

JOINT STANDING COMMITTEE ON TREATIES

Questions on Notice from Hearing on 13 February 2004

Question 1

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The Chairman, Dr Southcott, asked:

"Can the Department also provide the Committee with the latest details of which parties to MARPOL 73/78 have acceded to Annex VI?"

Answer

The 12 contracting States that have acceded to Annex VI of MARPOL 73/78 include:

Bahamas (accession)	8 November 2001
Bangladesh (accession)	18 December 2002
Denmark (accession)	18 December 2002
Germany (accession)	17 June 2003
Greece (accession)	28 May 2003
Liberia (accession)	28 August 2002
Marshall Islands (accession)	7 March 2002
Norway (signature)	21 December 1998
Panama (accession)	13 May 2003
Singapore (accession)	10 August 2000
Spain (accession)	26 September 2003
Sweden (signature)	18 May 1998

Question 2

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The Deputy Chair, Mr Wilkie, asked:

"Could you also look at how the Department is meeting those targets for inspections - what the actual is, as opposed to the target?"

Answer

The Australian Maritime Safety Authority (AMSA) conducts port State control inspections of foreign flag ships visiting Australian ports in accordance with a number of international maritime conventions. AMSA generally aims to inspect 50% of "eligible" foreign flag ships arriving at Australian ports. An "eligible" ship means one that has not been inspected by AMSA during the six months prior to its arrival at an Australian port (or three months for double hulled tankers of 15 years of age and over and passenger ships). Since December 2002, AMSA targets all single hulled tankers for inspection regardless of the age of the ship.

AMSA also has a targeting system that allocates risk ratings to each arriving ship that is eligible for inspection so that higher risk ships are targeted for inspection. The targeting system sets minimum inspection levels based on the type of ship, its age and inspection history. AMSA's Annual Report for 2002-2003 (page 27) reports on the targeted performance measures for inspection of risk rated eligible ships and the actual ship inspection rates achieved during 2002-2003, as shown in the following table.

Risk Categories of Ships	Targeted Inspection Rate	Actual Inspection Rate
High Risk Ships	80%	95%
Medium to High Risk Ships	60%	86%
Low to Medium Risk Ships	40%	74%
Low Risk	25%	63%
Overall Target:	50%	80%