



2025 Annual Inspections Report

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Introduction

Australia has one of the world's largest mixed-market economies and is the largest continental landmass surrounded by water. Australia's national livelihood depends on ensuring that maritime trade to, from and around the country remains safe and compliant with all relevant international conventions. Australia relies on sea transport for most of its imports and exports.

The Australian Maritime Safety Authority's robust port and flag State control processes are an essential element in ensuring the safe operation of all vessels, the protection of the marine environment, and protecting seafarers and passengers' onboard vessels.

Purpose of this report

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

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

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

AMSA's principle functions are:

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

To meet public expectations, AMSA is empowered to perform compliance and enforcement functions, regulating maritime trade in Australia through the implementation of flag State control (FSC) and port State control (PSC) regimes. The inspection of Domestic Commercial Vessels (DCVs) is carried out under the National Law Act 2012 and the inspection of Regulated Australian Vessels (RAVs) and Foreign Flagged ships is carried out under the Navigation Act 2012. Professional and consistent FSC and PSC regimes are essential in ensuring vessels comply with the minimum standards of maritime safety, seafarer welfare and protection of Australia's 34,000 kilometre coastline (excluding approximately 8,000 islands) from environmental damage.

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

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

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

Office locations



Year in review

AMSA inspectors undertook the following in 2025:

- 2,481 initial DCV inspections on DCVs
- 80 initial and 50 follow up FSC inspections on RAVs
- 2,768 initial and 1,848 follow up PSC inspections on 2,507 foreign flagged ships.

Domestic commercial vessels

The number of initial Domestic Commercial Vessel (DCV) inspections increased in 2025 with 2,481 conducted compared to 2,275 in 2024.

122 of the inspections included operational monitoring, during which inspectors observed the crew performing an emergency drill or operational procedure to assess the effectiveness of the vessel's safety management system.

DCV detentions occurred during 4.07% of inspections in 2025, compared to 3.34% in 2024.

DCV deficiencies were issued at a rate of 3.38 per inspection in 2025, representing an 8.4% decrease from 3.69 in 2024, indicating a meaningful improvement in overall compliance.

The higher detention rate indicates a further improvement in the targeting of higher-risk vessels. The DCV targeting algorithm has received further refinements in 2025, resulting in our inspectorate focusing on those higher risk vessels. AMSA also reduced the number of inspections conducted by State agencies.

Inspections increased by 9%, while the deficiency rate fell from 3.69 to 3.38, demonstrating improved general compliance across the DCV fleet. However, detainable deficiencies increased from 140 to 198 (+41.4%), indicating persistent safety-critical issues – particularly in structural conditions and Safety Management System (SMS) implementation.

Flag State control

The number of initial (Flag State Control) FSC inspections increased in 2025 with 80 conducted compared to 69 in 2024. We have focussed our effort on inspecting higher risk ships, as opposed to inspecting a ship simply because it's eligible.

The FSC detention rate decreased from 4.35% in 2024 to 3.75% in 2025, remaining broadly consistent with long-term performance. This detention rate remains higher than the rolling average of 3.3%

There was a notable 9.7% increase in the rate of deficiencies per FSC inspection in 2025 with a deficiency rate of 5.44 compared to 4.96 in 2024. AMSA is focusing its efforts on higher risk ships. Higher risk ships tend to have more deficiencies identified during an inspection, and Australia as a flag State, seeks to undertake thorough inspections of its own ships.

Inspections of Australian ships rose by 16%, but the detention rate remained low (3.75%) reflecting strong flag State performance.

Australian ships underwent two initial inspections by port State authorities, with one detention. This detention is a reduction in performance from 2024, when no Australian ships were detained. This detention, in which three detainable deficiencies were identified, indicates that Australian ships operating internationally still have opportunities for improvement, particularly in implementing the ISM Code.

It is noteworthy that one detainable deficiency was related to ship security failures, which is outside of AMSA's remit.

Noting the decline in performance, a new table has been added to report on RO Performance of FSC inspection. Appendix 3, Table 34 provides the performance of ROs on Australian RAVs.

Port State control

There was a 22.26% increase in the number of initial PSC inspections with 2,768 in 2025 compared to 2,264 in 2024. AMSA has actively sought to focus its inspectorate resources on those ships that pose a higher risk. As shown in Annex 1, Table 25, the detention rate and deficiencies per inspection were higher on the higher risk ships. This shows that we are focusing on these ships, which are likely to take more time on average per inspection.

The detention rate for PSC inspections decreased in 2025 with a 4.8% detention rate compared to 5.9% in 2024. The PSC detention rate in 2025 was markedly lower than the 10-year rolling average of 5.7%.

The deficiencies per PSC inspection remained consistent in 2025 with a deficiency rate of 2.73 compared to 2.63 in 2024. This rate remained higher than the 10-year rolling average of 2.29 deficiencies per inspection. This increase reflects a higher proportion of inspections being directed toward high-risk ships, which typically present more complex and numerous deficiencies.

A 22% increase in inspections, and a fall in detention rates, indicates improved compliance among foreign ships as well as more effective targeting by AMSA PSCOs. Our algorithm focuses on the chance of a marine casualty¹ and the likelihood of non-compliance with the international minimum standards.

Inspections overview

Table 1: 2024-25 Domestic commercial vessels inspections

DCV FSC	2024	2025	Difference	% change
Inspections	2,275	2,481	206	9.05%
Deficiencies	8,397	8,380	-17	-0.20%
Detainable deficiencies	140	198	58	41.43%
Rate of deficiencies per inspection	3.69	3.38	-0.31	-8.4%
Detentions	76	101	25	32.89%
Detentions as % of inspections	3.34%	4.07%	0.73%	21.86%

Table 2: 2024-25 Regulated Australian vessels inspections

RAV FSC	2024	2025	Difference	% change
Inspections	69	80	11	15.94%
Deficiencies	342	435	93	27.19%
Detainable deficiencies	3	3	0	0
Rate of deficiencies per inspection	4.96	5.44	0.48	9.7%
Detentions	3	3	0	0
Detentions as % of inspections	4.35%	3.75%	-0.6%	-13.79%

Table 3: 2024-25 Port State Control arrivals and inspections

PSC category	2024	2025	Difference	% change
Total arrivals	28,650	28,639	-11	-0.04%
Individual ships which made those arrivals	6,061	6,153	92	1.52%
Ships eligible for PSC inspection	5,884	5,976	92	1.56%
Inspections	2,264	2,768	504	22.26%

¹ More information on the marine casualty terminology can be found in the Casualty Investigate Code (CIC).

Inspections by individual ships	2,002	2,507	505	25.22%
Inspection rate of eligible ships	34%	42%	8%	23.30%
Deficiencies	5,960	7,561	1601	26.86%
Detainable deficiencies	185	187	2	1.08%
Rate of deficiencies per inspection	2.63	2.73	0.1	3.76%
Detentions	133	133	0	0
Detentions as a % of inspections	5.9%	4.8%	-1.1%	-18.21%

Table 4: 2025 comparison of PSC, RAV and DCV inspections

	PSC	FSC RAV	DCV	Total
Inspections	2,768	80	2,481	5,329
Detentions	133	3	101	237
Detention %	4.8%	3.75%	4.07%	4.45%
Deficiencies	7,561	435	8,380	16,376
Deficiencies per inspection	2.73	5.44	3.38	3.07

Note: DCV detentions include prohibition or direction notices to not operate until deficient condition rectified.

Priority groups – how do we prioritise inspections?

PSC inspection targeting

Foreign flagged ships are generally eligible for PSC inspection every 6 months. For eligible ships, AMSA applies a dynamic risk profiling system to assist in allocating PSC inspection resources in the most effective manner. The risk profiling system uses a likelihood of casualty and likelihood of a detention to assign the overall risk. The risk factor does not mean the ship is a high risk as such, it is simply a statistical tool to prioritise inspections. Appendix 1, Table 25 provides detailed statistics across the 5 Risk Categories for PSC inspections.

FSC inspection targeting

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

There are approximately 111 (RAVs) at the time of the report, The number fluctuates throughout the year, as DCVs undertake overseas voyages, or Australian vessels are delivered to Australian on one-off delivery voyages.

DCV inspection targeting

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

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

For details of the DCV targeting models used during 2025, refer to the [AMSA National Compliance plans for 2024-25 and 2025-26](#):

What is a deficiency?

PSC & FSC (Regulated Australian Vessels)

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

As shown in Appendix 1, Table 15, the deficiency rate increased in three out of five deficiency types in PSC from 2024 to 2025.

Deficiencies by category and ship type

PSC deficiencies

For reporting purposes, deficiencies have been categorised into groups that identify key areas of non-compliance, being structural/equipment, operational, human factors, ISM (safety management) and MLC (living and working conditions). Appendix 1, Table 12 identifies the number of deficiencies by category and ship type in 2025 along with a comparison of the deficiency rates to those in 2024.

If the number of deficiencies is considered in isolation, as depicted in Table 12, most deficiencies were issued to bulk carriers. However, this is not surprising given bulk carriers accounted for 51.8% of ship arrivals and 58% of all inspections. To assess the performance of ship types, it is necessary to compare the deficiencies per inspection for each category as provided in Appendix 1 table 14. Ship types with less than 10 inspections have not been included in the below summation.

Poor performing ship types

- general cargo/multi-purpose ships were, the poorest performing ships in 2025, with a detention rate of 7.0%
- container ships were the second poorest performing ship type with a detention rate of 5.9% percent
- oil tanker/chemical tankers were the third poorest performing ship type with a detention rate of 5.8%. The deficiency per inspection for this ship type was 1.72, well below the average, showing that deficiencies found on these ships, while fewer than average, are more serious
- one livestock carrier was detained in 2025.

Bulk carriers are the most frequently inspected foreign flagged ship in Australia, with 1,604 PSC inspections conducted in 2025. Bulk carriers have the most arrivals of any ship type, with 51.8% of all port arrivals. The rate of deficiencies per inspection for bulk carriers was 2.84, against the average of 2.73. Bulk carriers were in the top 4 deficiency rate for

deficiency categories. This shows that bulk carriers continue to have room for improvement in meeting the minimum international standards.

Appendix 1, Tables 12, 13 and 14 provide more detailed information on deficiencies issued during 2025 PSC inspections.

DCV deficiencies

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

The most common deficiencies by deficiency type on DCVs in 2025 remained for life saving appliances (22% of all deficiencies), followed by SMS (20% of all deficiencies) and Fire Safety (14% of all deficiencies). These three deficiency categories accounted for 57% of all deficiencies issued to DCVs. More detail is provided in Appendix 2, Tables 28 and 30.

The highest deficiency rates (deficiencies per inspection) by vessel class for DCVs in 2024 remained for fishing vessels (4.27) and passenger vessels (3.78), followed by non-passenger vessels (2.95) and hire and drive vessels (2.51). Refer Appendix 2, Table 31 for more detail.

FSC deficiencies

The highest deficiency rates by deficiency category for RAVs in 2025 remained for structural/equipment (2.84), followed by operational (1.3) and human factor (0.65). More detail is provided in Appendix 3, Table 34.

The highest deficiency rates by ship type for RAVs in 2025 were for General cargo (9.0), followed by MODU or FPSO (7.0) and Ro-Ro passenger ships (6.71). More detail is provided in Appendix 3, table 33.

Appendix 3, Table 33 and 34 provide more granular information on deficiencies issued to RAV.

Comparison between regulated fleets

Table 5: 2025 Deficiency rates per category for each regulated fleet

	Structural/ equipment	Operational	Human factor	ISM/SMS	MLC
PSC	4,026	914	1,071	365	1,185
PSC deficiency rate	1.45	0.33	0.39	0.13	0.43
RAV	227	104	52	13	39
RAV deficiency rate	2.84	1.3	0.65	0.16	0.49
DCV	4,299	1,324	456	1,688	613
DCV deficiency rate	1.73	0.53	0.18	0.68	0.25

Based on the table above, it can be concluded:

- Vessel condition remains the primary compliance challenge across all fleets, with DCVs contributing slightly more than half of all deficiencies issued in 2025.

- Structural/equipment deficiencies were again the most common type of deficiency from any inspection in 2025. RAVs and DCVs continued to have a higher deficiency rate in this category compared to foreign flagged ships (PSC).
- SMS deficiencies continue to be identified at a much higher rate on DCVs. A contributing factor is that, unlike PSC or FSC, multiple SMS deficiencies can be issued during a single DCV inspection. This is generally to assist the master or owner in clearly identifying areas of the safety management system that require improvement. Another factor may be familiarity, as the ISM Code has been mandatory since July 1998, the national requirements for SMS as set out in Marine Order 504 are relatively new by comparison.
- RAVs had an operational deficiency rate over four times that of foreign flagged ships. Operational deficiencies include not updating nautical publications, not ensuring mandatory record books are maintained accurately or compass errors not being maintained.

This data assists in guiding the development of the National Compliance Plan.

What is a detention?

Detention – PSC & FSC (RAV)

The IMO Guidelines on PSC define a detention as:

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

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

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

Detainable deficiencies

PSC detainable deficiencies

Appendix 1, Table 16 illustrates the proportion of detainable deficiencies across deficiency types over a two-year period. ISM deficiencies remain the largest single category, accounting for 26.7% in 2025 (50 cases) and 27.6% in 2024 (51 cases). While the absolute count decreased slightly, ISM continues to dominate detainable deficiencies, highlighting persistent issues in Safety Management System implementation.

Water/weathertight conditions were the second largest category at 17.1%. Lifesaving appliances were the third most common detainable deficiency with 14.1%.

The continued high proportion of detainable deficiencies under the International Safety Management (ISM) Code emphasizes the crucial role of PSC in maintaining the safety and

compliance of vessels. Several complex ISM detentions stemmed from systemic planned maintenance failures, resulting in machinery failures. PSC serves as a critical safeguard to ensure ships adhere to international standards, particularly in areas like safety management, which have been highlighted by ongoing deficiencies. The ISM Code is designed to ensure that shipping companies implement effective safety management systems that promote safe operations, but when these systems fail or are inadequately implemented, ships can become substandard, leading to safety risks and potential detentions.

The large proportion of ISM detentions stems from planned maintenance failures and are symptomatic of a weak safety culture, where operational shortcuts override safety priorities. These failures indicate that the Company's leadership have not embraced safety as a core, despite having formal systems in place. Persistent ISM deficiencies indicate that the safety culture within the Company is reactive, where issues are fixed only upon identification, and there is a lack of ownership by the crew and Management. This is reflective in the risk prioritisation used by AMSA to target ships for a PSC inspection.

Conversely, high performing operators demonstrate a mature safety culture where ISM principles are fully integrated into daily operations throughout the ship and ashore.

DCV detainable deficiencies

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

While structural issues remain the single biggest detainable category, sharp increases in SMS, fire safety, documentation and LSA are a concern because they directly affect people, preparedness, and survivability. The number of SMS detentions increased from 27 to 42, indicating that the issue is less about having an SMS on paper, and more about implementation of the SMS in daily operations, throughout planning, drills, maintenance discipline and record-keeping.

Inspections with fewer minor issues per inspection but more detainable deficiencies is consistent with a smarter risk model that directs effort to vessels with higher severity of non-compliance.

Appendix 2, Table 28 provides more information regarding detainable deficiencies on DCVs.

FSC detainable deficiencies

The low sample size of three detentions across 80 inspections makes it difficult to provide scope for statistical analysis. When the last two years data is considered, the RAV patterns mirror PSC. The detentions reflect systemic control failures, including ineffective maintenance, as opposed to one-off technical faults.

High performing operators - PSC

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

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

Applying these criteria to data for 2025, AMSA identified 28 high performing operators as listed in Table 6 below in alphabetical order.

Table 6: 2025 High performing operators

Company number	ISM company name	PSC inspections	Deficiency rate
5089202	Anglo-Eastern (Antwerp) NV	11	0.64
5614632	ANGLO-EASTERN MARITIME SERVICES PTE LTD	10	0.70
5638037	BERGE BULK MARITIME PTE LTD	27	1.59
5926452	COSCO Shipping Bulk Co Ltd	13	0.15
5912498	COSCO Shipping Tanker (Dalian) Co Ltd	19	0.84
5634079	Dorval Ship Management KK	18	0.56
1314173	EASTERN PACIFIC SHIPPING PTE LTD	24	0.54
1601573	Fleet Management Ltd	46	1.70
4115119	FLEET SHIP MANAGEMENT PTE LTD	13	0.69
5807440	H-LINE SHIPPING CO LTD	12	1.75
6071296	Hoegh Autoliners Management AS	10	0.70
5602215	KLAVENESS SHIP MANAGEMENT AS	15	1.73
5362413	Livestock Express BV	17	1.12
1966806	MARAN DRY MANAGEMENT INC	22	0.82
5261954	MOL SHIP MANAGEMENT SINGAPORE PTE LTD	10	1.00
1578540	NANJING TANKER CORP	11	1.18
0081371	NEDA MARITIME AGENCY CO LTD	12	1.75
1425380	OCEAN LONGEVITY SHIPPING & MANAGEMENT CO LTD	17	1.53
1249148	ORIENT OVERSEAS CONTAINER LINE LTD (OOCL)	21	1.43
5873999	SAFE BULKERS MANAGEMENT LTD	11	1.36
1027944	SANTOKU SENPAKU CO LTD (SANTOKU SENPAKU KK)	13	1.46
5562457	SCORPIO MARINE MANAGEMENT (INDIA) PVT LTD	15	0.80
0752001	SPICA MARINE LTD SA	17	1.53
1546779	STAMCO SHIP MANAGEMENT CO LTD	12	1.83
5451299	TAURUS SHIPPING PTE LTD	12	1.42
1204098	WILHELMSSEN SHIP MANAGEMENT AS	11	0.82

Company number	ISM company name	PSC inspections	Deficiency rate
0020825	WILHELMOSEN SHIPMANAGEMENT SDN BHD	13	1.62
0034961	Zodiac Maritime Ltd	21	1.71

Recognised Organisations & Accredited Marine Surveyors

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

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

AMSA periodically audits its Recognised Organisations (ROs) against the RO Code to verify compliance with AMSA Instructions to Class for RAVs. During 2025 five (5) RO audits were undertaken for American Bureau of Shipping (ABS), Registro Italiano Navale (RINA), Class Nippon Kaiji Kyokai (NKK), Lloyds Register (LR) and Korean Register of Shipping (KRS), as part of AMSA ensuring that RAVs are surveyed appropriately. Three minor non-conformance and three observations were raised from these audits.

A Table of RO performance during PSC inspections can be found in Appendix 1, Table 16. A table of RO performance during FSC inspection can be found in Appendix 3, Table 5. Table 24 shows the top 5 port arrival by Class Society. In providing this, it's noteworthy that many ports have no permanent Class presence (Newcastle, Gladstone and Dampier), and Port Hedland (despite being in the top 5 for 75% of Class Societies) only has a presence by two Societies. We would take this opportunity to highlight Section 4 of Part 2 of the RO Code, which relates to geographical coverage.

During 2025, **48** audits of Accredited Marine Surveyors (AMS) were undertaken. **33** of these audits resulted in the AMS initiating corrective actions on the vessels or their survey practices.

Table 7: 2025 Audits with corrective action

Action	Count
Total Audits	48
Audits with corrective action	33
Audits resulting in counselling letter, show cause, variation or revocation of accreditation	1

Refusal of access directions

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

Ships that are not operated and managed to meet applicable minimum standards and relevant Australian laws pose an increased risk to seafarers, ships and the environment. The

Navigation Act 2012 gives AMSA the power to direct that a ship be refused access to Australian ports. AMSA exercises that power on rare occasions where a ship is repeatedly detained, has a poor PSC record, or there are concerns about the performance of the ship operator. We promulgate our policy on refusing access on our website.

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

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

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

In 2025, no Directions to not enter or use an Australian port were issued. This is likely reflective of;

- improved compliance across industry
- focus on targeted inspections and co-operative compliance (poor performing operator list)
- utilisation of the broad range of compliance tools available to AMSA within the Compliance and Enforcement Policy.

Appendix 1, Table 21 lists the ships issued with directions not to enter or use an Australian port in 2025.

Appendix 1, Table 22 lists the Company's issued with a poor performance letter during 2025.

Appendix 1: PSC inspection data

Table 8: 2024-25 ship arrivals by ship type

Ship type	2024	2025	Change
Bulk carrier	14,225	14,882	4.20%
Chemical tanker	401	298	25.69%
Combination carrier	78	96	23.08%
Commercial yacht	3	2	-33.33%
Container ship	3,917	3,892	0.64%
Gas carrier	1,516	1,315	-13.26%
Gas carrier/NLS tanker	14	51	264.29%
General cargo/ multi-purpose	1,593	1,345	15.57%
Heavy load carrier	65	53	-18.46%
Livestock carrier	265	261	-1.51%
MODU or FPSO	1	1	0
NLS Tanker	104	80	-23.08%
Offshore service vessel	578	488	-15.57%
Oil tanker	805	899	11.68%
Oil tanker/chemical tanker	1,228	1,217	-0.90%
Oil tanker/gas carrier	3	8	166.67%
Oil tanker/NLS tanker	4	9	125.00%
Other	464	543	17.03%
Passenger ship	1,270	1,030	-18.90%
Refrigerated cargo vessel	3	3	0
Ro-ro cargo ship	44	95	115.91%
Ro-ro passenger ship	1	0	-100%
Special purpose ship	103	152	47.57%
Tugboat	426	389	-8.69%
Vehicle carrier	1,342	1,450	8.05%
Wood-chip carrier	148	141	-4.73%
Total arrivals	28,650	28,640	-0.03%

Table 9: PSC inspections by ship type 2021-25

Ship type	2021	2022	2023	2024	2025
Bulk carrier	1,712	1,181	1,444	1,224	1,604
Chemical tanker	191	126	62	31	18
Combination carrier	4	2	6	8	12
Commercial yacht	1	0	0	1	0
Container ship	238	302	323	322	324
Gas carrier	24	31	40	57	40
Gas carrier/NLS tanker					2
General cargo/multi-purpose	156	177	258	192	186
Heavy load carrier	27	12	12	6	5
Livestock carrier	36	35	33	33	27
MODU or FPSO	0	1	1	0	0
NLS tanker	27	19	14	5	9
Offshore service vessel	10	7	16	24	21
Oil tanker	124	128	106	70	120
Oil tanker/chemical tanker	16	67	112	72	121
Oil tanker/NLS tanker	1	1	0	1	1
Other types of ship	26	17	27	24	32
Passenger ship	2	27	54	57	48
Refrigerated cargo ship	4	2	5	0	1
Ro-ro cargo ship	4	4	6	8	7
Ro-ro passenger ship	0	1	0	0	0
Special purpose ship	5	5	3	4	7
Tugboat	18	28	35	18	18
Vehicle carrier	129	169	193	89	128
Wood-chip carrier	65	63	47	18	37
Total	2,820	2,405	2,797	2,264	2,768

Table 10: 2024-25 top 15 locations for inspections

Port	2024	2025	% change	% of 2025 total
Newcastle	259	302	16.6%	10.9%
Brisbane	212	301	41.89%	10.9%

Port	2024	2025	% change	% of 2025 total
Port Hedland	228	289	26.75%	10.4%
Fremantle	254	282	11.02%	10.2%
Sydney	205	193	-5.85%	7.0%
Gladstone	121	153	26.45%	5.5%
Melbourne	158	151	-4.43%	5.5%
Dampier	148	144	-2.7%	5.2%
Port Kembla	70	127	81.43%	4.6%
Townsville	64	126	96.88%	4.6%
Darwin	88	114	29.55%	4.1%
Port Adelaide	21	84	300%	3.0%
Hay Point	28	77	175%	2.8%
Bunbury	43	55	27.91%	2.0%
Geraldton	66	55	-16.67%	2.0%

Table 11: 2025 PSC inspections by state/territory

State/Territory	PSC inspections
Western Australia	870
Queensland	754
New South Wales	623
Victoria	192
Northern Territory	118
Tasmania	109
South Australia	102
Christmas Island	0
Total	2,768

Table 12: Inspections by flag State 2021-2025

Flag State	2021	2022	2023	2024	2025
Antigua & Barbuda	36	32	52	30	28
Bahamas	89	79	101	102	111
Bangladesh	1	0	1	1	4
Barbados	1	1	4	2	4
Belgium	3	4	10	3	8
Belize	0	0	0	1	0
Bermuda	3	4	9	7	9
Cayman Islands	25	15	14	2	1
China	41	52	55	29	40
Cook Islands	9	6	7	6	4
Croatia	1	0	1	0	0
Cyprus	57	51	58	73	88
Denmark	10	15	12	15	20
Fiji	0	0	0	1	1
France	0	5	3	8	7
Germany	3	0	2	0	0
Gibraltar	3	4	4	2	3
Greece	42	24	41	42	56
Hong Kong, China	358	257	277	195	259
India	7	7	7	7	6
Indonesia	1	1	0	0	1
Isle of Man	42	22	33	24	52
Italy	9	5	10	7	4
Jamaica	1	3	2	1	1
Japan	49	43	48	31	67
Kiribati	0	1	0	0	0
Korea (The Republic of)	23	30	26	12	20
Kuwait	3	4	2	1	2
Liberia	378	313	446	434	500
Libya	1	0	0	0	0
Luxembourg	8	6	6	9	5
Malaysia	6	2	7	4	1

Flag State	2021	2022	2023	2024	2025
Malta	143	125	136	101	117
Marshall Islands	429	353	349	283	372
Montenegro	1	1	2	0	0
Netherlands	14	21	38	32	26
New Zealand	2	2	4	3	4
Norway	56	49	76	40	57
Palau	0	0	2	1	0
Panama	624	523	568	429	498
Papua New Guinea	0	0	2	1	2
Philippines	7	11	6	3	7
Portugal	34	29	56	64	78
Qatar	3	1	1	0	1
Saint Vincent and the Grenadines	1	3	1	1	1
Samoa	1	0	0	0	0
Saudi Arabia	0	1	2	0	2
Singapore	238	248	255	202	240
South Africa	1	0	0	1	0
Spain	0	0	0	0	0
Sri Lanka	1	0	0	0	0
Sweden	6	7	8	2	4
Switzerland	1	2	2	0	2
Taiwan (Province of China)	10	6	12	10	12
Thailand	10	4	4	3	9
Turkey	2	1	0	0	3
Tuvalu	1	4	3	3	3
United Kingdom	16	17	21	26	23
United States of America	2	8	4	2	3
Vanuatu	5	1	6	6	2
Vietnam	2	1	1	2	0
Total	2,820	2,405	2,797	2,264	2,768

Table 13: 2025 Deficiencies by category and ship type

Ship type	Structural/ equipment	Operational	Human factor	ISM	MLC	Total deficiencies
Bulk carrier	2,445	507	658	234	719	4,563
Chemical tanker	19	2	3	0	0	24
Combination carrier	12	4	3	0	4	23
Container ship	582	159	144	57	166	1,108
Gas carrier	28	3	12	4	12	59
Gas carrier/NLS Tanker	0	0	2	0	0	2
General cargo/multipurpose	329	66	77	30	93	595
Heavy load carrier	15	2	2	0	1	20
Livestock carrier	42	5	6	1	8	62
NLS tanker	14	3	2	1	1	21
Offshore service vessel	26	7	10	1	5	49
Oil tanker	117	27	24	7	27	202
Oil tanker/chemical tanker	109	23	31	9	36	208
Oil tanker/NLS tanker	4	0	1	0	3	8
Other types of ship	44	43	13	8	15	123
Passenger ship	50	8	12	1	7	78
Refrigerated cargo vessel	2	2	1	0	2	7
Ro-ro cargo ship	4	0	2	0	1	7
Special purpose ship	9	3	1	1	1	15
Tugboat	23	11	13	0	3	50
Vehicle carrier	103	26	44	8	45	226
Wood-chip carrier	49	13	10	3	36	111
2025 total	4,029	914	1,071	365	1,185	7,561
2025 deficiency rates	1.5	0.3	0.4	0.1	0.4	2.7
2024 total	3,210	782	741	293	934	5960
2024 deficiency rates	1.42	0.35	0.33	0.13	0.41	2.63



Table 14: 2025 Rate of deficiencies per inspection by category and ship type

Ship type	Structural/ Equipment	Operational	Human Factor	ISM	MLC	Total inspections	Total Deficiencies	Deficiency Rate	Detentions	Detention rate
Bulk carrier	1.52	0.32	0.41	0.15	0.45	1604	4,563	2.84	85	5.3%
Chemical Tanker	1.06	0.11	0.17			18	24	1.33	1	5.6%
Combination Carrier	1	0.33	0.25		0.33	12	23	1.92	0	0%
Commercial yacht	0								0	0%
Container ship	1.8	0.49	0.44	0.18	0.51	324	1,108	3.42	19	5.9%
Gas carrier	0.70	0.08	0.30	0.10	0.30	40	59	1.48	1	2.5%
Gass carrier/NLS tanker			1			2	2	1	0	0
General cargo/ multipurpose	1.77	0.35	0.41	0.16	0.50	186	595	3.2	13	7%
Heavy load carrier	3	0.40	0.40		0.20	5	20	4	0	0%
Livestock carrier	1.56	0.19	0.22	0.04	0.30	27	62	2.30	1	3.7%
NLS tanker	1.56	0.33	0.22	0.11	0.11	9	21	2.33	0	0%

Ship type	Structural/Equipment	Operational	Human Factor	ISM	MLC	Total inspections	Total Deficiencies	Deficiency Rate	Detentions	Detention rate
Offshore service vessel	1.24	0.33	0.48	0.05	0.24	21	49	2.33	0	0%
Oil tanker	0.98	0.23	0.20	0.06	0.23	120	202	1.68	3	2.5%
Oil tanker/chemical tanker	0.90	0.19	0.26	0.07	0.30	121	208	1.72	7	5.8%
Oil tanker/NLS tanker	4		1		3	1	8	8	0	0%
Other types of ship	1.38	1.34	0.41	0.25	0.47	32	123	3.84	0	0%
Passenger ship	1.04	0.17	0.25	0.02	0.15	48	78	1.63	0	0%
Refrigerated cargo vessel	2	2	1		2	1	7	7	0	0%
Ro-ro cargo ship	0.57		0.29		0.14	7	7	1	0	0%
Special purpose ship	1.29	0.43	0.14	0.14	0.14	7	15	2.14	0	0%
Tugboat	1.28	0.61	0.72		0.17	18	50	2.78	1	5.6%
Vehicle carrier	0.80	0.20	0.34	0.06	0.35	128	226	1.77	2	1.6%
Wood-chip carrier	1.32	0.35	0.27	0.08	0.97	37	111	3	0	0%
Deficiency rate	1.45	0.33	0.39	0.13	0.43	2,768	7,561	2.73	133	4.8%

Ship type	Structural/ Equipment	Operational	Human Factor	ISM	MLC	Total inspections	Total Deficiencies	Deficiency Rate	Detentions	Detention rate
Deficiency count	4,026	914	1,071	365	1,185					

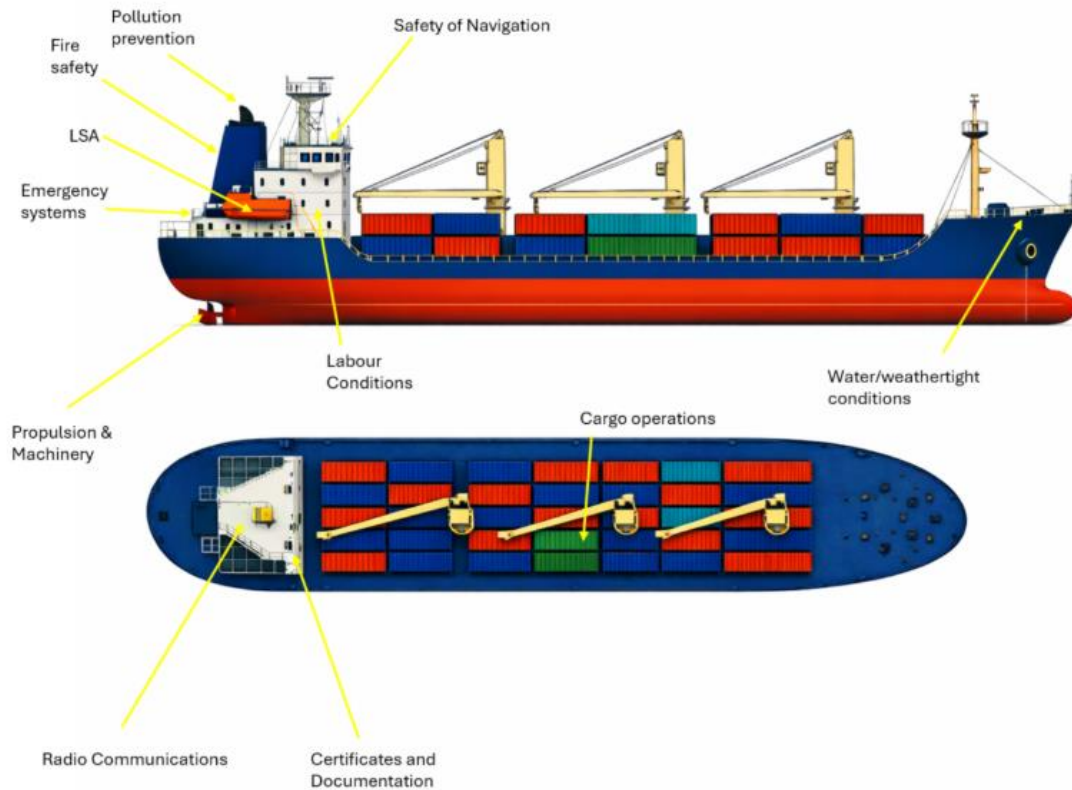
Note: Figures in bold are above average, figures in italics are in top 5 for each category

Table 15: Change in deficiency rate per inspection by category 2024-25

Deficiency	2024	2025	Trend
Structure/equipment	1.42	1.45	↑
Operational	0.35	0.33	↓
Human factors	0.33	0.39	↑
ISM	0.13	0.13	-
MLC	0.41	0.43	↑

Table 16: Detainable deficiencies by deficiency type 2024-25

Deficiency type	2024 Deficiency count	2024 Deficiency share	2025 Deficiency count	2025 Deficiency share	Trend
ISM	51	27.57%	50	26.7%	↓
Water/weather-tight conditions	24	12.97%	32	17.1%	↑
Lifesaving appliances	21	11.35%	27	14.1%	↑
Fire safety	28	15.14%	25	13.4%	↓
Emergency systems	14	7.57%	14	7.5%	↓
Pollution prevention – Annex 1	15	8.11%	12	6.4%	↓
Labour conditions	10	5.41%	11	5.9%	↑
Other	5	2.7%	5	2.7%	-
Propulsion and auxiliary machinery	2	1.08%	3	1.6%	↑
Safety of navigation	0	0.00%	3	1.6%	↑
Cargo operations including equipment	0	0.00%	2	1.1%	↑
Certificates and documentation	8	4.32%	1	0.5%	↓
Pollution prevention – Annex IV	2	1.08%	1	0.5%	↓
Radio communications	3	1.62%	1	0.5%	↓



International Safety Management Code (ISM Code) –

The ISM Code covers the entirety of shipboard operations, aiming to prevent injury or loss of life, avoid property damage and prevent pollution.

Table 17: Top 5 detention rates by ship type 2024 and 2025

2024 average detention rate (number of detentions)	2025 average detention rate (number of detentions)
Tugboat 16.7% (3)	General cargo/multi-purpose ship 7.0% (13)
Offshore service vessel 12.5% (3)	Container ship 5.9% (19)
General cargo/multi-purpose ship 8.3% (6)	Oil tanker/Chemical tanker 5.8% (7)
Bulk carrier 6.8% (83)	Chemical tanker 5.6% (1)
Gas carrier 5.3% (3)	Tugboat 5.6% (1)
Average across all ships 5.9% (176)	Average across all ships 4.8% (133)

Table 18: 2025 detentions by ship type (excluding ship types with < 10 inspections)

Ship type	2025 Inspections	2025 Detentions	2025 Detention rate	2024 Detention rate
Bulk carrier	1,604	85	5.3%	6.8%
Chemical tanker	18	1	5.6%	0.0%
Combination carrier	12	0	0.0%	0.0%
Container ship	324	19	5.9%	4.0%
Gas carrier	40	1	2.5%	5.3%
General cargo/multi-purpose ship	186	13	7.0%	8.3%
Livestock carrier	27	1	3.7%	0.0%
Offshore service vessel	21	0	0.0%	12.5%
Oil tanker	120	3	2.5%	2.9%
Oil tanker/chemical tanker	121	7	5.8%	1.4%
Other types of ship	32	0	0.0%	4.2%
Passenger ship	48	0	0.0%	3.5%
Tugboat	18	1	5.6%	16.7%
Vehicle carrier	128	2	1.6%	3.4%
Wood-chip carrier	37	0	0.0%	0.0%

Table 19: Flag states that exceeded the average detention rate 2023-25 (excluding States with < 10 inspections)

2023 Flag State detention rate (count)	2024 Flag State detention rate (count)	2025 Flag State detention rate (count)
Netherlands: 15.8% (6)	Antigua and Barbuda: 13.34% (4)	United Kingdom: 13% (3)
Antigua and Barbuda: 15.4% (8)	Netherlands: 9.4% (3)	Netherlands: 15.5% (3)
The Republic of Korea: 11.5% (3)	The Republic of Korea: 8.3% (1)	Malta: 7.7% (9)
United Kingdom: 9.5% (2)	Bahamas: 7.8% (8)	Portugal: 7.7% (6)
Cyprus: 8.6% (5)	Liberia: 7.6% (33)	Japan: 7.5% (5)
Taiwan (Province of China): 8.3% (1)	Malta: 6.9% (7)	Antigua and Barbuda: 7.1% (2)
Panama: 7.7% (44)	Denmark: 6.7% (1)	Cyprus: 5.7% (5)
Liberia: 7.6% (34)	Singapore: 6.4% (13)	Panama: 5.6% (28)
Greece: 7.3% (3)	Panama: 6.1% (26)	Singapore: 5% (12)
Average for all States: 6.3%	Average for all States 5.9%	Average for all States 4.8%

Table 20: 2025 inspections and detentions by flag State

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

Flag State	Inspections	Detentions	Detention rate
Antigua & Barbuda	28	2	7.1%
Bahamas	111	2	1.8%

Flag State	Inspections	Detentions	Detention rate
Bangladesh	4	1	25.0%
Barbados	4	0	0.0%
Belgium	8	0	0.0%
Bermuda	9	0	0.0%
Cayman Islands	1	0	0.0%
China	40	1	1.25%
Cook Islands	4	0	0.0%
Cyprus	88	5	5.7%
Denmark	20	0	0.0%
Fiji	1	0	0.0%
France	7	0	0.0%
Gibraltar	3	0	0.0%
Greece	56	1	1.8%
Hong Kong, China	259	9	3.5%
India	6	2	33.3%
Indonesia	1	0	0.0%
Isle of Man	52	2	3.8%
Italy	4	1	25.5%
Jamaica	1	0	0.0%
Japan	67	5	7.5%

Flag State	Inspections	Detentions	Detention rate
The Republic of Korea	20	0	0.0%
Kuwait	2	0	0.0%
Liberia	500	20	4.0%
Luxembourg	5	0	0.0%
Malaysia	1	1	100%
Malta	117	9	7.7%
Marshall Islands	372	17	4.6%
Netherlands	26	3	11.5%
New Zealand	4	0	0.0%
Norway	57	0	0.0%
Panama	498	28	5.6%
Papua New Guinea	2	1	50%
Philippines	7	0	0.0%
Portugal	78	6	7.7%
Qatar	1	0	0.0%
Saint Vincent and the Grenadines	1	0	0.0%
Saudi Arabia	2	0	0.0%
Singapore	240	12	5.0%
Sweden	4	0	0.0%
Switzerland	2	0	0.0%

Flag State	Inspections	Detentions	Detention rate
Taiwan (Province of China)	12	0	0.0%
Thailand	9	1	11.1%
Tuvalu	3	1	33.3%
United Kingdom	23	3	13.0%
United States of America	3	0	0.0%
Vanuatu	2	0	0.0%
Total	2,768	133	4.8%

Table 21: 2025 ships issued with directions

Ship name (IMO number)	Flag	Direction	Issue date	Expiry
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No ships were issued with directions in 2025.

Table 22: 2025 poor performing operators

Company name	IMO Compnay number	Issue date
Shanghai Run Yuan Shipping Management Co Ltd	5770195	09/05/2025
Evergreen	0344771	06/08/2025
Dockendale Ship Management	5567926	09/10/2025
Formosa Plastics Marine Corp (FPMC)	0882415	26/11/2025

The current poor performing operators list can be found at <https://www.amsa.gov.au/vessels-operators/port-state-control/refusal-access-list-and-letters-warning-list>.

Table 23: 2025 Recognised Organisation performance

Recognised Organisation	PSC inspection	Deficiencies	Deficiency rate	Detentions	Detention rate	Detainable deficiencies	RO responsible detainable deficiencies	RO responsible as share of all detainable deficiencies
American Bureau of Shipping (ABS)	413	1,002	2.43	19	4.6%	22	1	4.5%
Bureau Veritas (BV)	264	775	2.94	14	5.3%	20	2	10.0%
China Classification Society (CCS)	156	283	1.81	7	4.5%	8	-	-
CR Classification Society (CCRS)	13	29	2.23	0	0.0%	-	-	-
DNV AS (formerly DNVGL)	451	1,305	2.89	19	4.2%	29	1	3.4%
Indian Register of Ships (IRS)	2	10	5	0	0.0%	-	-	-

Recognised Organisation	PSC inspection	Deficiencies	Deficiency rate	Detentions	Detention rate	Detainable deficiencies	RO responsible detainable deficiencies	RO responsible as share of all detainable deficiencies
Korean Register of Ships (KRS)	109	350	3.21	4	3.7%	5	-	-
Lloyd's Register (LR)	413	1,161	2.81	20	4.8%	37	2	5.4%
Nippon Kaiji Kyokai (NKK)	860	2,334	2.71	44	5.1%	58	5	8.6%
RINA Services SpA (RINA)	82	271	3.30	6	7.3%	8	-	-
No class	5	41	8.20	0	0	-	-	-
Totals	2,768	7,561	2.73	133	4.8%	187	11	5.9%

Table 24: 2025 Recognised Organisation top 5 port arrivals

ABS	
Port Hedland, WA	761
Dampier, WA	413
Sydney, NSW	341
Melbourne, VIC	338
Gladstone, QLD	283

BV	
Newcastle, NSW	203
Port Hedland, WA	188
Gladstone, QLD	172
Brisbane, QLD	155
Melbourne, VIC	151

CCS	
Port Hedland, WA	705
Dampier, WA	307
Newcastle, NSW	200
Hay Point, QLD	99
Port Walcott, WA	99

DNV	
Brisbane, QLD	686
Sydney, NSW	578
Dampier, WA	558
Melbourne, VIC	546
Darwin, NT	368

KRS	
Port Hedland, WA	169
Gladstone, QLD	116
Newcastle, NSW	106
Brisbane, QLD	99
Melbourne, VIC	75

LR	
Port Hedland, WA	478
Brisbane, QLD	461
Sydney, NSW	443
Gladstone, QLD	382
Melbourne, VIC	365

NKK	
Newcastle, NSW	1137
Port Hedland, WA	729
Brisbane, QLD	605
Gladstone, QLD	507
Dampier, WA	495

RINA	
Darwin, NT	143
Newcastle, NSW	57
Brisbane, QLD	56
Sydney, NSW	54
Fremantle, WA	41

Table 25: 2025 deficiency and detention data against targeting categories

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	4.9%

Appendix 2: DCV inspection data

Table 26: Top 15 DCV inspections by office, 2024 and 2025

Office	2024	Office	2025	% of total in 2025
Fremantle	274	Brisbane	266	10.72%
Cairns	227	Sydney	238	9.59%
Sydney	224	Cairns	223	8.99%
Brisbane	222	Fremantle	217	8.75%
Hobart	167	Coffs Harbour	211	8.50%
Newcastle	123	Melbourne	151	6.09%
Coffs Harbour	111	Hobart	147	5.93%
Geraldton	109	Geraldton	146	5.88%
Townsville	98	Gladstone	143	5.76%
Airlie/Mackay	91	Townsville	135	5.44%
Port Kembla	86	Adelaide	118	4.76%
Melbourne	84	Airlie/Mackay	96	3.87%
Darwin	64	Newcastle	96	3.87%
Gladstone	60	Darwin	71	2.86%
Thursday Island	60			
State based agencies	148	State based agencies	97	3.91%

Table 27: DCV inspections by state, 2024 and 2025

State/territory	2024	2025
Queensland	736	920
New South Wales	680	668
Western Australia	440	383
Victoria	91	144
Tasmania	199	139
South Australia	27	131
Northern Territory	63	65
Other / Not stated	31	23
ACT	8	8
Total	2,275	2,481

Table 28: DCV deficiencies by deficiency type in 2024 and 2025

Deficiency type	2024 deficiencies	2025 deficiencies	2024 share %	2025 share %	Trend
Life-Saving Appliances	1,826	1,862	21.7%	22.22%	↑
SMS	1,797	1,688	21.4%	20.14%	↓
Fire Safety	1,235	1,195	14.7%	14.26%	↓
Certificates & Documentation*	687	813	6.2%	9.70%	↑
Structural Conditions	860	786	10.2%	9.38%	↓

Deficiency type	2024 deficiencies	2025 deficiencies	2024 share %	2025 share %	Trend
Labour Conditions	520	613	5.4%	7.32%	↑
Safety of Navigation	452	442	4.9%	5.27%	↑
Radio Communications	414	343	4.6%	4.09%	↓
Propulsion & Auxiliary Machinery	269	257	3.2%	3.07%	↓
Water/Weather-Tight	209	240	3.2%	2.86%	↓
Alarms	63	75	2.5%	0.89%	↓
Emergency Systems	38	33	0.8%	0.39%	↓
Pollution Prevention	22	25	0.5%	0.30%	↓
Dangerous Goods	5	6	0.5%	0.07%	↓
Other	0	2	0.0%	0.02%	↓
Total	8397	8,380			

Note: Includes ship and crew certification & documentation.

Table 29: DCV inspections by vessel class in 2024 and 2025

Vessel type	2024 inspections	2024 % of inspections	2025 inspections	2025 % of inspections
Class 1 Passenger	443	19.5%	427	17.21%
Class 2 Non-Passenger	915	40.2%	1,076	43.37%
Class 3 Fishing	658	28.9%	663	26.72%
Class 4 Hire and Drive	240	10.5%	258	10.40%
Other	19	0.8%	57	2.30%
Total	2275		2,481	

Note: Class is that valid at time of inspection.

Table 30: 2025 DCV deficiencies by vessel class and deficiency category

Vessel type	Human Factor	ISM	MLC	Operational	Structural / Equipment	Total
Class 1 - Passenger	78	374	126	228	807	1,613
Class 2 - Non-Passenger	184	650	213	497	1,633	3,177
Class 3 - Fishing	154	475	225	491	1,483	2,828
Class 4 - Hire and Drive	33	151	44	94	325	647
Other	7	38	5	14	51	115
Total	456	1,688	613	1,324	4,299	8,380
Deficiency Rate	0.18	0.68	0.25	0.53	1.73	

Note: class is that valid at the time of inspection.

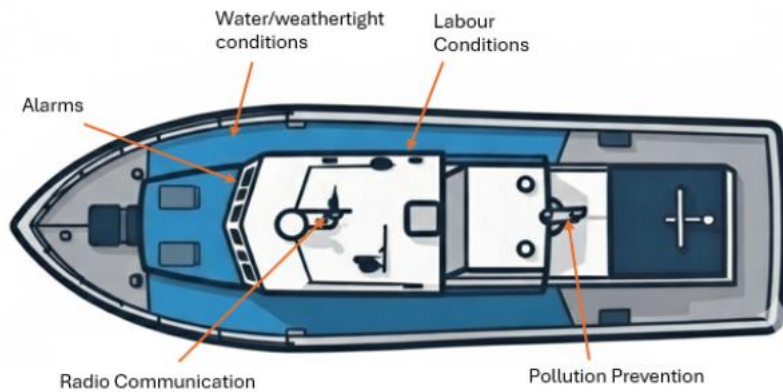
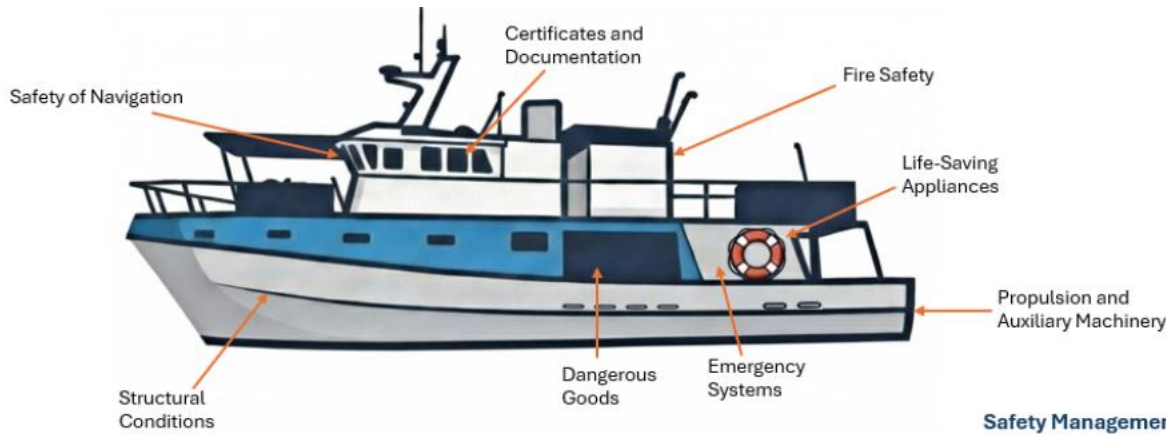
Table 31: 2025 DCV deficiencies rates by vessel class

Vessel type	Inspections	Deficiencies	Deficiency Rate	Detainable Deficiencies	Share of Detainable Deficiencies
Class 1 - Passenger	427	1,613	3.78	58	29.29%
Class 2 - Non-Passenger	1,076	3,177	2.95	59	29.80%
Class 3 - Fishing	663	2,828	4.27	64	32.32%
Class 4 - Hire and Drive	258	647	2.51	15	7.58%
Unknown	57	115	2.02	2	1.01%
Total	2,481	8,380	3.38	198	

Table 32: DCV detainable deficiencies by deficiency category in 2024 and 2025

Deficiency Type	2024 detainable deficiencies	2024 category share of detainable deficiencies	2025 detainable deficiencies	2025 category share of detainable deficiencies
Structural Conditions	48	34.29%	47	23.74%
SMS	27	19.29%	42	21.21%
Fire Safety	8	5.71%	29	14.65%
Certificates & Documentation	18	11.43%	23	11.62%
Life-Saving Appliances	13	9.29%	20	10.10%
Labour Conditions	4	2.86%	12	6.06%
Propulsion & auxiliary machinery	13	9.29%	10	5.05%
Radio communications	2	1.43%	4	2.02%
Safety of navigation	1	0.71%	4	2.02%
Other	0	0	2	1.01%
Water/weather-tight	5	3.57%	2	1.01%

Deficiency Type	2024 detainable deficiencies	2024 category share of detainable deficiencies	2025 detainable deficiencies	2025 category share of detainable deficiencies
Alarms	0	0	1	0.51%
Emergency systems	1	0.71%	1	0.51%
Pollution prevention	0	0	1	0.51%
Total	140		198	



Safety Management System

Marine Order 504 safety management requirements cover the entirety of a vessel's operations, ensuring systems are in place to prevent harm to people and the marine environment .

Appendix 3: FSC inspection data

Table 33: 2025 inspection results by ship type

Ship type	Inspections	Deficiencies	Deficiency rate	Detentions	Detention Rate
Bulk carrier	4	22	5.5	0	0.0%
General cargo	2	18	9.0	0	0.0%
MODU or FPSO	1	7	7.0	0	0.0%
Offshore service vessel	4	2	0.50	0	0.0%
Oil tanker	1	2	2.00	0	0.0%
Other types of ship	11	37	3.36	1	9.1%
Passenger ship	7	28	4.00	0	0.0%
Ro-ro cargo ship	10	61	6.10	1	10.0%
Ro-ro passenger ship	7	47	6.71	0	0.0%
Special purpose ship	6	15	2.50	0	0.0%
Tugboat	80	435	5.44	3	3.8%
Total	80	435	5.44	3	3.8%

Table 34: 2025 FSC RAV deficiency rates by category and ship type

Ship type	Structural/ equipment	Operational	Human factor	ISM	MLC
Bulk carrier	11	2	1	1	7
General cargo/multi-purpose ship	9	5	0	1	3
MODU or FPSO	4	2	1	0	0
Offshore service vessel	0	0	2	0	0
Oil tanker	1	1	0	0	0
Other types of ship	19	8	6	1	3
Passenger ship	16	3	6	1	2
Ro-ro cargo ship	33	13	7	1	7
Ro-ro passenger ship	29	3	4	1	10
Special purpose ship	6	2	2	2	3
Tugboat	99	65	23	5	4
2025 category deficiency rates	2.84	1.3	0.65	0.16	0.49
2025 category deficiency counts	227	104	52	13	39

Table 35: Detainable deficiencies by deficiency type in 2024 and 2025

Deficiency type	2024 detainable deficiencies	2024 share of detainable deficiencies	2025 detainable deficiencies	2025 share of detainable deficiencies
Emergency systems	0	0%	0	0
ISM	0	0%	3	42.86%
Fire safety	1	33%	2	28.57%
Certificates and documentation	1	33%	0	0
Other	1	33%	1	14.29%
Pollution prevention – Annex I	0	0%	1	14.29%
Safety of navigation	0	0%	0	0

Table 36: FSC of Australian ships 2024 and 2025

	2024	2025
Inspections	69	80
Detentions	3	3
Detention rate	4.3%	3.8%

Table 37: 2025 Recognised Organisation performance

RO	FSC inspection	Deficiencies	Def /insp	Detentions	Detention rate	Detainable deficiencies	RO responsible detainable deficiencies	RO responsible as share of all detainable deficiencies
American Bureau of Shipping	7	24	3.43	0	0.0%	0	0	0.0%
Bureau Veritas	8	31	3.88	0	0.0%	0	0	0.0%
DNV AS	14	41	2.93	1	7.1%	1	0	0.0%
Lloyd's Register	40	255	6.38	1	2.5%	4	0	0.0%
Nippon Kaiji Kyokai	7	39	5.57	0	0.0%	0	0	0.0%
RINA Services SpA	1	41	41.0	1	100.0%	2	1	50.0%
No class	3	4	1.33	0	0.0%	0	0	0.0%
Totals:	80	435	5.44	3	3.8%	7	1	14.3%

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