Australian Government
Australian Maritime Safety Authority

Maritime Safety and Environmental Compliance - Update



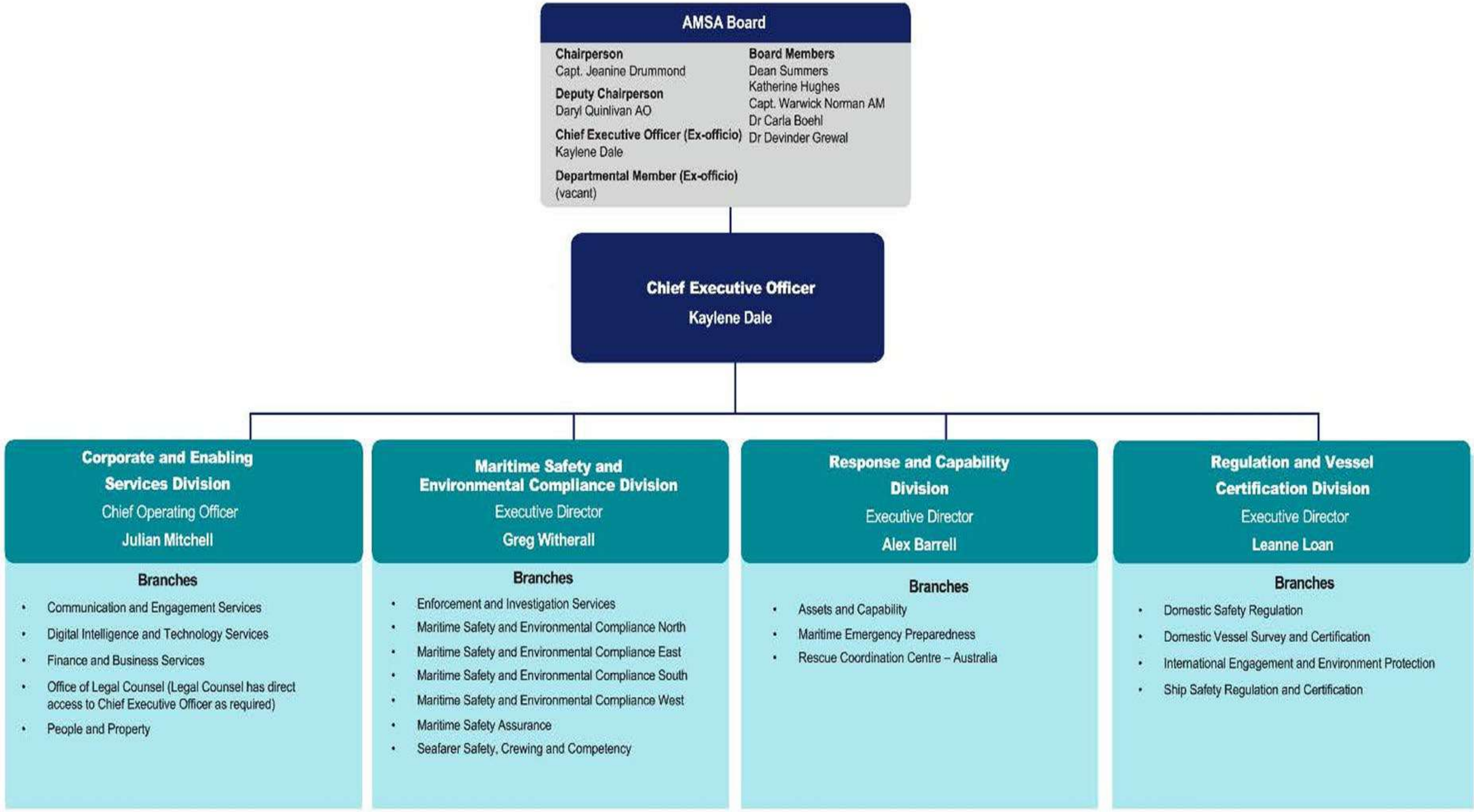
Suraj Joshi – Manager, West Region

Acknowledgement of Country

In the spirit of reconciliation, the Australian Maritime Safety Authority acknowledges the Traditional Custodians of country throughout Australia and their connections to land, sea and community.

We pay our respect to their Elders past and present and extend that respect to all Aboriginal and Torres Strait Islander peoples today.

'Navigating the Tides of Progress.'
Created for the Australian Maritime Safety Authority by Alysha Menzel,
proud descendant of the Samsep people from Erub Island, Torres Strait Islands.


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Branches
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Digital Intelligence and Technology Services
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Greg Witherall
Branches
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Maritime Safety and Environmental Compliance East
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Rescue Coordination Centre – Australia
Regulation and Vessel Certification Division
Executive Director
Leanne Loan
Branches
Domestic Safety Regulation
Domestic Vessel Survey and Certification
International Engagement and Environment Protection
Ship Safety Regulation and Certification

Maritime Safety and Environmental Compliance

Functions

- Conduct inspections of domestic and international vessels operating in Australian waters.
- Monitor and enforce compliance with maritime safety, environmental protection and seafarer welfare requirements.
- Support seafarer safety, welfare, crewing and competency standards.
- Regulate coastal pilotage services and vessel traffic services.
- Investigate maritime incidents and support compliance and enforcement activities.
- Work with industry and government partners to improve safety outcomes and encourage a strong safety culture.

MSEC West - WA and NT

Fremantle

Geraldton	Karratha
Port Hedland	Darwin



Australian Government
Australian Maritime Safety Authority

PORT STATE CONTROL (PSC) KPI DASHBOARD

2024–25 ARRIVALS AND INSPECTIONS

TOTAL ARRIVALS

2024: 28,650
2025: 28,639

−11 | −0.04% % CHANGE

INDIVIDUAL SHIPS WHICH MADE THOSE ARRIVALS

2024: 6,061
2025: 6,153

+92 | +1.52% % CHANGE

SHIPS ELIGIBLE FOR PSC INSPECTION

2024: 5,884
2025: 5,976

+92 | +1.56% % CHANGE

INSPECTIONS

2024: 2,264
2025: 2,768

+504 | +22.26% % CHANGE

SIMPLIFIED METRICS (2024 vs 2025)

TOTAL ARRIVALS

28,639
vs 28,650 in 2024

2024	28,650
2025	28,639

−11 (-0.04%)

INDIVIDUAL SHIPS (MADE THOSE ARRIVALS)

6,153
vs 6,061 in 2024

2024	6,061
2025	6,153

+92 (+1.52%)

SHIPS ELIGIBLE FOR PSC INSPECTION

5,976
vs 5,884 in 2024

2024	5,884
2025	5,976

+92 (+1.56%)

INSPECTIONS

2,768
vs 2,264 in 2024

2024	2,264
2025	2,768

+504 (+22.26%)

PSC targeting and inspections outcome

Risk categories	Deficiencies	Deficiency rate	Detainable deficiency	Detention rate
RC1	3,160	3.32	94	6.6%
RC2	1,373	2.87	29	5.0%
RC3	1,069	2.74	26	4.6%
RC4	718	2.48	13	3.1%
RC5	1,071	1.96	23	3.1%
Total	**7,391**	**2.78**	**185**	**4.8%**

7,391	2.78	185	4.8%	5
Deficiencies	Deficiency rate	Detainable deficiency	Detention rate	Risk categories

Top 10 PSC ship types: 2024-2025 comparison

Ranked by 2025 detention rate | Ship types with at least 10 inspections

SHIP TYPE	DEFICIENCY RATE 2024 → 2025	DETENTION RATE 2024 → 2025
General cargo / multipurpose	2.98 → 3.20	8.3% → 7.0%
Container ship	3.00 → 3.42	4.0% → 5.9%
Oil / chemical tanker	1.04 → 1.72	1.4% → 5.8%
Chemical tanker	0.97 → 1.33	0.0% → 5.6%
Tugboat	3.56 → 2.78	16.7% → 5.6%
Bulk carrier	2.76 → 2.84	6.8% → 5.3%
Livestock carrier	2.06 → 2.30	0.0% → 3.7%
Gas carrier	1.81 → 1.48	5.3% → 2.5%
Oil tanker	1.13 → 1.68	2.9% → 2.5%
Vehicle carrier	2.04 → 1.77	3.4% → 1.6%

Deficiency rate = deficiencies per inspection

Detainable deficiencies: 2005 – 2025

2005 TOP 7

RANK	CATEGORY	NO.	RATE
1	Fire safety measures	99	28.4%
2	Stability, structure & equipment	56	16.1%
3	Load lines	37	10.6%
4	Pollution prevention – Annex I	35	10.1%
5	Life-saving appliances	32	9.2%
6	ISM-related deficiencies	30	8.6%
7	Radio communications	27	7.8%

2025 TOP 7

RANK	CATEGORY	NO.	RATE
1	ISM	50	26.7%
2	Water/weather-tight conditions	32	17.1%
3	Life-saving appliances	27	14.1%
4	Fire safety	25	13.4%
5	Emergency systems	14	7.5%
6	Pollution prevention – Annex I	12	6.4%
7	Labour conditions	11	5.9%

PSC inspections

From the PSCO perspective:

AMSA PSC Inspections follow the same general process, using instructions and guidance by the IMO and ILO and the Tokyo MOU (and Indian Ocean MOU).

https://www.amsa.gov.au/vessels-operators/port-state-control/during-port-state-control-inspection

AMSA 36 – The Aide Memoir that our PSCO's refer to during the inspection is also available on our website.

https://www.amsa.gov.au/sites/default/files/amsa-form-36_0.pdf

PSC inspection – opening meeting

"Master advises that all equipment is operating satisfactorily, and that the vessel is seaworthy" YES/NO

Masters should report all defective equipment ***before*** the opening meeting ends, and

Before the PSCO starts walking around the ship.



AMSA 36 **Inspection report**

Australian Government
Australian Maritime Safety Authority

For more help, scan the QR code or go to AMSA.gov.au/form36

a Ship and inspection

Ship name | IMO number

Port | Inspector

Inspection timeframe

Initial started *(date/time)* | Initial completed *(date/time)*

Detail started *(date/time)* | Detail completed *(date/time)*

Comments

b More ship details *SHIPSYS mobile users*

Owner | Owner IMO

Use ship's registration papers or C.S.R.

Country | Charterer

Agent | Date of last renewal survey

Port of registry | Cargo type

Departure date/time | For next port

ETA at next port

☐ Master confirms all equipment is operating satisfactorily, vessel is seaworthy

☐ Not confirmed

Comments

PSC inspection – ship detained, what next?



IMO Resolution A.1206(34)



If detained:

Flag State and RO are notified immediately

Vessel immobilized until risk is removed

PSC may impose operational prohibitions



May require attendance by RO on board before release may be considered

Detention appeals and reviews

- Ship owners, operators, Recognised Organisations (RO) and flag States all have the right to appeal against detention outcomes
- One avenue for review is through a direct approach to the Manager, Ship Inspection via psc@amsa.gov.au, for an informal review of a detention.
- Further detention appeal processes are available:
  - By the flag State to the detention review panel of the Tokyo or Indian Ocean MOUs
  - Australian Administrative Review Tribunal (ART)



Remote surveys – are they effective?

Remote surveys not accepted after detention

Physical survey required to confirm rectification

Policy may be reconsidered if equivalence is demonstrated (IACS Z29)

Role of Flag State

- Responsible for the safety of their ships and compliance to relevant international instruments
- Issue Exemptions
- Inspect their flagged vessel overseas (Australia) as part of a programmed inspection.
- Attend their flagged vessels overseas (Australia) in response to an incident or event.

“Dispensations” and short-term statutory certificates

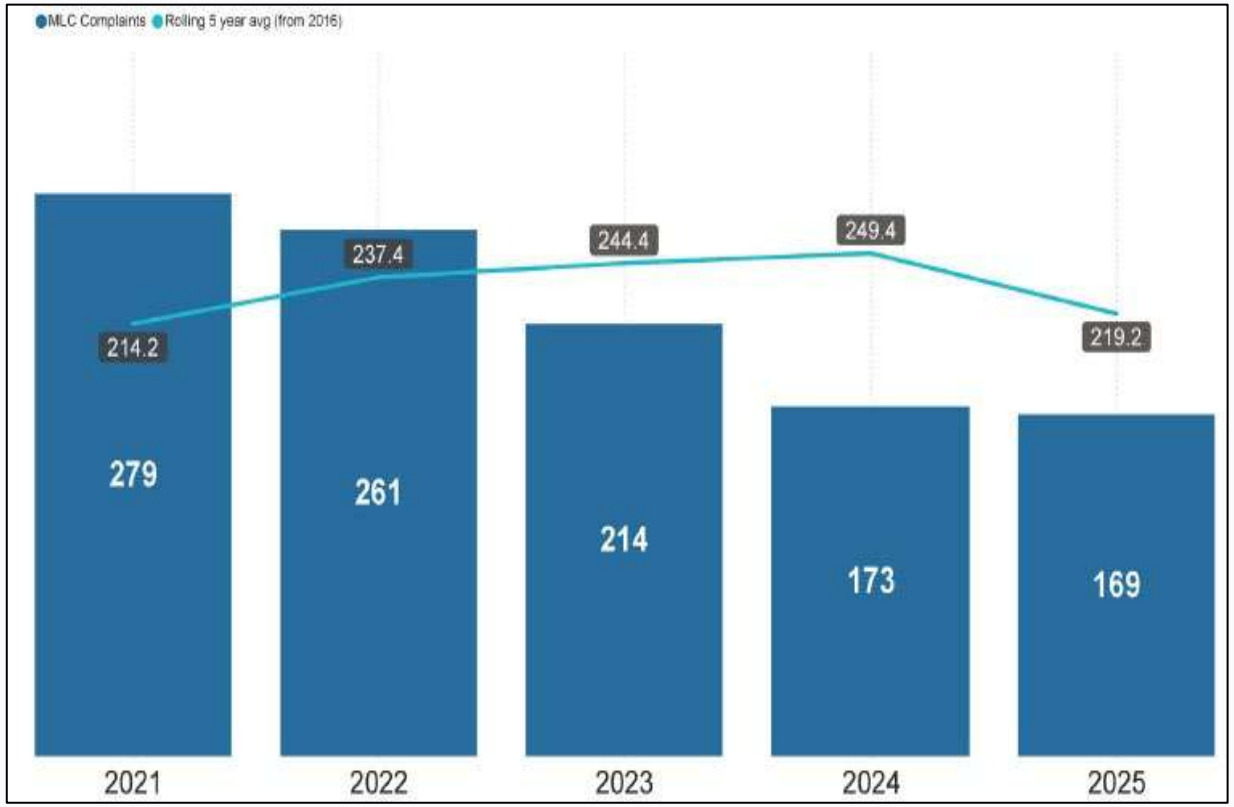
- AMSA has observed that ships are arriving in a condition that does not correspond to their statutory certificates and instead presenting a dispensation.

- When a dispensation may be accepted:
  - If the dispensation is an acknowledgement that the defect has occurred and directs it to be addressed at the next port, the dispensation will be accepted.

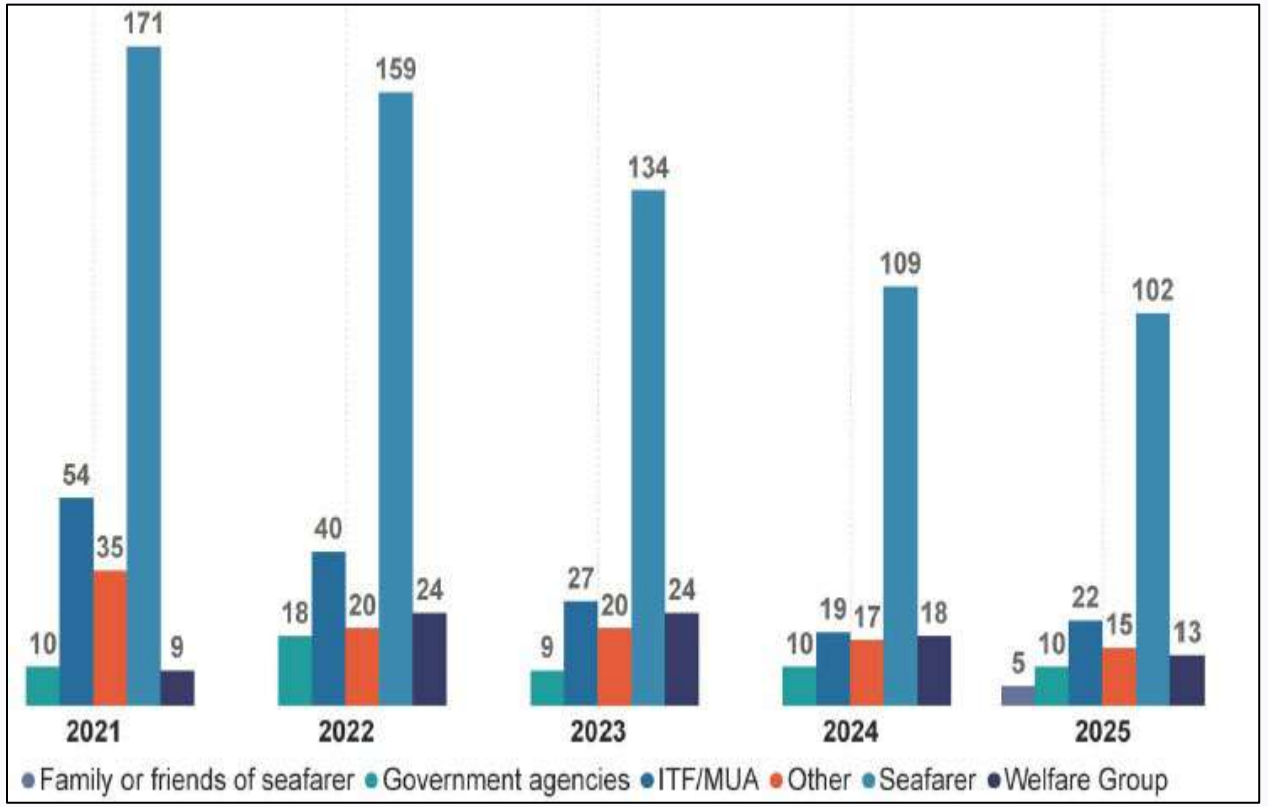
- When a dispensation cannot be accepted:
  - If a dispensation is issued allowing the vessel to operate with that defect and is passing through multiple ports, we will unlikely accept it.

MLC Complaints

Number of MLC Complaints

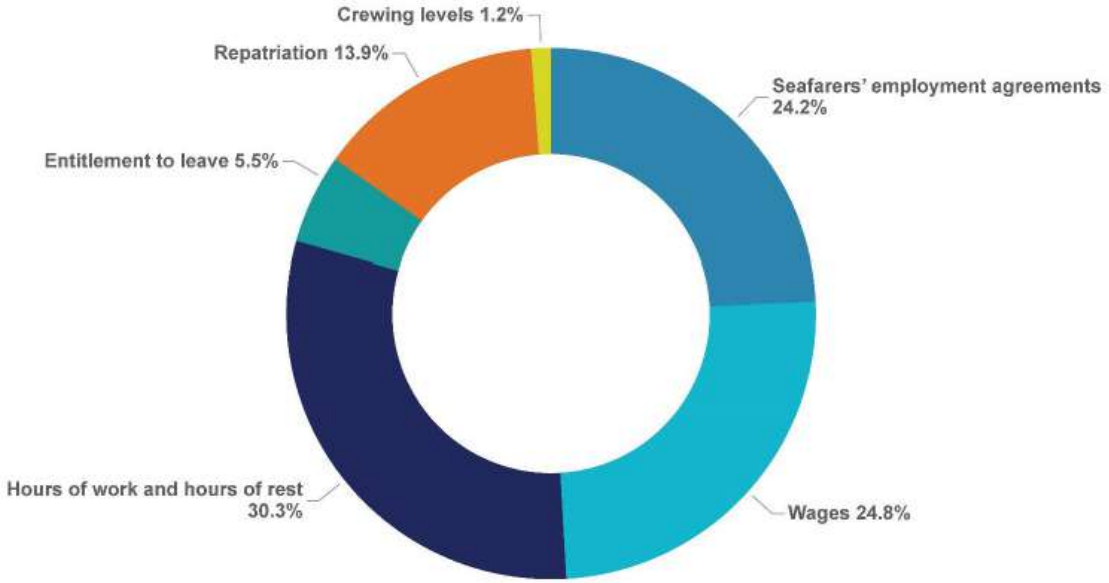


Source of complaints

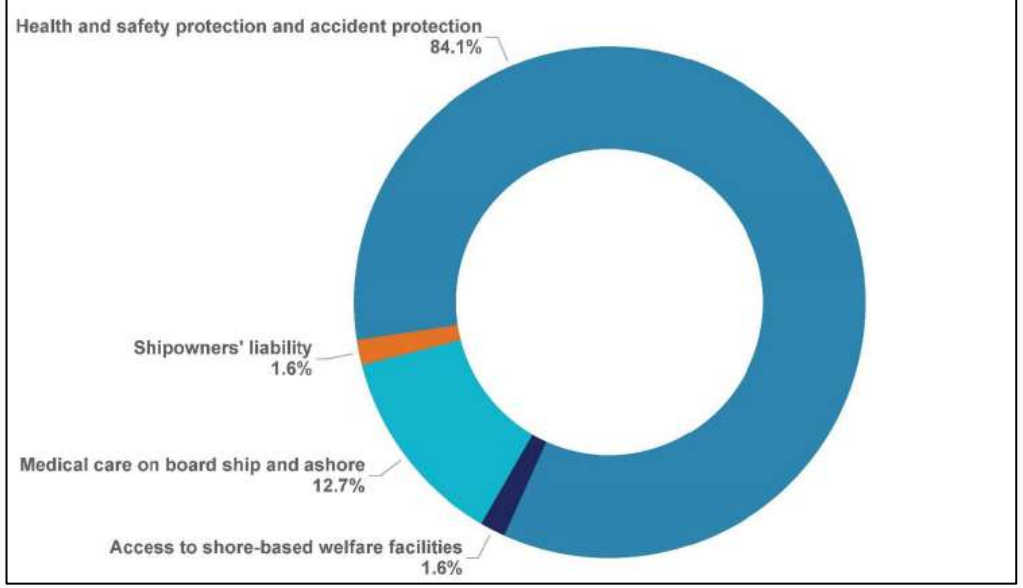


Breakdown of complaints by MLC Titles

MLC Regulation (Title 2)	2021	2022	2023	2024	2025
2.1 Seafarers' employment agreements	83	41	28	34	40
2.2 Wages	71	58	42	49	41
2.3 Hours of work and hours of rest	32	37	45	42	50
2.4 Entitlement to leave	0	39	31	10	9
2.5 Repatriation	104	56	23	32	23
2.7 Crewing levels	2	3	0	0	2

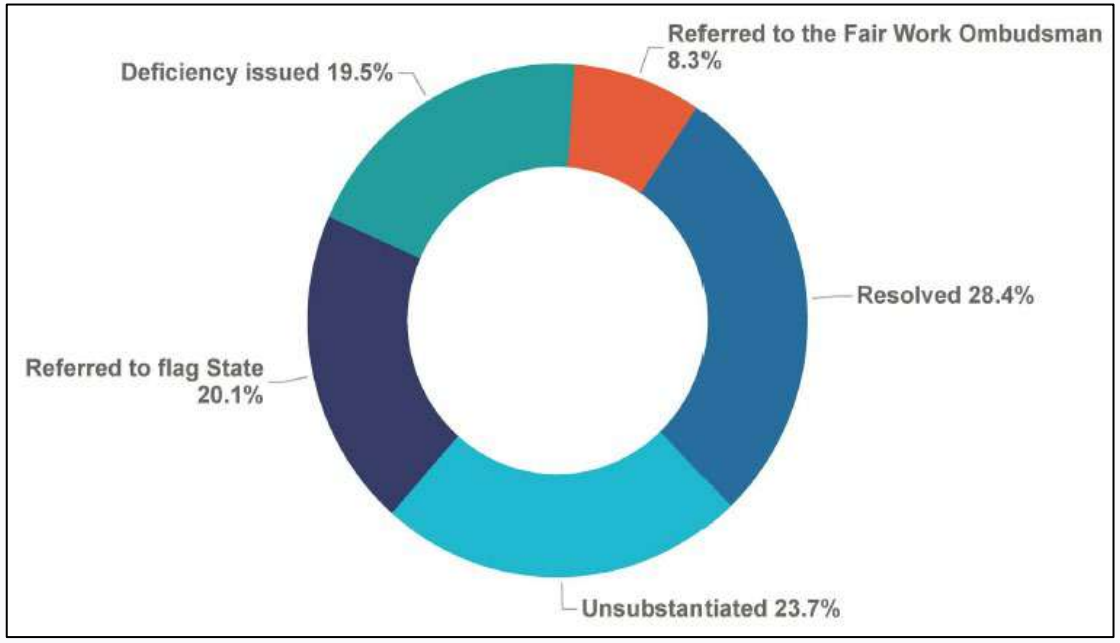


MLC Regulation (Title 4)	2021	2022	2023	2024	2025
4.1 Medical care on board ship and ashore	29	25	12	19	8
4.2 Shipowners' liability	1	1	1	1	1
4.3 Health and safety protection and accident protection[10]	54	72	63	60	53
4.4 Access to shore-based welfare facilities	1	1	5	4	1
4.5 Social Security	0	1	0	0	0

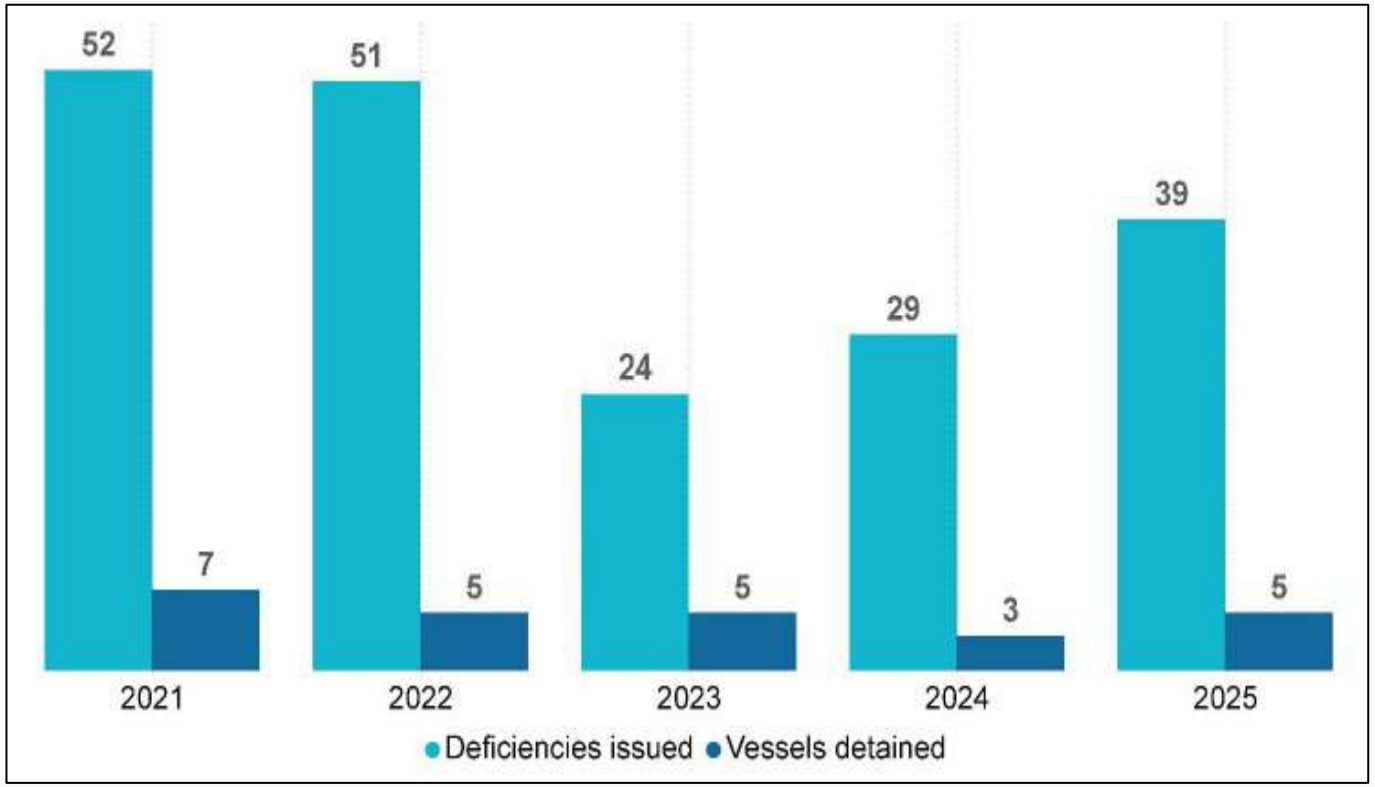


Outcome of MLC Complaints

Breakdown of complaints by outcome



Actions taken by AMSA

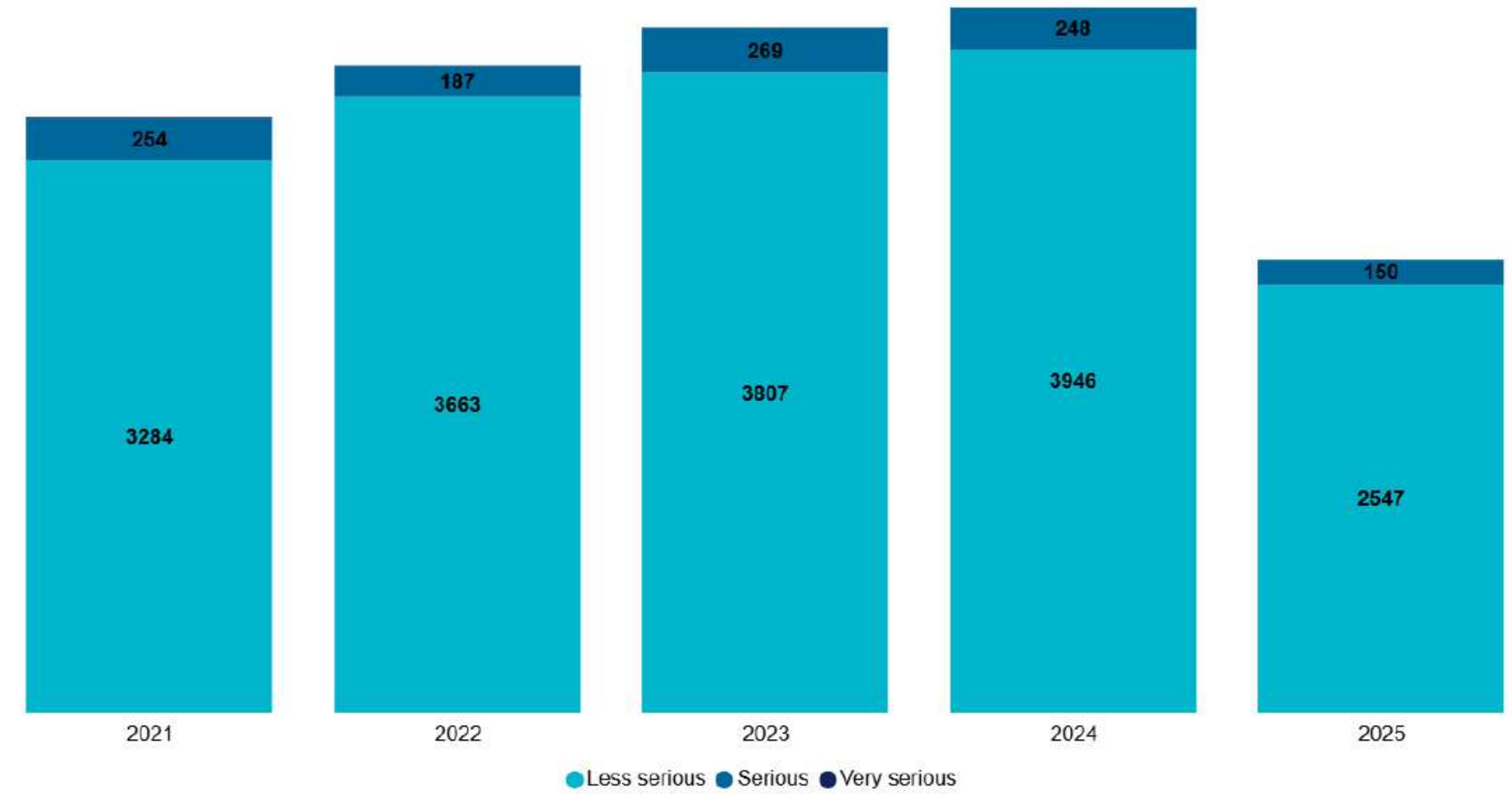


Access to shore leave for seafarers – Marine Notice 2026/02

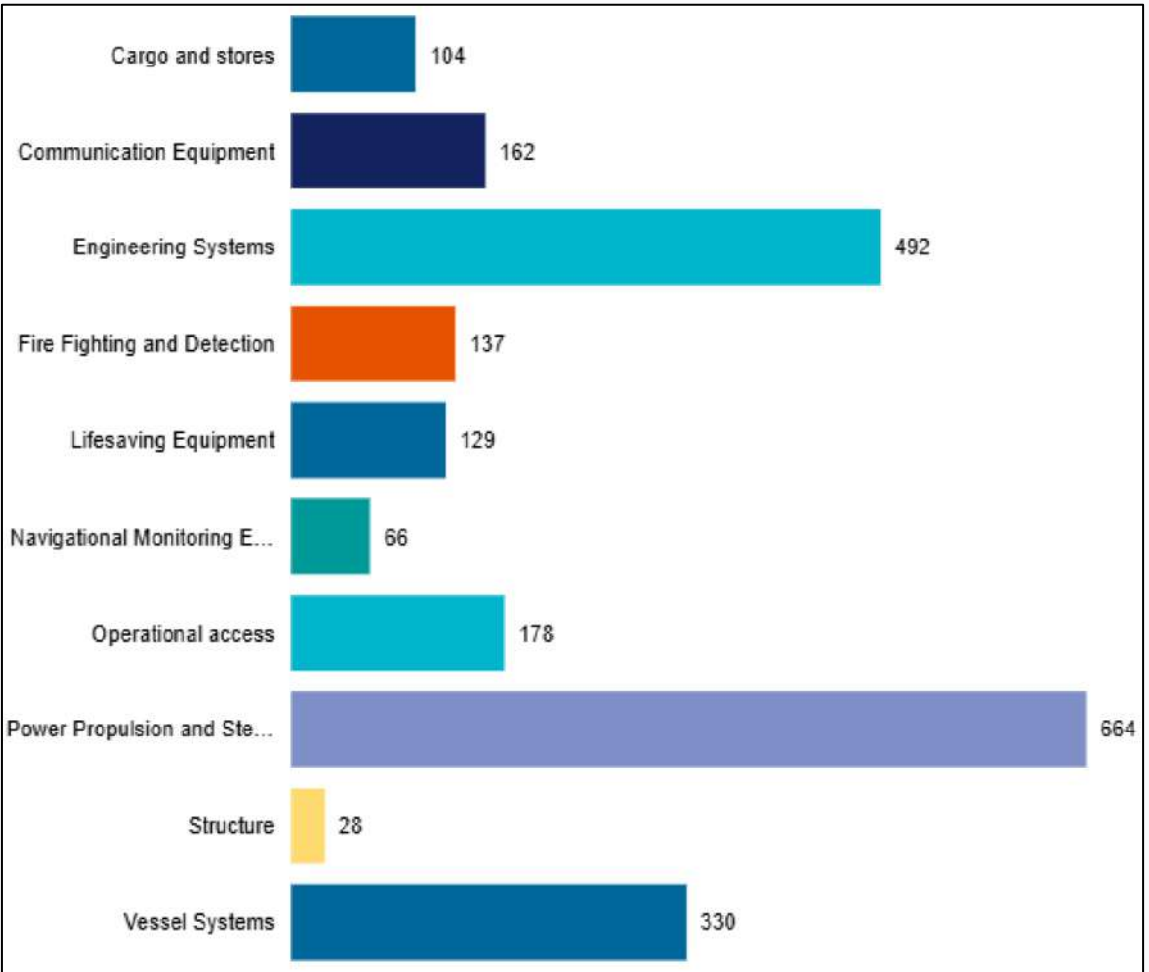
- Possibility of an AMSA PSC inspection is not a reason to delay, restrict or deny shore leave

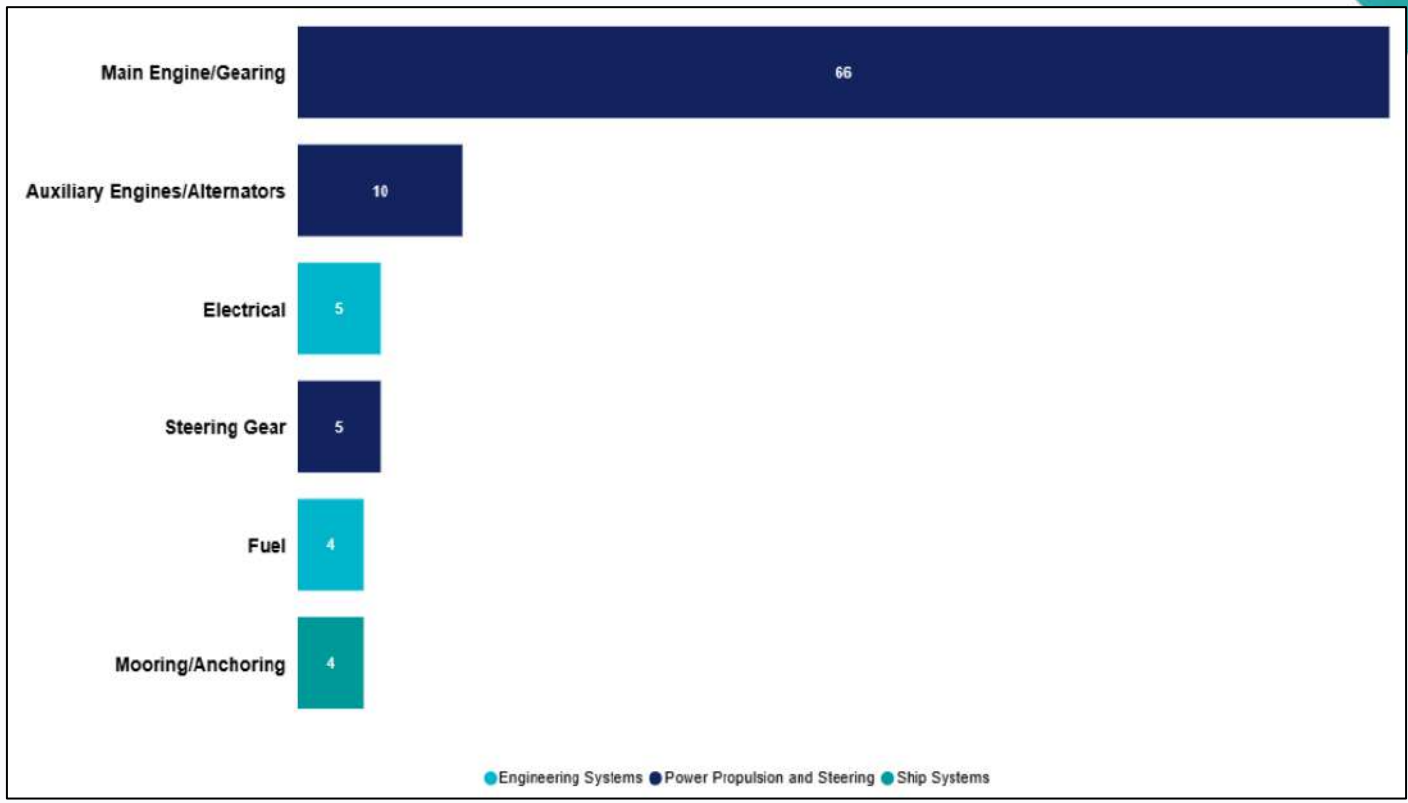
- Crew members ashore during an AMSA PSC inspection will not result in any adverse action against the vessel.

Marine Incidents on Foreign Flagged ships – Last 5 Years



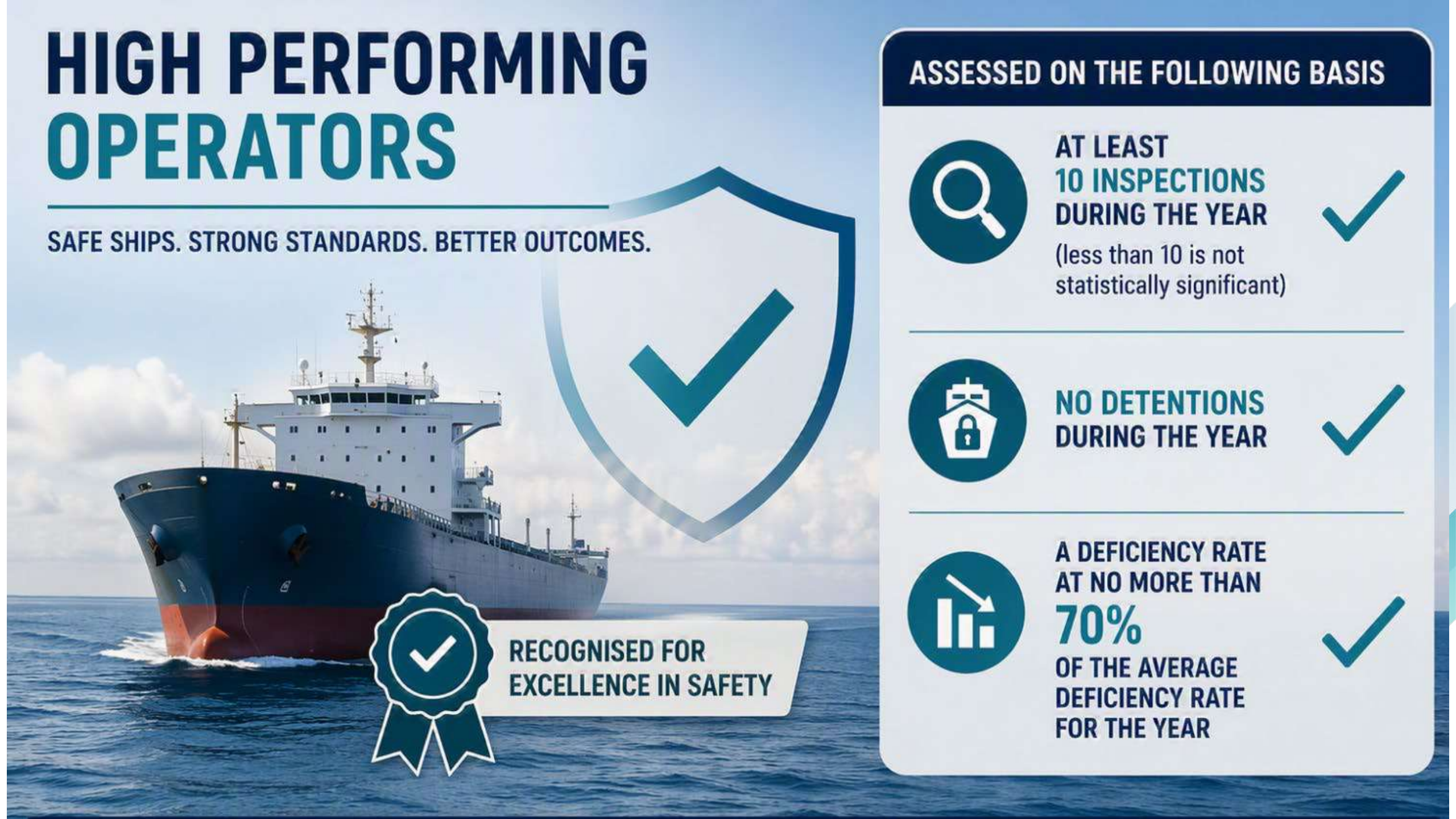
Incident Trends in technical occurrences





HIGH PERFORMING OPERATORS

SAFE SHIPS. STRONG STANDARDS. BETTER OUTCOMES.



RECOGNISED FOR EXCELLENCE IN SAFETY

ASSESSED ON THE FOLLOWING BASIS

- AT LEAST **10 INSPECTIONS** DURING THE YEAR
  (less than 10 is not statistically significant)
- **NO DETENTIONS** DURING THE YEAR
- A DEFICIENCY RATE AT NO MORE THAN **70%** OF THE AVERAGE DEFICIENCY RATE FOR THE YEAR

Poor performing operators and Refusal of access

- To encourage improvement in the operation of vessels, AMSA has a policy of identifying poor performing companies.

- Refusal of Access
  - AMSA does this when ships pose an increased risk to seafarers, other ships or the marine environment.
    - This year three ships have been issued refusal of access directions for systemic underpayment of seafarer wages.

Safe and clean seas, saving lives

Australian Government
Australian Maritime Safety Authority

amsa.gov.au

Contact:
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