previous year, probably influenced by the relatively high levels of new ship construction being completed following the strong surge in new build orders in the middle to latter part of the last decade. This conclusion was supported by the reduction in average ship age, particularly for bulk carriers, which fell from 9.7 years in 2009 to 8.9 years in 2010, while the average age for all foreign-flagged ships visiting Australia reduced from 9.8 years to 9.2 years between 2009 and 2010.

This lower average ship age also represents an improved risk profile for the foreign-flag fleet, as statistical analysis commissioned by AMSA has found that ship age is the most important of several factors in determining the probability of a ship being detained. This welcome trend has been apparent over a number of years and, together with the greater focus on safety under the ISM Code, has steadily improved the overall risk profile of the ships visiting Australia through the last decade.

Although foreign-flagged ships visited 77 Australian ports during the year, 26 of these ports accounted for 90 per cent of all visits and 21 of these handled 90 per cent of the total GT. The nature of trades at these main ports varies significantly, with, for example, the major capital city ports handling a large number of vessels covering a wide range of different ship types and sizes, normally small to medium size ships. The ports involved mainly in the shipment of commodities host a smaller number of ships compared to the major capital city ports, but these ships tend to be much larger. The strongest growth in visits for these major capital city ports occurred at Adelaide, up by 15.4 per cent, followed

by Fremantle, up by 12.9 per cent, while the main commodity ports of Newcastle and Port Hedland experienced increases of 11.8 per cent and 9.4 per cent respectively in total GT.

Overall, the foreign-flagged fleet serving Australian trades in 2010 showed a healthy growth and more importantly, had a reduced risk of being unseaworthy.

Item	2009	2010	Change
Bulk carrier visits	9342	9937	6.4%
Livestock carrier visits	380	332	-12.6%
Container ship visits	3902	3963	1.6%
Vehicle carrier visits	1249	1527	22.3%
Oil tanker visits	1445	1604	11.0%
Gas carrier visits	631	582	-7.8%
Average gross tonnage	39,978	41,662	4.2%
Foreign flag port visits	22,101	23,168	4.8%
Individual ships	4341	4598	5.9%
Inspection rate	63.6%	63.3%	-0.3%
Number of inspections	2994	3127	4.4%

Table 2
Trends of ship visits in 2010 compared to 2009

Table 2 indicates that in 2010 there has been an increase in the number of port visits for the majority of foreign-flag vessels types entering Australian ports compared to 2009. The exception to this was livestock carriers and gas carriers. The reduction in the livestock carrier visits may be attributed to the recent addition of some larger capacity vessels in the livestock trade. Table 2 also shows that there has been a very slight decrease in the overall inspection rate compared to 2009, however the total number of inspections has risen by 4.4 per cent.

From Figure 1 below, it is evident that the number of vessels with risk factors of zero or one arriving in 2010 was higher than in 2009. Whilst the arrival of ships with higher risk factors (two and above) was noted lower in all categories over the last three years, it is relatively constant. The average risk factor of all eligible ships in 2010 was 2.6 compared with 2.9 in 2009.

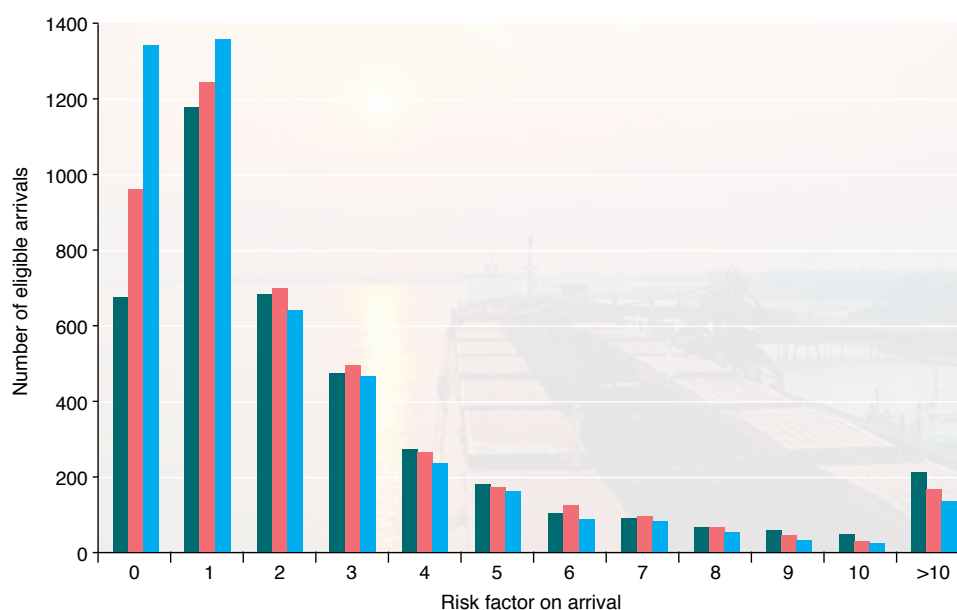


Figure 1
Risk factor profile of eligible port arrivals

■ 2008
■ 2009
■ 2010

The average risk factor of detained ships in 2010 was 5.1 which is only a slight change compared to 2009 in which the average risk factor of detained ships was 4.7.

There was a slight improvement in the overall standard of ships that arrived in Australia during 2010, as seen in Table 3 below. The number of deficiencies identified per inspection carried out on 'Priority 1' group ships dropped significantly from 6.1 to 4.2, while the deficiency rates for inspections on other priority groups also shows a downward trend. The 7488 deficiencies issued in 2010 is significantly lower than the 9059 deficiencies found in 2009, even though the total number of inspections in 2010 was higher.

Risk Factor	Priority Group	2009 Deficiencies Issued	2009 Deficiency rate by Priority Group (Deficiencies per inspection)	2010 Deficiencies Issued	2010 Deficiency rate by Priority Group (Deficiencies per inspection)
≥6	Priority 1	3453	6.1	2394	4.2
4 - 5	Priority 2	1852	3.6	1402	3.0
2 - 3	Priority 3	2475	2.7	2009	2.1
0 - 1	Priority 4	1279	1.5	1683	1.5
Totals		9059		7488	2.4

Table 3
Number of deficiencies according to a vessel's risk factor

From Table 4 it is seen that the overall inspection rate of individual foreign-flag vessels which visited Australian ports in 2010 was 63.3 per cent, compared to 63.6 per cent in 2009.

Priority Group	2010 Ship Arrivals	2010 Eligible Ships	2010 Ships Inspected	Inspection Rate
Priority 1	562	486	457	94.0%
Priority 2	500	472	383	81.1%
Priority 3	1285	1203	799	66.4%
Priority 4	2251	2157	1095	50.8%
Totals	4598	4318	2734	63.3%

Table 4
Unique foreign flag ships - by priority level

Inspections

A ship becomes eligible for inspection every six months. PSC inspections are carried out based on guidance provided in IMO Assembly Resolution A.787(19), as amended, and in procedures outlined under the TMOU and IOMOU. In 2010, AMSA Marine Surveyors carried out 3127 initial PSC inspections on 2734 foreign-flagged ships at 58 Australian ports in conformance with these standards and AMSA's internal instructions and training regime. As a result of the initial inspections, AMSA Marine Surveyors carried out 1179 follow-up inspections of 890 individual ships to determine if corrective actions had been taken.

Table 5 provides a breakdown over a five-year period of the number of PSC inspections carried out at each Australian port. The number of ports with very few inspections each year gives an indication of one of the major challenges AMSA faces, as this relates to smaller remote ports with few arrivals when access can be difficult. For such ports, the ship's risk profiling is an essential element in determining if an inspection is required.

Port	2006	2007	2008	2009	2010
Abbot Point, QLD	14	15	5	12	9
Albany, WA	18	22	24	20	14
Ardrossan, SA	2	1	2	2	1
Barrow Island Terminal, WA	0	0	0	0	1
Beauty Point, TAS	0	0	0	0	1
Bell Bay, TAS	36	31	40	33	42
Bing Bong, NT	0	0	0	0	1
Brisbane, QLD	251	226	251	230	244
Broome, WA	0	4	1	2	3
Bunbury, WA	85	66	54	59	55
Bundaberg, QLD	1	0	1	0	0
Burnie, TAS	20	22	17	12	14
Cairns, QLD	27	24	24	19	20
Cape Cuvier, WA	0	0	0	0	2
Cape Flattery, QLD	1	1	1	0	2
Christmas Island	0	4	2	0	0
Cape Preston, WA	0	0	0	0	1
Dampier, WA	232	241	219	240	250
Darwin, NT	85	101	124	151	133
Devonport, TAS	3	3	2	3	6
Eden, NSW	1	0	1	0	1
Esperance, WA	17	22	13	16	8
Exmouth, WA	0	0	0	2	0
Fremantle, WA	134	128	123	126	136
Geelong, VIC	70	58	36	43	42
Geraldton, WA	51	49	22	50	39
Gladstone, QLD	234	237	206	191	242
Gove, NT	25	19	10	6	13
Griffin Venture Terminal, WA	0	0	0	1	0
Groote Eylandt, NT	13	12	7	5	4
Hay Point, QLD	237	322	331	308	339
Hobart, TAS	7	5	8	17	12
Karumba, QLD	2	1	2	1	0
Kurnell, NSW	12	13	12	8	11
Koolan Island WA	0	1	0	0	0

Table 5
Total ships inspected
by port of inspection

Continued

Port	2006	2007	2008	2009	2010
Kwinana, WA	209	169	130	192	179
Lucinda, QLD	4	2	3	5	3
Mackay, QLD	17	32	21	16	27
Melbourne, VIC	174	156	134	175	146
Mourilyan, QLD	9	11	7	7	8
Newcastle, NSW	306	264	286	343	293
Nganhurra, WA	-	-	1	0	1
Onslow, WA	0	1	1	2	1
Point Wilson, VIC	1	1	0	0	0
Port Adelaide, SA	73	48	36	66	87
Port Alma, QLD	11	9	11	16	7
Port Bonython, SA	3	0	1	2	1
Port Botany, NSW	147	137	157	128	179
Port Giles, SA	4	1	2	1	6
Port Hedland, WA	139	114	124	137	189
Port Kembla, NSW	97	98	89	116	115
Port Latta, TAS	0	2	2	2	3
Port Lincoln, SA	8	2	7	4	4
Port Pirie, SA	5	2	1	5	2
Port Walcott, WA	56	40	26	35	32
Portland, VIC	21	18	14	13	8
Risdon, TAS	4	0	0	0	0
Spring Bay, TAS	8	7	6	6	3
Sydney, NSW	71	90	80	37	46
Thevenard, SA	4	1	1	1	4
Townsville, QLD	77	63	88	97	110
Useless Loop, WA	9	13	2	6	6
Wallaroo, SA	4	4	3	9	9
Weipa, QLD	14	32	14	1	7
Westernport, VIC	12	8	3	11	0
Whyalla, SA	15	7	7	2	4
Wyndham, WA	0	0	0	2	0
Wollybutt (Oil facility), WA	-	1	0	0	1
Other (North)	0	1	0	0	0
Other (West)	0	1	0	0	0
Totals	3080	2963	2795	2994	3127

*Table 5 (continued)
Total ships inspected by
port of inspection*

Table 6 provides a similar five-year breakdown of the number of vessels inspected against each flag State. The table does not reflect any significant change in inspections by flag State over the period, particularly over the last three years.

Flag	2006	2007	2008	2009	2010
Antigua and Barbuda	34	35	59	60	75
Argentina	0	0	0	0	1
Bahamas	153	159	99	120	106
Bangladesh	0	0	0	0	1
Barbados	1	3	3	3	7
Belgium	10	12	10	9	12
Belize	4	4	4	3	2
Bermuda	20	13	13	18	22
Bulgaria	1	0	0	0	1
Cambodia	1	0	0	0	0
Cayman Islands	14	17	14	16	18
Chile	0	1	1	0	0
China	75	57	56	72	76
Cook Islands	0	0	2	5	7
Croatia	10	8	8	10	8
Curacao	0	0	0	0	2
Cyprus	122	98	94	96	106
Denmark	16	23	20	17	10
Dominica	2	8	2	7	2
Egypt	5	2	4	4	3
France	14	6	8	8	11
Germany	24	27	17	29	21
Gibraltar	8	2	3	12	14
Greece	95	87	69	66	80
Hong Kong, China	277	247	251	282	298
India	34	42	22	29	23
Indonesia	8	4	7	3	11
Iran	8	1	4	1	0
Isle of Man	54	47	46	39	40
Italy	28	35	33	41	50
Japan	47	42	30	41	34
Korea, Republic of	95	89	83	84	86
Kuwait	5	5	6	6	4

Table 6
Total ships inspected by
flag State

Continued

Flag	2006	2007	2008	2009	2010
Liberia	203	205	206	216	270
Libyan Arab Jamahiriya	0	0	0	0	2
Lithuania	0	0	0	0	1
Luxembourg	2	4	2	3	2
Malaysia	35	19	7	8	16
Malta	98	91	90	104	108
Marshall Islands	97	115	111	115	146
Mauritius	1	0	0	1	0
Myanmar	3	4	0	0	0
Netherlands	7	6	3	4	38
New Zealand	5	4	3	2	2
Norway	52	53	40	42	32
Pakistan	1	0	0	0	0
Panama	952	966	951	940	973
Papua New Guinea	16	14	16	16	11
Philippines	54	48	41	47	43
Portugal	3	1	0	1	2
Russian Federation	12	3	6	4	1
Saint Vincent and the Grenadines	14	9	4	6	5
Samoa	2	2	2	1	1
Singapore	166	167	194	213	197
Spain	1	0	0	0	0
Sweden	9	10	9	11	10
Switzerland	6	5	3	9	7
Taiwan, China	22	15	18	17	16
Thailand	18	13	9	25	15
Tonga	6	7	6	9	4
Trinidad & Tobago	0	1	0	0	0
Turkey	12	9	6	12	15
Tuvalu	0	0	1	0	0
Ukraine	1	0	0	0	0
United Arab Emirates	1	1	1	0	0
United Kingdom	32	32	28	35	42
United States of America	1	1	1	0	1
Vanuatu	29	24	21	26	28
Vietnam	7	10	8	10	8
Totals	3080	2963	2795	2994	3127

Table 6 (Continued)
Total ships inspected by
flag state

Figure 2 represents the inspections by flag State for vessels having been subjected to more than 25 inspections during 2010.

Flag States that have more than 25 inspections in a year are considered to be significant. In 2010, of the 3127 inspections, only 299 (9.6 per cent) were carried out on vessels of flag States where there were 25 inspections or less.

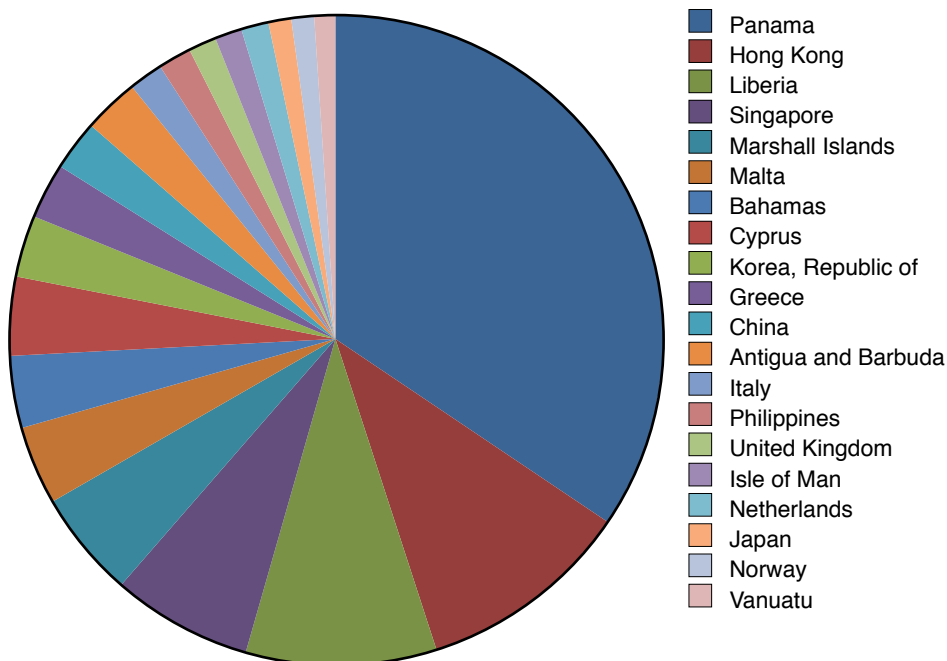


Figure 2
Distribution of inspections by flag State for those with more than 25 inspections

Table 6 and Figure 2 clearly show that the great majority of inspections (60.2 per cent of the total) are those of the flags of Panama (31.1 per cent), Hong Kong, China (9.5 per cent), Liberia (8.6 per cent), Singapore (6.3 per cent) and Marshall Islands (4.7 per cent). Bahamas, Malta and Cyprus also had a significant number of inspections at around 3.4 per cent of the total each.

Table 7 shows the number of inspections compared to vessel type, presented over a five-year period.

Ship	2006	2007	2008	2009	2010
Bulk carrier	1788	1714	1596	1747	1865
Chemical tanker	92	99	111	125	107
Combination carrier	11	7	4	9	1
Container ship	314	270	279	271	279
Factory ship	0	1	0	0	0
Gas carrier	63	57	40	46	44
General cargo/multi-purpose ship	210	204	199	227	237
Heavy load carrier	16	15	15	25	23
High speed passenger craft	1	1	1	0	1
Livestock carrier	39	38	39	45	39
MODU & FPSO	2	4	5	4	6
Offshore service vessel	24	20	21	29	19
Oil tanker	194	213	163	168	200
Other types of ship	13	17	13	18	15
Passenger ship	27	29	24	29	29
Refrigerated cargo vessel	11	4	3	1	2
Ro-Ro cargo ship	12	7	12	9	11
Ro-Ro passenger ship	2	0	0	1	1
Special purpose ship	9	11	14	12	9
Tanker, not otherwise specified	4	0	0	0	0
NLS Tanker	0	0	0	0	7
Tugboat	23	24	31	42	29
Vehicle carrier	144	145	145	120	146
Wood-chip carrier	81	83	80	66	57
Totals	3080	2963	2795	2994	3127

Table 7
Total ships inspected
by ship type

From Table 7 it is clear that bulk carriers continue to be the most inspected vessel type with a 6.8 per cent increase in inspections compared to 2009. The other types of ships making up the 'top five' vessel types inspected in 2010 are container ships, general cargo/multi-purpose ships, oil tankers and vehicle carriers. All of these ship types have varied degrees of growth in inspections compared to 2009. The rates are 3.0 per cent, 4.4 per cent, 19.0 per cent and 21.7 per cent respectively .

Chemical tankers, the sixth most inspected vessel type, shows a decline in the inspection rate (-14.4 per cent) compared to 2009.

Figure 3 demonstrates, as indicated in Table 7, that bulk carriers are by far the most inspected ship type in Australia.

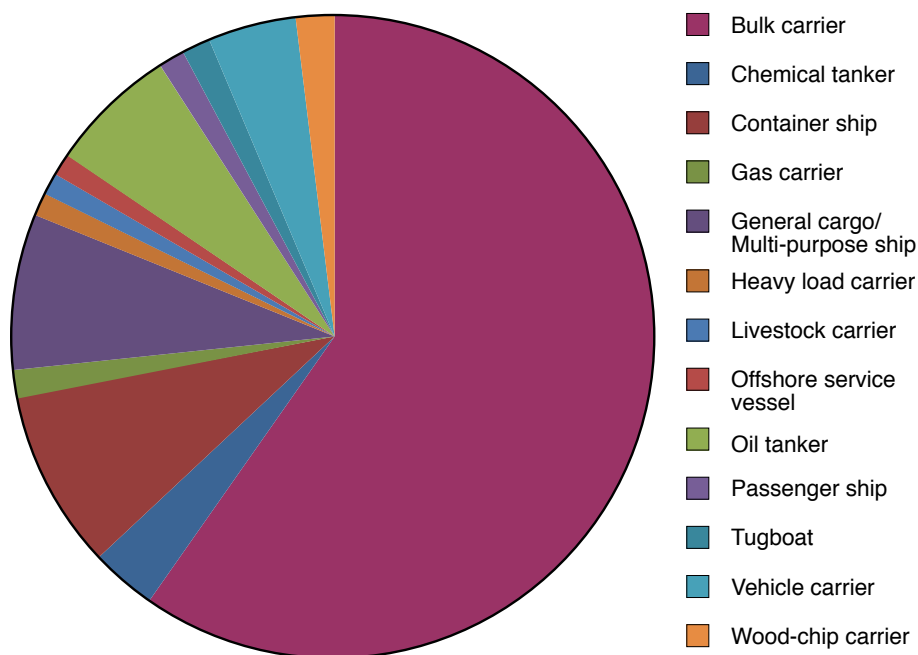


Figure 3
Proportion of PSC inspections by ship type

Deficiencies

AMSA Marine Surveyors will issue a ship with deficiencies if, during an inspection, they determine that the condition of a ship, its equipment or performance of the shipboard personnel is found not in conformance 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 port State control, Res. A.787(19), as amended, defines a deficiency as 'a condition found not to be in compliance with the requirements of the relevant convention'.

The AMSA Marine Surveyors use their maritime experience to determine the appropriate timeframe for the crew to rectify a deficiency. Depending on how serious the AMSA Marine Surveyor perceives 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 initiate other conditions for rectification. A serious deficiency, deemed to pose an immediate threat to the ship, crew or environment, will result in the detention of the vessel. AMSA will apply the detention, irrespective of the scheduled departure of the ship, in accordance with the IMO Resolution on port State control.

During 2010, AMSA Marine Surveyors recorded a total of 7488 deficiencies. This gave a deficiency rate of 2.4 per inspection, which is an improvement compared to 2009 (3.0 deficiencies per inspection).



Rescue boat air chambers deflated



Water ballast tank air vent head rubber seat dislodged

Deficiencies are categorised into the following groups to identify the key areas of non-compliance – structural/equipment, operational, ISM and human factor. Table 8 shows the number of deficiencies for each of these broad groups per vessel type and the numbers of inspections for each vessel type. This table also compares the group deficiency rates to those of 2009. There has been a slight improvement in the deficiency rate in all categories.

Ship Type	Structural/ Equipment	Operational	Human Factor	ISM	Inspections
Bulk carrier	2388	1403	794	274	1865
Chemical tanker	59	23	16	4	107
General cargo/multi- purpose ship	331	188	112	49	237
Wood-chip carrier	51	36	19	5	57
Vehicle carrier	105	66	59	28	146
Container ship	270	146	57	30	279
Offshore service vessel	41	47	6	7	19
Livestock carrier	81	40	22	9	39
Gas carrier	27	22	10	7	44
Combination carrier	1	1	0	0	1
Passenger ship	38	6	7	1	29
Other types of ship	40	49	13	6	15
Oil tanker	113	51	26	14	200
Ro-Ro cargo ship	34	22	8	3	11
Ro-Ro passenger ship	4	1	0	1	1
Tugboat	28	36	8	3	29
Heavy load carrier	49	20	18	7	23
MODU or FPSO	10	17	4	1	6
Special purpose ship	0	1	0	0	9
NLS tanker	1	0	1	1	7
Refrigerated cargo vessel	6	3	2	1	2
High speed passenger craft	0	0	0	0	1
Total for 2010	3677	2178	1182	451	3127
2010 Deficiency Rate	1.2	0.7	0.4	0.1	2.4
Total for 2009	4572	2522	1363	602	2994
2009 Deficiency Rate	1.5	0.8	0.5	0.2	3.0

*Table 8
Deficiency category
by inspection
number and ship
type*

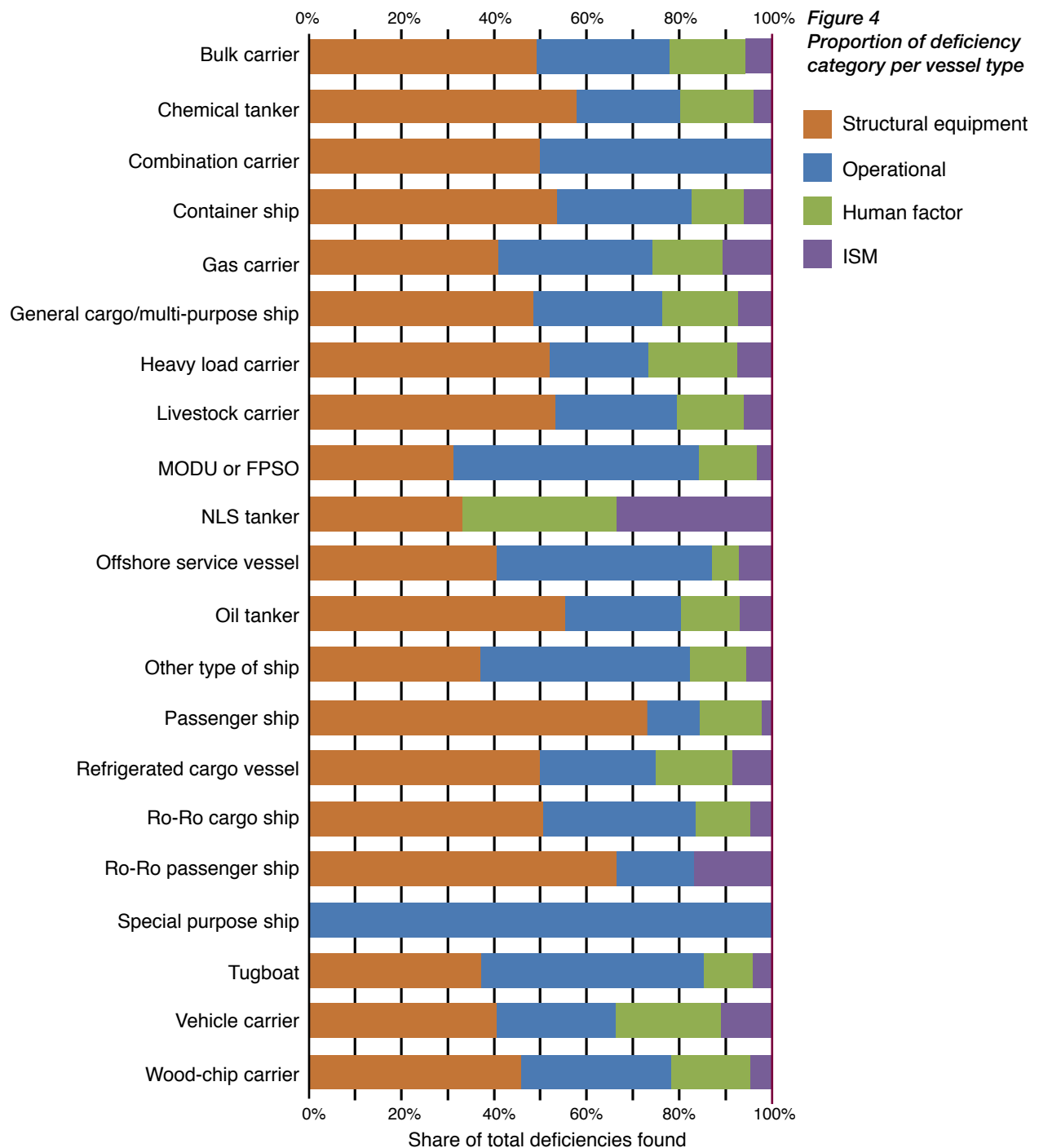
It can be seen from Table 8, that there has been quite a significant drop (19.6 per cent) in 2010 compared to the deficiencies that were found in 2009 under the structural/equipment group of deficiencies. However this group still continues to account for 49 per cent of all deficiencies. These deficiencies relate to the poor condition of the 'hardware' items generally relating to lack of effective maintenance and inspection regimes onboard. These types of deficiencies should be relatively easy to address by more attention onboard and by a strong commitment to safety and pollution prevention by the operating companies.

Figure 4 illustrates the proportion of each deficiency category for each type of vessel. The structural/equipment and the operational deficiency categories account for the major share of the deficiencies, while the ISM-related deficiency category accounts for the least. The reason the ISM category deficiencies are fewer in number is that these are written based on the objective evidences of a breakdown of the SMS. As a result, one ISM deficiency could relate to a number of hardware, operational or human factor deficiencies.



Damaged sheathing of main engine high pressure fuel oil pipe

This relationship however, may have the opposite impact for detainable deficiencies, as a range of operational/hardware deficiencies may result in an ISM detention even where no hardware detention is applied. This may explain why the share of ISM 'detainable deficiencies' shown in Table 11 was the greatest of all categories.



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 such circumstances an AMSA Marine Surveyor may detain the ship under the *Navigation Act 1912* using the criteria and guidance given in the IMO Resolution on port State control and their professional judgment in determining if such action is warranted.

The IMO Resolution defines a detention as ‘an intervention as a result of 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 normal schedule of the departure of the ship’.

When an intervention action is taken to detain a ship, AMSA Marine 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 detention information each month on its website at: www.amsa.gov.au/Shipping_Safety/Port_State_Control/

During 2010, AMSA Marine Surveyors detained 222 ships, giving an average detention rate of 7.1 per cent, compared to 8.3 per cent in 2009. Table 9 shows these detentions by ship type with a comparison to detention rates in 2009.

Ship Type	2010			2009
	Inspections	Detentions	Detention Rate	Detention Rate
Bulk carrier	1865	137	7.3%	9.3%
Chemical tanker	107	5	4.7%	5.6%
Combination carrier	1	0	0.0%	11.1%
Container ship	279	22	7.9%	5.5%
Gas carrier	44	2	4.5%	2.2%
General cargo/multi-purpose ship	237	27	11.4%	15.0%
Heavy load carrier	23	3	13.0%	8.0%
High speed passenger craft	1	0	0.0%	0.0%
Livestock carrier	39	2	5.1%	2.2%
MODU or FPSO	6	0	0.0%	0.0%
NLS tanker	7	0	0.0%	0.0%
Offshore service vessel	19	3	15.8%	3.4%
Oil tanker	200	6	3.0%	3.6%
Other types of ship	15	1	6.7	11.1%
Passenger ship	29	0	0.0%	6.9%
Refrigerated cargo vessel	2	0	0.0%	0.0%
Ro-ro cargo ship	11	2	18.2%	11.1%
Ro-ro passenger ship	1	0	0.0%	0.0%
Special purpose ship	9	0	0.0%	0.0%
Tugboat	29	0	0.0%	7.1%
Vehicle carrier	146	9	6.2%	5.0%
Wood-chip carrier	57	3	5.3%	6.1%
Totals	3127	222	7.1%	8.3%



Crack in hull



Hatch cover cleaning system - Excessive clearance



Damaged vent head

Table 9
Total ships detained by ship type

The 2010 detention rates listed above show some wide variations for some vessel types compared to 2009. The detention rate, or percentage, varies widely if the total number of vessels inspected is low. For example, if in a particular year only one vessel of a particular kind was inspected and detained, the detention rate would show 100 per cent; if in the subsequent year one vessel of the same kind was inspected and not detained, the detention rate would indicate zero per cent. This has to be taken into account when considering the trends shown in Table 9.

Taking this into account, the groups of ships which performed better in 2010 in terms of declining detention rates are bulk carriers, chemical tankers, general cargo ships and oil tankers. The poorer performers are container vessels and vehicle carriers, for which the detention rates have increased marginally.

Trends in the performance of other types of vessels cannot be meaningfully determined due to the low number of inspections.

AMSA's risk profiling of ships takes into account ship types, and AMSA will continue to direct specific attention to those groups of ships with poor performance.

Table 10 categorises the number of inspections, detentions and the detention rate of vessels against the flag States of the vessel. Vessels from 58 flag States were subjected to inspections in 2010. Vessels from 38 of these flag States had defects serious enough to warrant detention. As explained previously, performance cannot be meaningfully assessed when low inspection numbers are involved. For this reason, AMSA considers the data statistically significant only for vessels of those flag States which were subject to at least 10 inspections.

Within this group, only six flag States had detention rates of 10 per cent or more compared to 16 in 2009 and six in 2008. This is a very significant improvement. Flag States are informed whenever a ship under their flag is detained, with an expectation that this would prompt a review and contribute to the process of continuous improvement. Those flags with unusually high detention rates (10 per cent or greater), which are therefore considered to be demonstrating less than adequate performance in terms of Australian PSC, are Antigua and Barbuda, Indonesia, Liberia, Malaysia, Netherlands and Papua New Guinea.



Cargo securing issue



Transportation pins for CO² bottles of fixed fire fighting system not removed



Damaged push-pull cable of lifeboat on-load release gear



Main engine high pressure fuel lines damaged jacket pipe

Flag	Inspections	Detentions	Detention Rate
Antigua and Barbuda	75	8	10.7%
Argentina	1	0	-
Bahamas	106	3	2.8%
Bangladesh	1	0	-
Barbados	7	2	-
Belgium	12	1	8.3%
Belize	2	0	-
Bermuda	22	0	-
Bulgaria	1	1	-
Cayman Islands	18	1	5.6%
China	76	4	5.3%
Cook Islands	7	0	-
Croatia	8	1	-
Curacao	2	0	-
Cyprus	106	10	9.4%
Denmark	10	0	-
Dominica	2	0	-
Egypt	3	0	-
France	11	1	9.1%
Germany	21	1	4.8%
Gibraltar	14	1	7.1%
Greece	80	5	6.3%
Hong Kong	298	20	6.7%
India	23	0	-
Indonesia	11	3	27.3%
Isle of Man	40	1	2.5%
Italy	50	4	8.0%
Japan	34	1	2.9%
Korea, Republic of	86	5	5.8%
Kuwait	4	0	-
Liberia	270	27	10.0%
Libyan Arab Jamahiriya	2	0	-
Lithuania	1	1	-
Luxembourg	2	0	-
Malaysia	16	2	12.5%

Table 10
Total ships detained
by Flag (no rates show
where number of
inspections is less
than 10)

Continued

Flag	Inspections	Detentions	Detention Rate
Malta	108	8	7.4%
Marshall Islands	146	12	8.2%
Netherlands	38	6	15.8%
New Zealand	2	0	-
Norway	32	2	6.3%
Panama	973	64	6.6%
Papua New Guinea	11	4	36.4%
Philippines	43	2	4.7%
Portugal	2	1	-
Russian Federation	1	0	-
Saint Vincent and the Grenadines	5	1	-
Samoa	1	0	-
Singapore	197	13	6.6%
Sweden	10	0	-
Switzerland	7	0	-
Taiwan	16	1	6.3%
Thailand	15	1	6.7%
Tonga	4	1	-
Turkey	15	1	6.7%
United Kingdom	42	1	2.4%
United States	1	0	-
Vanuatu	28	1	3.6%
Vietnam	8	0	-
Totals	3127	222	7.1%

*Table 10 (continued)
Total ships detained by flag*

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, and the percentage share of the total number of detentions, side by side for each flag State.

Those flag States for which the percentage share of detentions is higher than the percentage share of inspections, is an indication that these flag States have a higher share of the total detentions and implies they are not performing well. This representation is given in Figure 5 which reflects the data from Table 10.

Figure 5 indicates that, as in 2009, the flag States of Panama, Singapore and Hong Kong are still performing better than average, particularly considering the volume of inspections. China and the Republic of Korea also performed reasonably well.

Figure 5 also clearly shows that Antigua and Barbuda, Marshall Islands, Netherlands, Liberia and Cyprus have not performed well, as indicated by the disproportionate ratio of detentions to inspections.



Damaged lifeboat davit



Defective fire damper

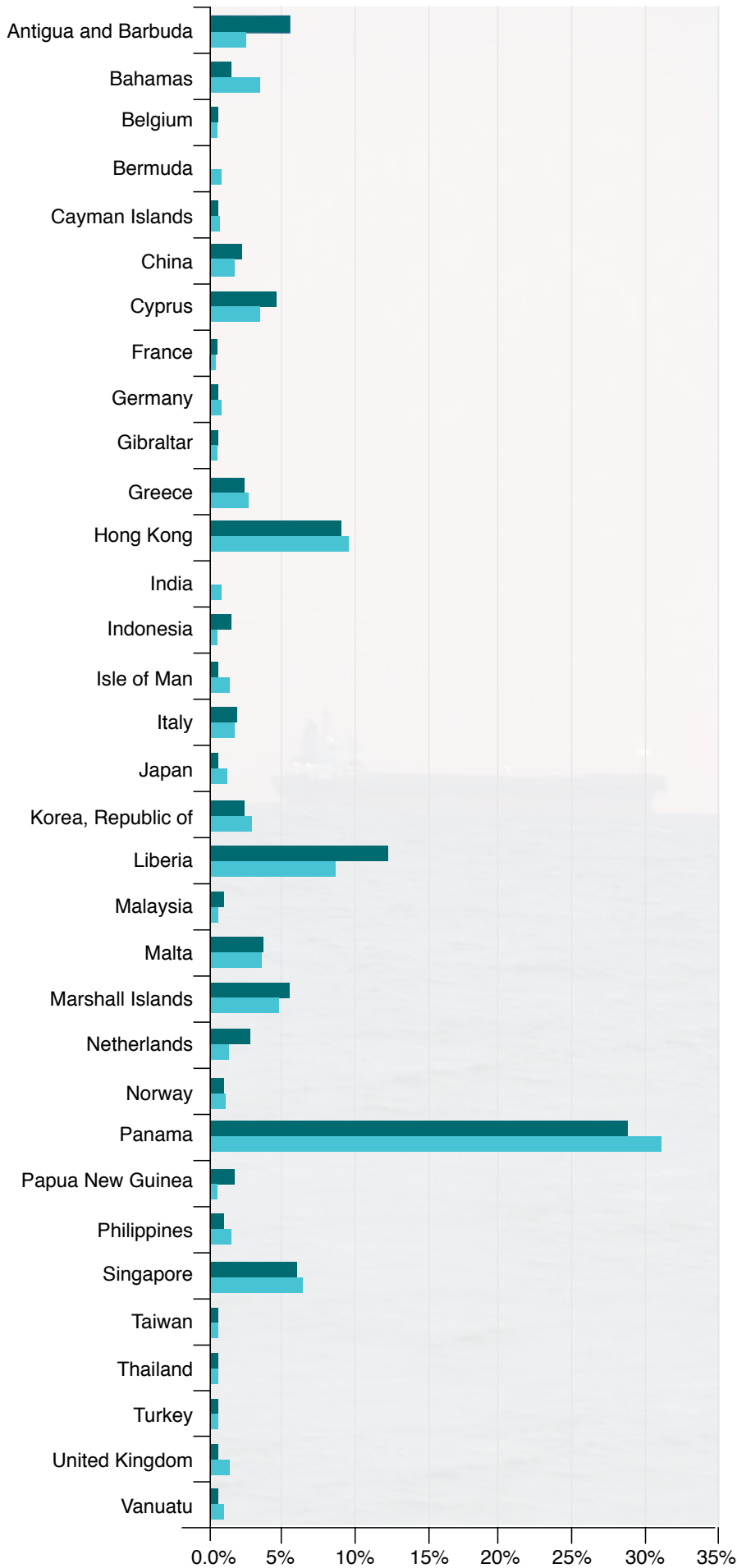


Figure 5
 Comparison of proportion of inspections and detentions of totals for flag States with more than 10 inspections and more than 1 detention

■ Share of detentions
 ■ Share of inspections

During 2010, AMSA Marine Surveyors detained a total of 222 ships after detecting 384 serious deficiencies in a range of different categories.

Table 11 indicates the proportion of detentions in different categories over a three-year rolling period.

Detainable Deficiencies by Category	2008	2008 Share	2009	2009 Share	2010	2010 Share
Fire safety measures (SOLAS Chapter II-2)	110	28.5%	146	33.2%	88	22.9%
Life-saving appliances (SOLAS Chapter III)	84	21.8%	85	19.3%	68	17.7%
ISM related deficiencies (SOLAS Chapter IX)	48	12.4%	59	13.4%	97	25.3%
Radio communications (SOLAS Chapter IV)	45	11.7%	45	10.2%	24	6.3%
Load lines	43	11.1%	36	8.2%	35	9.1%
Carriage of cargo and dangerous goods (SOLAS Chapter VI)	0	0.0%	18	4.1%	3	0.8%
Stability, structure and related equipment (SOLAS Chapter II-1, Parts a-1,a)	14	3.6%	15	3.4%	16	4.2%
MARPOL – Annex I	12	3.1%	13	3.0%	12	3.1%
SOLAS-related operational deficiencies	16	4.1%	10	2.3%	10	2.6%
Machinery and electrical installations (SOLAS Chapter II-I, Parts C, D)	3	0.8%	5	1.1%	5	1.3%
Safety of Navigation (SOLAS Chapter V)	1	0.3%	4	0.9%	8	2.1%
MARPOL - Annex IV		0.0%	0	0.0%	7	1.8%
Other deficiencies	1	0.3%	2	0.5%	0	0.0%
MARPOL-related operational deficiencies	4	1.0%	1	0.2%	0	0.0%
Certification and watchkeeping for seafarers (STCW)	2	0.5%	1	0.2%	6	1.6%
Additional Bulk Carrier safety measures (SOLAS Chapter XII)	2	0.5%	0	0.0%	1	0.3%
Ship's certificates and documents (SOLAS, II, MARPOL)	1	0.3%	0	0.0%	4	1.0%
Totals	386		440		384	100%

Table 11
Detainable deficiencies by category

From Table 11 it can be seen that in terms of proportion, the 'top five' detainable categories for 2010 remain the same as in 2008 and 2009. However the order of these top five categories has changed, particularly in the area of ISM-related deficiencies.

ISM-related detentions top the list of detainable deficiency categories in 2010. AMSA notes that the trend for this category of detainable deficiencies has been on the rise since 2007 when it represented 7.8 per cent of the total. This is disappointing as it was expected that from the introduction of the ISM Code, the SMS of shipping companies would have evolved and performance in this category would have improved rather than deteriorated. The significant jump in ISM-related detentions in 2010 may be due in part to AMSA's focus on fatigue of seafarers which has resulted in a rise in ISM-detainable deficiencies.

The detainable deficiencies relating to fire safety measures and lifesaving appliances categories have reduced as a proportion of the total number of detainable deficiencies. However, this is not cause for confidence as the number of detainable deficiencies in these categories remains high. In AMSA's effort to disseminate information about its PSC program, these categories have been identified as major concerns.



Sewage treatment plant tank walls corroded and holed



Funnel fire dampers closing arrangement defective

Responsibility of Recognised Organisations

Table 12 lists the Recognised Organisations associated with the detention of ships by AMSA. There are many operational or other issues over which the RO has no control. These kinds of deficiencies can often be attributed to the lack of commitment of shipping company management to ensure that the ship is managed efficiently.

Some detainable deficiencies however are directly attributable to the ROs' activities on board. This occurs where it is found that a vessel or its equipment do not meet required standards, or are 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 such cases, it is the RO's responsibility to ensure the vessel complies with all the relevant convention requirements, and in accordance with TMOU Guidelines, AMSA Marine Surveyors are required to assess whether or not a detainable deficiency can be attributed to the RO responsible for the survey of the particular item.

Table 12 also gives a comparison of deficiencies for each Recognised Organisation.

Recognised Organisation	Inspec-tions	Defcs	Dets	Det Rate	Total Det Defcs	RO Resp Dets	RO Resp as % of Total Det Defcs
American Bureau of Shipping (ABS)	308	708	17	5.5%	34	6	17.6%
Biro Klasifikasi Indonesia (BKI)	4	40	0	0.0%	0	0	-
Bureau Veritas (BV)	262	767	24	9.2%	43	9	20.9%
China Classification Society (CCS)	154	371	8	5.2%	15	1	6.7%
China Corporation Register of Shipping (CCRS)	14	42	1	7.1%	2	0	0.0%
Croatian Register of Shipping (CRS)	9	33	2	22.2%	2	1	50.0%
Det Norske Veritas (DNV)	244	477	14	5.7%	22	0	0.0%
Germanischer Lloyd (GL)	279	605	27	9.7%	56	2	3.6%
Indian Register of Shipping (IRS)	18	43	0	0.0%	0	0	-
International Register of Shipping (IS)	2	23	0	0.0%	0	0	-
Korea Classification Society (KCS)	1	4	0	0.0%	0	0	-
Korean Register of Shipping (KR)	195	410	9	4.6%	11	0	0.0%
Lloyd's Register (LR)	423	1047	32	7.6%	55	6	10.9%
Nippon Kaiji Kyokai (NK)	1120	2534	76	6.8%	120	10	8.3%
No Class	2	2	0	0.0%	0	0	-
Registro Italiano Navale (RINA)	81	291	7	8.6%	13	0	0.0%
Russian Maritime Register of Shipping (RS)	8	54	4	50.0%	9	1	11.1%
Vietnam Register of Shipping (VRS)	2	14	0	0.0%	0	0	-
Other	1	23	1	100.0%	2	0	0.0%
Totals	3127	7488	222	7.1%	384	36	9.4%

Table 12
Total ships detained related to their Recognised Organisation

Table 13 provides a comparison between the 2009 and 2010 performance of relevant ROs based on the criteria of inspections, deficiency rates, detention rates and the percentage of the detainable items that were allocated RO responsibility for those detentions. The table indicates that the performance of the ROs across the criteria remains relatively constant with some good improvements in the responsibility results of some ROs.

Recognised Organisation	2009 Inspections	2010 Inspections	2009 Deficiency rate	2010 Deficiency rate	2009 Detention Rate	2010 Detention Rate	2009 RO Resp as % of Total Det Defs	2010 RO Resp as % of Total Det Defs
American Bureau of Shipping (ABS)	260	308	2.6	2.3	6.2%	5.5%	24.1%	17.6%
Biro Klasifikasi Indonesia (BKI)	3	4	15.7	10.0	66.7%	–	28.6%	–
Bulgarski Koraben Registar (BKR)	0	1	0	23.0	–	100%	–	–
Bureau Veritas (BV)	228	262	4.3	2.9	10.5%	9.2%	5.6%	20.9%
China Classification Society (CCS)	127	154	2.2	2.4	4.7%	5.2%	–	6.7%
China Corporation Register of Shipping (CCRS)	16	14	3.7	3.0	6.3%	7.1%	–	–
Croatian Register of Shipping (CRS)	7	9	2.7	3.7	14.3%	22.2%	–	50.0%
Det Norske Veritas (DNV)	282	244	3	2.0	8.9%	5.7%	17.6%	–
Germanischer Lloyd (GL)	258	279	3	2.2	8.9%	9.7%	4.3%	3.6%
Indian Register of Shipping (IRS)	24	18	3.1	2.4	12.5%	–	16.7%	–
International Register of Shipping	0	2	0	11.5	–	–	–	–
Korean Register of Shipping (KR)	200	195	2.8	2.1	4.5%	4.6%	18.2%	–
Korea Classification Society (KCS)	1	1	0	4.0	–	–	–	–
Lloyd's Register (LR)	391	423	3	2.5	10.2%	7.6%	14.5%	10.9%
Nippon Kaiji Kyokai (NK)	1100	1120	2.9	2.3	7.7%	6.8%	15.1%	8.3%
Polski Rejestr Statkow (PRS)	1	0	1	0	–	–	–	–
Registro Italiano Navale (RINA)	79	81	2.8	3.6	10.1%	8.6%	–	–
Russian Maritime Register of Shipping (RS)	11	8	7.5	6.8	27.3%	50.0%	–	11.1%
Vietnam Register of Shipping (VRS)	4	2	11.5	7.0	25%	–	–	–
No Class	0	2	0	1.0	–	–	–	–
Totals	2994	3127	3	2.4	8.3%	7.1%	12.8%	9.4%

Table 13
Recognised Organisation performance

SUMMARY OF 2010 AUSTRALIAN PSC

In 2010 the detention rate dropped to 7.1 per cent compared to 8.3 per cent in 2009. Similarly, the deficiency rate per inspection also reduced marginally to 2.4 in 2010 from 3.0 in 2009. In recognising this improvement, it is also important to note that the detention rate prior to 2008 was significantly better so there is no case for any relaxation. AMSA will continue in its endeavors to maintain a firm and effective PSC inspection program.

With this in mind, AMSA continues to closely monitor the nature of deficiencies and detentions to enable the PSC inspection program to continually adapt to new challenges and improve the inspection process. The focus in 2010 on rest periods of seafarers, in addition to other critical areas such as safety management systems and lifeboat launching arrangements, is evidence of this evolutionary mechanism at work.

In 2010, inspection processes continued to expand from the traditional checks of the physical condition of a ship and its equipment to include a stronger focus on the crew's competence and familiarity with the ship's equipment.

This approach, combined with the ability to target vessels on the basis of risk factor, are effective tools that enable AMSA to focus resources effectively and efficiently, in an effort to ensure substandard ships are identified and inspected. This will continue to be necessary to enable AMSA to respond to changes in the maritime landscape, such as PSC aspects of the Maritime Labour Convention, 2006.

AMSA continues to participate in relevant national and international forums to promote safety and pollution prevention and provide information on how Australia strives to achieve these. This includes active liaison with ship operators, ROs and other administrations to promote preventative action designed to promote safe ships which do not require PSC intervention.

It is important for the owners and operators to recognise that improving the quality of their vessels and the PSC performance will provide them with significant dividends, as the commercial benefits from having a good PSC history are well known.

A detailed list of the detained ships of 2010 can be found at:

www.amsa.gov.au/Shipping_Safety/Port_State_Control/PSC_Annual_reports.asp.

