



Marine Safety

Port State Control

2001 Annual Report

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Foreword

Being the country with the longest coastline in the world Canada continued to work during 2001 towards the attainment of quality shipping. Transport Canada targets and inspects vessels under its port State control programme, to ensure that foreign vessels calling in Canadian ports comply with the provisions of the International Conventions. This regime involves thorough inspections, the highlighting of deficiencies and detentions for more serious offences.

Port State control has historically largely focused on inspection of equipment; however, in the last few years the emphasis has shifted to include the human factor. The introduction of the International Safety Management Code in July 1998, the adoption of Resolution A.850 (20) *“The Human Element: Vision, Principles and Goals”* by the International Maritime Organization’s (IMO) Assembly in 1997 and IMO’s decision to shift its focus from the development of technical standards towards the human element has introduced a new approach to marine safety; the maritime industry is working on the implementation of a safety culture.

Transport Canada in 2001, increased its focus towards the human element onboard ships. During the summer season, port State control inspectors performed operational control onboard large cruise ships calling at Canadian ports to ensure that crew were properly trained to respond to emergencies. It is our intention to repeat this campaign in 2002, as the number of large passenger vessels has continued to increase on both the east and west coasts.

During 2001, Transport Canada continued working on the improvement of its port State control programme through training sessions for port State control inspectors. Canada participated in the work of the Paris and Tokyo MOUs and provided subject matter experts to the IMO/IMA Academy in Trieste, Italy. Transport Canada further continued to work with the Mexican Maritime Authority and the United States Coast Guard. In June 2001, Canada proudly signed the Joint North American Declaration on Port State Control with our NAFTA partners.

The events of September 11th affected many aspects of the transportation sector. The IMO Assembly agreed, during its 22nd session, to review the existing international legal and technical measures to prevent and suppress terrorist acts against ships and to improve security both onboard ships as well as ashore. Canada has worked closely with the United States and has already taken steps to address security issues. Safety and security are now closely linked and Transport Canada will continue its efforts to strengthen our security measures.

Transport Canada is committed through its port State control programme to the protection of life, property and the environment. Marine transportation is the most environmental friendly mode of transportation. Canada remains committed to fighting sub-standard shipping and port State control remains a very effective way to ensure that vessels calling in our ports meet the requirements of international conventions.

Bud Streeter
Director General

Port State Control in Canada

Port State Control (PSC) is a ship inspection program whereby foreign vessels entering a sovereign state's waters are boarded and inspected to ensure compliance with major international maritime conventions. These include the International Convention for the Safety of Life at Sea (SOLAS), the International Convention for the Prevention of Pollution from Ships (MARPOL), the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) and the International Labour Organization Convention No. 147 (ILO 147).

PSC programmes are of a regional nature; that is, several countries sharing common waters are grouped together under a Memorandum of Understanding (MOU) to ensure that vessels trading in their area conform to international standards.

There are two MOUs to which Canada is signatory: the Paris MOU comprising 19 countries (18 European and Canada) and the Tokyo MOU comprising 18 Asia/Pacific countries.



Bulk Carriers calling in Canada, which meet criteria for the Bulk Carrier Inspection Programme, may be given a special inspection including the vessel's structure

Canada became an associate member to the Paris MOU in April 1988 and was accepted as a full member in May 1994, the first non-European member to be so accepted. Canada was the driving force in the creation of the Tokyo MOU and has been a member since its inception in December 1993.

The Safety and Security group within Transport Canada is responsible for all PSC activities within Canada and foreign ship inspections are carried out at all major ports by ship inspectors of the Marine Safety Branch.

Canadian Initiatives in 2001

Marine transport is essential to today's global economy and the sustainable development of the shipping industry is crucial, not just to world trade but also to the marine environment. Canada is committed to working with its neighbours and trading partners to help preserve the marine ecosystem, while transporting goods as safely and efficiently as possible. Canada collaborates with many other countries to achieve this goal. To this end, Transport Canada Marine Safety (TCMS) has completed a number of projects over the past year.

In January 2001, Transport Canada implemented its new Internet-based Canadian Port State Control System (CPSCS). The new system provides a user-friendly access to Canadian, Paris MOU and Tokyo MOU PSC data and allows the inspectors to update the system following their inspections.

The new information system was nominated for a Government of Canada Distinction Award. The nomination was an honor in itself and it was with great pleasure that Transport Canada Marine Safety won the gold medal for investing strategically in information management and technology.



Port State Control Course in classroom and practical experience inspecting a ship



The Marine Safety Directorate continued to conduct several national port State control training sessions during the year. These courses were delivered by experienced Port State Control Officers (PSCOs) whose aim was to continue to strive for harmonization in the regions and accordingly, achieve national harmonization.

During the last year, Transport Canada has maintained its focus on bulk carrier safety via the Canadian Bulk Carrier Inspection Programme. The tragic loss of the bulk carriers “Christopher” and “Kamikawa Maru” during the second half of 2001, demonstrates the importance of such a programme. In addition to the regular inspection of a vessel, inspections performed under this regime focus on the structure of bulk carriers to ensure compliance with international conventions. Forty percent (40%) of inspections were carried out on bulk carriers, which was the largest percentage for any one kind of ship inspected. Four hundred and eighty-five bulk carriers were inspected and fifty-eight were detained in 2001, which represented sixty-three percent (63%) of the total detentions.

In addition to the Bulk Carrier Inspection Programme, Transport Canada inspectors have targeted foreign tankers calling at Canadian ports. These ships are inspected during their initial visit and on an annual basis thereafter.

In response to the increasing number and size of foreign passenger ships calling at our ports, Transport Canada held its first national campaign during the summer season focusing on the human element onboard passenger ships. During these inspections, a team of Transport Canada inspectors performed operational control onboard targeted vessels. During such inspections, crew members had to demonstrate their ability to perform exercises in simulated emergency situations, such as fire, abandoning ship and damage control. A total of fifteen vessels were inspected under this new programme in 2001 and Transport Canada plans to continue this type of inspection in the future.



Passenger vessels, often carrying more than 2400 passengers, have been the focus of operational control in 2001

MOU News and Initiatives

Thirty-seven port State control States make up the Paris and Tokyo MOUs. Regional agreements on port State control have also been concluded in Latin America, the Caribbean, Mediterranean and Indian Oceans and in the Central and Western African regions. This year as always, Canada maintained an active role within the Paris and Tokyo Memoranda.

Representatives from Canada continued their association with the other members of the MOUs by participating in several activities. Transport Canada Marine Safety participated in the Paris MOU Committee meeting, the Technical Evaluation Group, the Advisory Board, PSCO exchange programmes and surveyor seminars. Canada was also the leader of a Paris MOU Task Force on the Improvement of the Inspection Reporting System. As a member of the Paris MOU, Canadian PSCOs performed concentrated inspections on cargo securing from March 1, 2001 to May 31, 2001 as part of a concentrated inspection campaign put forth by the MOU.

Transport Canada Marine Safety also participated in the Tokyo MOU Committee meeting held during the year as well as in the Expert Missions and Surveyor Seminars. The PSCO Exchange Programme also saw Canadian inspectors being stationed in New Zealand. Canada is also a member of three of the intersessional working groups of the Committee.

For more information on the Paris and Tokyo MOUs please visit the following websites:

- Paris: www.parismou.org
- Tokyo: www.tokyo-mou.org

International Initiatives

 In June 6th 2001, Canada continued to demonstrate its commitment to enhance maritime safety by signing a *Joint Declaration On Port State Control* with its neighbours in North America. Canada, Mexico and the United States of America signed the Declaration in London, England during the 74th session of the IMO Marine Safety Committee. This agreement was the result of work initiated two years ago by the North American Free Trade Agreement (NAFTA) Transportation Consultative Group, and it will serve as a framework to improve the safety of shipping in North America.

In response to the signatory agreement, the Canadian Minister of Transport, David Collenette said, “This declaration contains measures that will improve enforcement and harmonize procedures for inspecting, detaining and reporting substandard vessels. This international collaboration demonstrates our shared commitment to safer ships and cleaner seas, as well as acceptable working and living conditions onboard ships.”

By signing this declaration, the maritime authorities for all three countries agreed to:

- strengthen cooperation;
- harmonize training, inspection, detention and reporting procedures;
- support and encourage the efforts of the International Maritime Organization to enhance shipping standards and compliance;

- record unwillingness by flag states to adequately control their ships;
- plan the adoption of comprehensive criteria for flag state administrations and ship registers; and
- publish detailed information on inspection and detention statistics regularly.

The three countries have already taken steps to achieve some of these goals. In this regard, Transport Canada inspectors have had the opportunity to visit the ports of Manzanillo, Mexico and Seattle, USA. Canada also hosted inspectors from the USCG, who attended the Canadian Port State Control training course, and we are looking forward to hosting inspectors from the Maritime Authority of Mexico in the near future. By doing so, all three parties wish to promote more consistent global inspections.

Transport Canada also hosted a port State control inspector from Chile and provided lecturers at the IMO/IMA Academy in Trieste, Italy. The International Maritime Academy (IMA) of Trieste is an international institution in the training field for postgraduate studies. Its courses are aimed at participants with a university degree or equivalent education who already work in Government structures but need some further training to improve the quality of their work. Students from all over the world attend this Academy.

Statistical Data on Port State Control – 2001

■ Inspections

Canadian port State control inspections are conducted under the auspices of the *Canada Shipping Act* and Paris/Tokyo Memoranda of Understanding on port State control, to determine foreign vessel compliance with international conventions. During the past five years, the number of inspections reached its highest level in 2001 with 1197 inspections performed. The number of inspections corresponds to approximately thirty percent (30%) of vessels calling at Canadian ports. As a result of our improved targeting and our special programmes (namely Bulk Carrier Inspection and Tanker Inspection), a decrease in the number of substandard ships trading in Canadian ports has been evident.

The number of ships with deficiencies was fifty-two percent (52%) of the total inspections. This number is slightly down from the year 2000, which was fifty-four percent (54%). Of those ships with deficiencies, eight percent (8%) of total ships inspected were detained as compared with detentions from 2000 when the percentage was higher with a detention rate of ten percent (10%).



Improper stowage of food in freezer

■ **Table 1: Comparison of ships inspected, ships with deficiencies and ships detained in Canada over the past five years**

YEAR	2001	2000	1999	1998	1997
Inspections	1197	1070	1076	1191	1011
with Deficiencies	634	583	563	587	470
Detained	92	103	125	142	118

■ **Table 2: Ships inspected by Flag in Canada over the last five years**

COUNTRY	2001	2000	1999	1998	1997
Algeria	0	4	2	4	3
Antigua and Barbuda	16	15	11	12	6
Antilles Netherlands	1	4	4	5	3
Bahamas	102	77	87	102	84
Bahrain	0	0	0	1	0
Barbados	13	22	16	16	18
Belize	0	1	1	5	3
Bermuda	18	8	17	12	17
Bolivia	0	0	1	0	0
Brazil	0	2	2	2	2
Bulgaria	4	6	4	4	4
Cambodia	1	0	0	0	0
Cameroon, Rep. of	1	0	0	0	0
Cayman Islands	9	9	9	10	4
Chile	1	0	1	1	1
China, Peoples Rep.	2	9	3	14	12
Colombia	1	0	0	0	0
Croatia	4	3	12	7	3
Cuba	0	0	0	6	11
Cyprus	82	69	75	93	78
Denmark	11	16	10	17	21
Egypt	2	0	4	2	3
Estonia	0	0	1	2	1
Faeroe Islands	0	0	0	0	1
Finland	1	2	2	1	1
France	7	5	3	4	4
Germany	11	13	13	8	13
Gibraltar	2	3	1	2	0
Greece	66	49	57	67	50
Honduras	0	0	0	1	0
Hong Kong	31	28	19	18	21
Hungary	0	0	0	0	1
Iceland	0	0	0	0	2
India	13	9	13	3	19
Indonesia	0	1	0	3	1
Iran	3	0	1	1	2

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Table 2
(CONTINUED)

COUNTRY	2001	2000	1999	1998	1997
Israel	4	3	0	6	4
Italy	8	7	8	2	5
Japan	5	9	5	11	1
Korea, Rep. of	19	8	9	7	4
Kuwait	0	0	1	0	0
Latvia	0	0	0	3	4
Lebanon	0	0	0	0	1
Liberia	142	113	145	149	107
Lithuania	4	10	3	5	5
Luxemburg	0	0	0	0	1
Malaysia	3	6	5	9	5
Malta	74	64	65	66	60
Man, Isle of	3	4	1	4	1
Marshall Islands	38	15	17	21	16
Mauritius	1	0	0	2	3
Mexico	0	1	1	0	0
Morocco	1	0	1	0	0
Myanmar, Union of	2	2	4	3	6
Netherlands, The	21	27	29	26	20
Norway	71	69	72	80	68
Pakistan	0	0	1	0	1
Panama	235	198	178	189	121
Philippines	20	32	23	20	18
Poland	2	4	3	7	5
Portugal	2	0	0	3	1
Qatar	0	2	0	1	0
Russia	11	10	13	19	23
St. Vincent & Grenadines	13	18	15	19	14
Sao Tome & Principe	1	0	0	0	0
Saudi Arabia	3	2	0	2	2
Singapore	40	35	34	36	43
South Africa	0	3	1	0	0
Spain	1	1	0	0	0
Sri Lanka	0	1	0	0	0
Sweden	3	5	8	10	13
Switzerland	2	1	1	1	1
Syrian Arab Rep.	0	0	0	0	1
Taiwan	1	3	3	1	2
Thailand	5	4	7	3	8
Tonga	1	0	0	0	0

(CONTINUED) →

Table 2
(CONTINUED)

COUNTRY	2001	2000	1999	1998	1997
Tunisia	0	0	0	0	1
Turkey	9	7	11	17	17
Tuvalu	2	0	0	0	0
Ukraine	0	6	3	8	11
United Arab Emirates	0	0	0	1	0
United Kingdom	22	14	13	15	13
U.S.A.	15	17	22	12	9
Vanuatu	11	14	5	8	7
Venezuela	0	0	0	2	0
Total	1197	1070	1076	1191	1011

The flags of the majority of ships inspected in 2001 are the same as in previous years, namely, those registered in Panama, Liberia, Bahamas, Cyprus, Malta, Norway and Greece. These seven flag States represent sixty-four percent (64%) of the total inspections conducted. As in the past, Panama had the most

vessels inspected with a total of 235, which represents twenty percent (20%) of the total inspections performed. This year, there was a noticeable increase in the number of Marshall Island flagged vessels inspected in Canada.

Table 3: Inspections by Port/Office over the past five years

OFFICE	2001	2000	1999	1998	1997
ATLANTIC REGION					
St. John's	57	41	56	53	54
Marystown	0	0	0	0	0
Lewisporte	1	3	3	5	9
Cornerbrook	1	4	4	9	11
Dartmouth	106	124	109	122	87
Sydney	8	12	9	11	6
Yarmouth	6	2	8	4	10
Charlottetown	6	8	12	17	18
Saint John, N.B.	104	53	48	149	125
Port Hawkesbury	134	74	66	68	63
Bathurst	29	18	37	17	9

(CONTINUED) →

Table 3
(CONTINUED)

OFFICE	2001	2000	1999	1998	1997
QUEBEC REGION					
Montreal	71	72	101	67	75
Baie Comeau	1	13	26	23	6
Rimouski	4	3	3	2	3
Gaspe	6	6	10	9	13
Quebec City	107	119	132	129	112
Sept Iles	6	8	2	4	6
Port Cartier	1	7	7	8	10
ONTARIO REGION					
Toronto	0	7	8	19	27
Kingston	1	2	2	3	3
St. Catharines	3	10	15	25	13
Collingwood	0	0	0	2	0
Thunder Bay	24	45	46	38	72
Sarnia	7	11	9	11	5
PACIFIC REGION					
Vancouver	477	410	347	187	267
Victoria	3	1	3	0	1
Prince Rupert	29	9	0	0	0
PRAIRIE & NORTHERN REGION					
Western Arctic	1	5	4	1	0
Eastern Arctic	3	2	8	4	2
ST. LAWRENCE SEAWAY					
Seaway	1	1	1	4	4
Total	1197	1070	1076	1191	1011

The Pacific Region, as in the past, led the way performing 509 inspections followed by the Atlantic Region with 452, Quebec Region with 196, Ontario Region with 35, Prairie and Northern Region with 4 and the St. Lawrence Seaway Maritime Corporation with 1. The Pacific, Atlantic and Quebec regions combined to perform ninety-seven percent (97%) of all inspections carried out in Canada for 2001.

As in the past, the vessels flying the flags of Panama, Liberia, Malta and Cyprus constituted sixty percent (60%) of the total detentions in Canada. These flag States also represent forty-five percent (45%) of the vessels inspected by Canadian port State control officers.

■ Table 4: Ships detained by flag in Canada over past five years

FLAG STATE	2001	2000	1999	1998	1997
Algeria	0	3	0	2	1
Antigua and Barbuda	1	1	3	1	0
Antilles Netherlands	0	1	0	0	0
Bahamas	7	4	3	7	7
Barbados	0	1	0	0	0
Belize	0	0	0	3	2
Bermuda	3	0	0	1	0
Brazil	0	1	1	1	0
Bulgaria	1	1	1	0	0
Cayman Islands	3	2	0	0	0
Chile	1	0	0	0	0
China People's Rep.	0	1	2	1	2
Croatia	0	0	0	0	1
Cuba	0	0	0	0	4
Cyprus	13	10	18	27	21
Denmark	0	0	0	0	1
Egypt	0	0	3	0	2
Finland	0	0	0	0	0
France	0	0	0	0	1
Germany	1	0	1	0	0
Gibraltar	0	1	0	0	0
Greece	6	4	7	7	6
Honduras	0	0	0	0	0
Hong Kong	1	2	4	1	3
India	1	0	5	0	6
Indonesia	0	0	0	1	0
Iran	1	0	0	1	0
Italy	0	2	0	0	1
Japan	0	1	0	0	0
Korea, Republic of	0	1	2	1	0
Latvia	0	0	0	0	1
Lebanon	0	0	0	0	1
Liberia	12	13	18	23	8
Lithuania	0	1	1	1	0
Luxemburg	0	0	0	0	1
Malaysia	1	1	0	1	2
Malta	13	15	12	18	10
Marshall Islands	3	0	0	2	0

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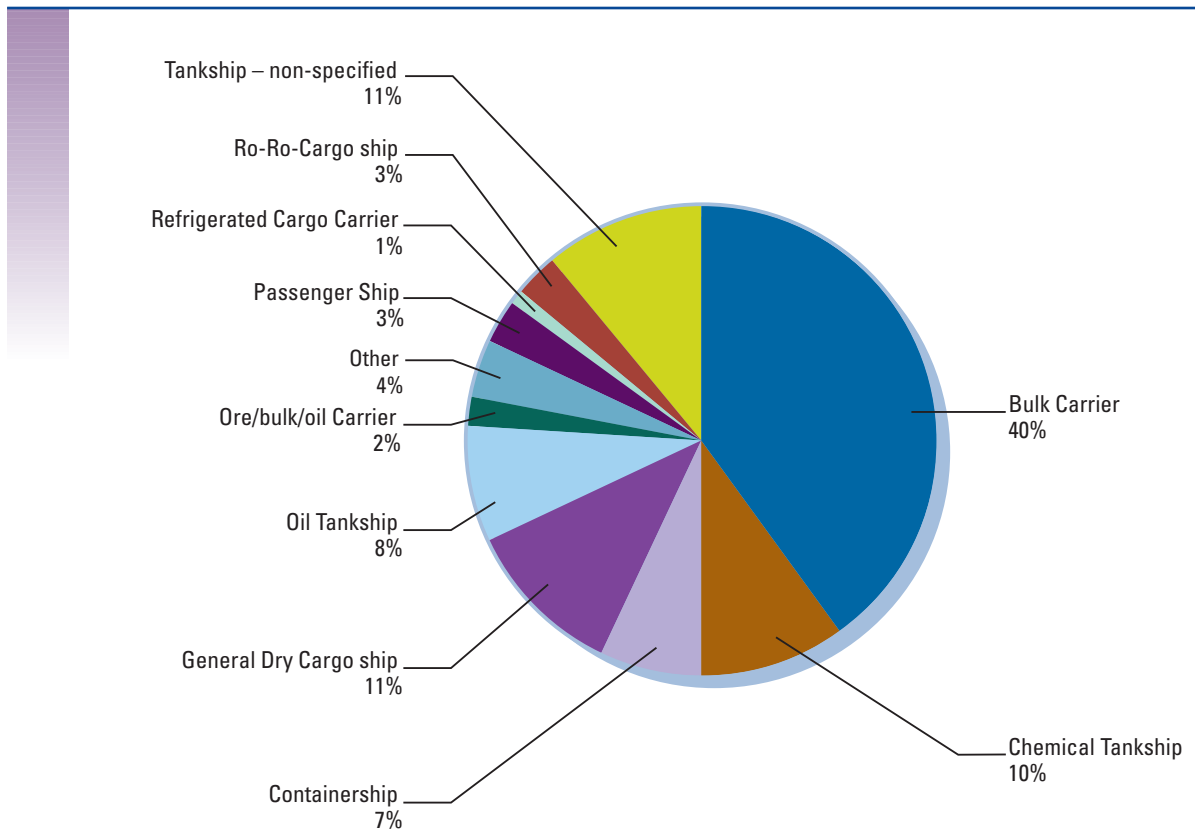
Table 4
(CONTINUED)

FLAG STATE	2001	2000	1999	1998	1997
Mauritius	0	0	0	1	0
Morocco	1	0	0	0	0
Netherlands, The	0	4	1	1	0
Norway	1	6	2	1	3
Pakistan	0	0	1	0	0
Panama	17	17	18	18	17
Philippines	2	3	2	4	0
Qatar	0	1	0	0	0
Russia	0	0	4	2	1
St. Vincent & Grenadines	1	3	2	4	4
Singapore	1	1	2	1	3
Sweden	0	0	2	0	1
Syrian Arab Republic	0	0	0	0	1
Taiwan	0	1	1	0	0
Thailand	0	0	2	2	2
Turkey	1	0	4	7	4
Ukraine	0	1	0	1	1
U.S.A.	0	0	3	0	0
Venezuela	0	0	0	1	0

Panama led the way in 2001 with seventeen vessels detained, which represents five percent (5%) of the total Panamanian vessels inspected. Cyprus and Malta followed with thirteen detentions representing sixteen percent (16%) and eighteen percent (18%) of their respective total inspections. These were followed closely by Liberia with twelve detentions constituting eight percent (8%) of its total inspections.

In Canada, the largest number of inspections by type of vessel has always been the bulk carrier. Bulk carrier inspections have been consistent at around forty percent (40%) of total vessels inspected. In 2001, the total inspections on bulk carriers were exactly forty percent (40%) of inspections performed. Bulk carriers also represented sixty-three percent (63%) of the total detentions by type of vessel.

■ **Figure 1: Ships inspected by type**



■ **Deficiencies**

Many different categories of deficiencies are found during port State control inspections. Again, the largest percentage of defects was in the category of Fire Fighting Appliances, accounting for eighteen point three percent (18.3%) of the total number of deficiencies. There were 634 deficient vessels inspected in Canada during 2001 with defects totaling 3747.

Safety in general had the second highest number of deficiencies discovered representing fifteen point seven percent (15.7%)

of the total deficiencies reported. The “Safety in General” category lists, among other defects, structural deficiencies and corrosion of the ship’s structure.



Guardrails corroded and broken off on ship's crane platform

Lifesaving Appliances and Navigation Equipment had the third and fourth highest percentage of deficiencies at twelve point six percent (12.6%) and eleven point five percent (11.5%) respectively.

The above four categories of deficiencies represent failure in the maintenance of essential equipment and structures required for the safety of any voyage. It is alarming that they continue to remain at the top of the list of trouble spots, once again, in 2001.

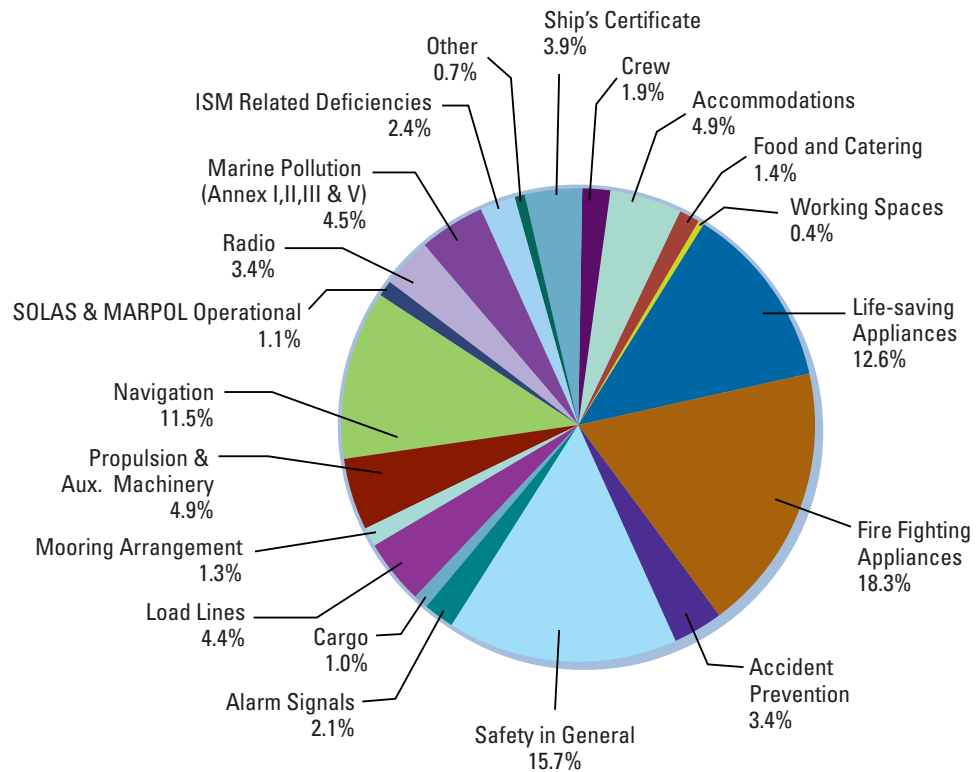


Fire hydrant unable to be used with fire hose



Inoperable lifeboat engine

Figure 2: Deficiencies by category



ISM Deficiencies

The year 2001 was the third year of full implementation of the International Safety Management (ISM) Code. Since July 1, 1998 all passenger ships, tankers, bulk carriers, gas carriers and high speed crafts of 500 gross tonnage or more, must have onboard a valid Safety Management Certificate and a copy of the company's Document of Compliance.

Results from inspections of the past three years have shown the category of Emergency Preparedness has continually held the highest rate of ISM deficiencies with a total of 44 defects in 2001. This number represents forty-eight percent (48%) of the ISM total reported deficiencies.

Table 5: ISM Deficiencies

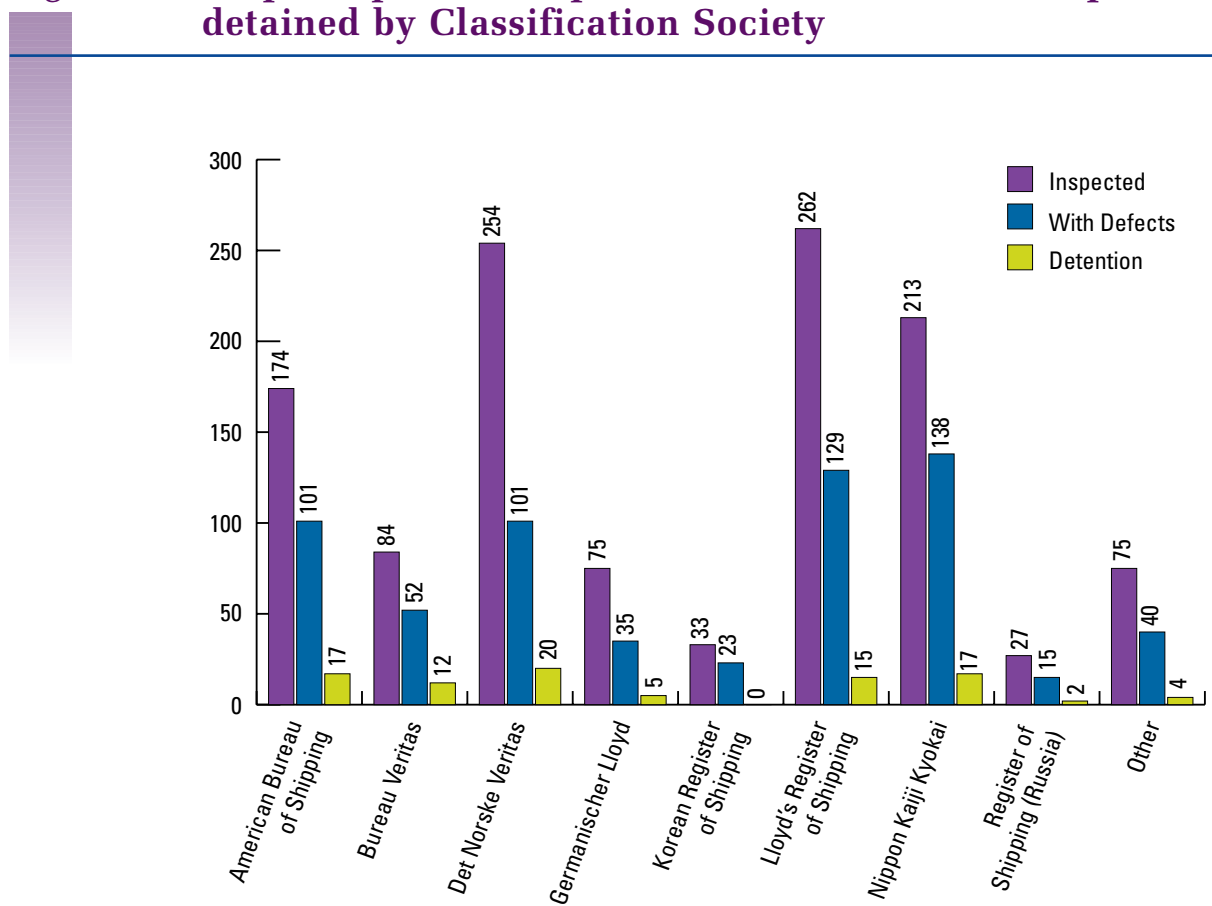
ISM Defect Description	No. Defects 2001	Percentage of Defects 2001	No. Defects 2000	Percentage of Defects 2000
Safety and Environmental Policy	1	1.1	2	2.98
Company Responsibility and Authority	1	1.1	5	7.46
Master Responsibility and Authority	0	0	1	1.49
Resources and Personnel	7	7.69	3	4.48
Development and Plans for Shipboard Operations	7	7.69	6	8.96
Emergency Preparedness	44	48.35	19	28.35
Report and Analysis of Non-Conformity, Accidents, and Hazardous Occurrences.	5	10.62	3	4.48
Maintenance of Ship Equipment	16	17.58	16	23.88
Documentation	7	7.69	7	10.45
Company Verification, Review and Evaluation	1	1.1	3	4.48
Certification, Verification and Control	0	0	0	0
Other	2	2.2	2	2.98

■ **Classification Societies**

Eight major Classification Societies and the group “Other” are represented in Figure 3. Lloyd’s Register of Shipping shows the most ships inspected, followed closely by Det Norske Veritas, Nippon Kaiji Kyokai and American Bureau of Shipping. The table also shows that Bureau Veritas had the highest

percentage of detentions related to the number of their inspections, while Korean Register of Shipping had the lowest. The representation of detentions in Figure 3 does not indicate if the detentions were classification society related.

■ **Figure 3: Ships inspected, ships with deficiencies and ships detained by Classification Society**

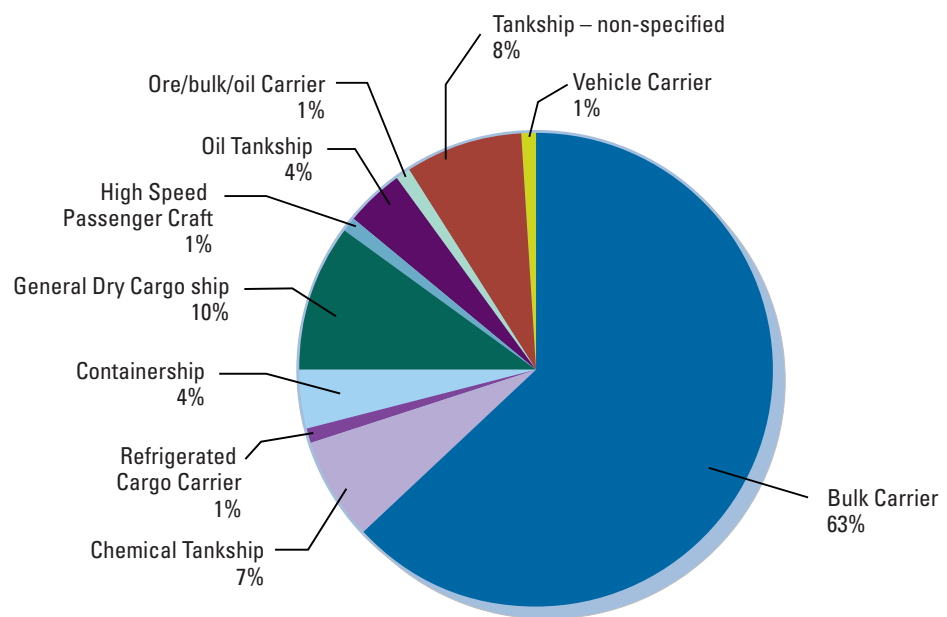


■ **Detentions by Type of Ship**

Of the ninety-two detentions in 2001, fifty-eight percent (58%) were bulk carriers. This figure represents sixty-three percent (63%) of the total detentions for that year.

In fact, approximately sixty-three percent (63%) of the total detentions in Canada remains constant for bulk carriers, with the next highest rate being fifty-three percent (53%) lower, held by the vessel type General Dry Cargo.

■ **Figure 4: Ships detained by type**



Head of a ventilation pipe replaced by 2 litre plastic bottle

Summary

The number of inspections in Canadian ports reached a five-year high of 1197 in 2001. Statistics show that the number of vessels with deficiencies has remained around fifty-three percent (53%) for the past three years, with little deviation during the measured five-year period.

Despite the increase in the number of inspections and the steady number of vessels found with deficiencies, we are pleased to note that the percentage of detained vessels, which was close to 12% in the 1990's, dropped to 9.6% in 2000 and hit a record low of 7.7% in 2001. Transport Canada believes that this positive trend proves that the overall improvement in the quality of vessels calling in Canadian ports is due largely to the port State control inspection program. The department is also supportive of rewarding quality ships and ensuring that substandard shipping receives negative publicity.

The goal of Transport Canada Marine Safety is to continue to see a decrease in detentions and to eventually reach the stage where there are no detentions in our port State control program. To achieve this we will continue the trend of quality inspections over quantity inspections. In addition, the directorate will concentrate on training sessions for Port State Control Officers (PSCOs), push for the exchange of regional expertise and assist other nations in effectively implementing port State regimes.

By continuing our international cooperation initiatives and by raising the standard of training for our inspectors, Transport Canada Marine Safety hopes to tighten the net on substandard shipping and make the waters of the world, particularly around Canada, safe for life, property and the marine environment.

For more information on Port State Control, please visit our website: www.tc.gc.ca/MarineSafety/Ships-and-operations-standards/Inspection/Port-State-Control/menu.htm