

INTRODUCTION

The following summarizes Canada's Port State Control activities.

Canada being signatory to both the Paris and Tokyo Memoranda on Port State Control, puts us in a position to work towards harmonization of the two Memoranda.

Canadian Initiatives:

Canada played a significant role in furthering and harmonizing Port State Control initiatives in 1998 by convening and hosting the First Joint Ministerial Conference of the Paris & Tokyo Memoranda of Understanding on Port State Control in Vancouver.

The Ministers, or their representatives met for two days during March 24-25 and developed a declaration under the theme "Tightening the Net - Inter-Regional Action to Eliminate Sub-Standard Shipping". The agreement, commonly referred to as the 'Vancouver Declaration' contains a number of action items the two memoranda will implement.

The Conference was convened at the initiative of the Minister of Transport of Canada, as the first joint conference of the Paris and Tokyo Memoranda of Understanding. It was the sixth Ministerial Conference under the Paris MOU but was the first under the Tokyo MOU. The Conference was chaired by the Honourable David M. Collenette, Minister of Transport and attended by the Ministers or their representatives from all



signatory authorities of the Paris and Tokyo MOUs and the European Commission, with the exception of the Republic of Korea, the Republic of Vanuatu and the Solomon Islands. Also attending as observers were representatives from Iceland which is the co-operating member of the Paris MOU, and from the United States, the International Labour Organization and the International Maritime Organization which have observer status with both the Paris and Tokyo MOUs, as well as from the Acuerdo de Viña del

Mar, Caribbean Memorandum of Understanding on Port State Control and the International Association of Classification Societies.

The Ministers discussed means for improving regional and inter-regional cooperation on Port State Control in order to eliminate sub-standard shipping and thus enhance maritime safety and marine environmental protection.



In the Joint Ministerial Declaration, the Ministers noted with deep concern that although world shipping is generally operated in a safe and responsible manner, a number of shipowners and operators persistently operate sub-standard ships. They confirmed their determination to strengthen their commitment as flag State administrations and port State authorities to quality and safety in all aspects of shipping and to play an active role in a common goal to eliminate sub-standard shipping. Such a commitment includes, among others, active support for the continuing effort of IMO aiming at the adoption of comprehensive binding quality criteria for flag State Administrations and ship registers; exercise of rigorous port State control to verify compliance with the International Safety Management Code; enhancement of training of personnel involved in port State control, and improvement of inter-regional information exchange.

International Initiatives:

The International Safety Management (ISM) Code became mandatory for most convention ships on 1 July 1998. On the implementation date, members of both the Paris & Tokyo MOU's conducted a three month concentrated inspection campaign. During this period, six (6) ships were detained at Canadian ports following inspections that uncovered major non-conformities.

MOU News and Initiatives:

Committee meetings of the Paris & Tokyo MOU's are held yearly in each Region, in one of the Member States. Canada participates at these executive meetings where

policy matters are considered and is additionally a member of the Paris MOU Advisory Board (MAB). The Board works intersessionally and advises the Committee on matters of policy and strategy and provides direction to the task forces and Secretariat.

Canada plays an active role in the task forces that affect matters of importance to the Country and in the Technical Evaluation Group (TEG) that oversees and directs their work.

Seminars for Port State Control officers are held periodically in each Region at which our officers attend as participants and instructors.

An exchange program is underway in the Tokyo MOU whereby officers from the more developed administrations spend time attending inspections in each others ports in order to harmonize inspection standards and procedures. During the past year, Canadian officers spent time in New Zealand and Japan under this program and we hosted a surveyor from Australia. We were also pleased to host inspectors from Chile who spent time at our ports to receive on the job Port State Control training.

Details of detained ships continue to be published quarterly; this will soon be reduced to a monthly period. These lists of detained ships and other Port State Control Information can now be located on the recently developed Safety and Environmental Programs web site at

www.tc.gc.ca/MarineSafety/EnvPrograms/English/portState/portstate_e.htm. or

www.tc.gc.ca/MarineSafety/EnvPrograms/English/portState/portstate_f.htm.

STATISTICAL DATA ON PORT STATE CONTROL 1998

Inspections:

In Canada, Port State Control inspections are conducted to determine compliance with IMO and ILO Maritime conventions in accordance with procedures established by the Paris and Tokyo Memoranda of Understanding on Port State Control. Canada is a member of both Memoranda.

During the past four years the number of inspections has fluctuated from 1011 to 1348, which coincides with the number of ships trading at Canadian Ports. From 1997 to 1998 there has been an increase of 1.2 % in the inspections completed by our Port State Control Officers. An estimated 3800 individual ships visited Canada during 1998.

Table 1 represents a comparison of ships inspected, with deficiencies and detentions which occurred in Canada over the last four years.

Table 1

Ships	1998	1997	1996	1995

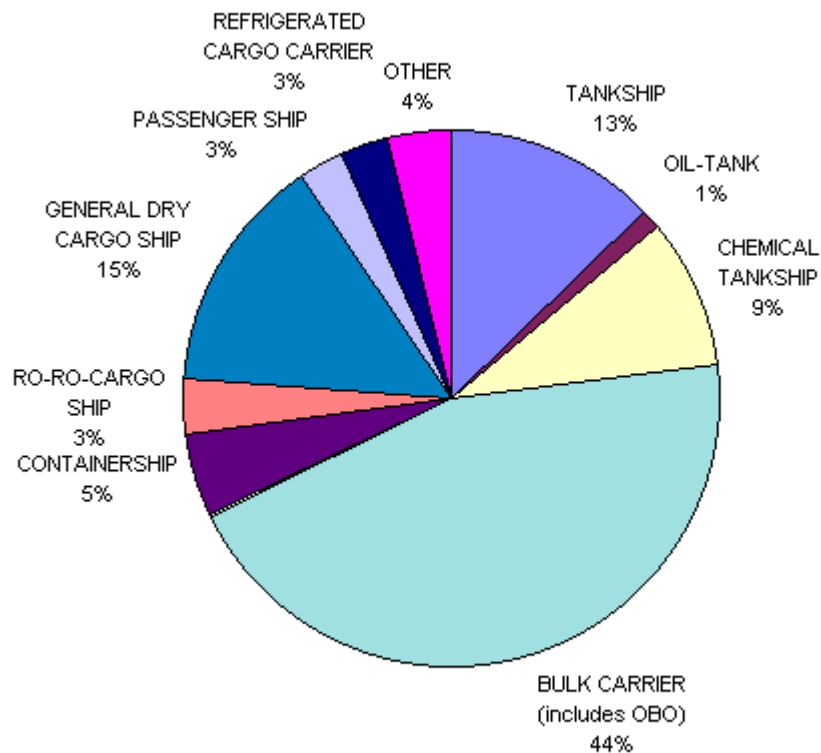
Inspections	1191	1011	1184	1348
with Deficiencies	587	470	568	692
Detained	142	118	118	149

In 1998, Canada inspected 1191 ships from 83 registered countries (table 2). Table 3 gives a listing ports/district offices where inspections were conducted. Of the 1191 inspections conducted, 44% were of bulk carriers, this percentage is the same as in the previous year.

Table 2: Ships Inspected in Canada by Flag 1995 - 1998

COUNTRY	1998	1997	1996	1995
ALGERIA	4	3	1	0
ANTILLES NETHERLANDS	5	3	3	11
ANTIGUA AND BARBUDA	12	6	11	15
BAHAMAS	102	84	102	113
BAHRAIN	1	0	0	0
BARBADOS	16	18	16	10
BELARUS	0	0	2	0
BELIZE	5	3	4	1
BERMUDA	12	17	8	18
BRAZIL	2	2	6	2
BULGARIA	4	4	4	2
MYANMAR UNION OF	3	6	4	3
CAYMAN ISLANDS	10	4	8	7
CHILE	1	1	0	1
CHINA PEOPLE'S REP.	14	12	19	23
CROATIA	7	3	3	1
CUBA	6	11	2	9
CYPRUS	93	78	108	131
CZECHOSLOVAKIA	0	0	0	2
DENMARK	17	21	21	25
EGYPT	2	3	4	3
ESTONIA	2	1	1	2
FAEROE ISLANDS	0	1	0	1
FINLAND	1	1	3	7
FRANCE	4	4	8	2
COUNTRY	1998	1997	1996	1995
GERMANY	8	13	14	14
GHANA	0	0	3	0
GIBRALTAR	2	0	0	0
GREECE	67	50	76	102
HONDURAS	1	0	1	0
HONG KONG	18	21	19	33
HUNGARY	0	1	0	0
ICELAND	0	2	0	1

INDIA	3	19	25	20
INDONESIA	3	1	2	1
IRAN	1	2	1	2
ISRAEL	6	4	5	8
ITALY	2	5	8	7
JAPAN	11	1	5	7
KOREA REPUBLIC OF	7	4	14	11
KUWAIT	0	0	1	0
LATVIA	3	4	2	3
LEBANON	0	1	0	0
LIBERIA	149	107	119	154
LITHUANIA	5	5	5	7
LUXEMBURG	0	1	0	2
MALAYSIA	9	5	12	5
MALTA	66	60	62	68
MAN ISLE OF	4	1	2	1
MARSHALL ISLANDS	21	16	13	10
MAURITIUS	2	3	1	4
MEXICO	0	0	0	1
NETHERLANDS THE	26	20	18	19
NORWAY	80	68	67	74
PAKISTAN	0	1	0	1
PANAMA	189	121	164	158
PERU	0	0	1	0
PHILIPPINES	20	18	32	42
POLAND	7	5	18	12
PORTUGAL	3	1	1	1
QATAR	1	0	0	0
ROMANIA	0	0	8	4
RUSSIA	19	23	21	35
ST VINCENT & GRENADINES	19	14	20	13
SAUDI ARABIA	2	2	4	2
SINGAPORE	36	43	32	30
SPAIN	0	0	1	1
SWEDEN	10	13	18	21
SWITZERLAND	1	1	0	1
SYRIAN ARAB REPUBLIC	0	1	0	1
TAIWAN	1	2	3	7
THAILAND	3	8	4	7
COUNTRY	1998	1997	1996	1995
TRINIDAD AND TOBAGO	0	0	0	1
TUNISIA	0	1	0	0
TURKEY	17	17	10	13
UKRAINE	8	11	8	17
UNITED ARAB EMIRATES	1	0	0	0
UNITED KINGDOM	15	13	7	2
U.S.A	12	9	10	24
VANUATU	8	7	6	11
VENEZUELA	2	0	1	0
VIETNAM	0	0	1	0
OTHER	0	0	1	1
TOTALS	1191	1011	1184	1348

Figure 1: Ships Inspected in Canada 1998 by Type of Vessel

Deficiencies

Of the 1191 Port State Control inspections, 587 ships, 49.2%, had deficiencies. As in previous years the major deficiencies are Lifesaving, Firefighting, Navigation Equipment and Safety in General (figure 2). In 1998 of the 3259 deficiencies the highest number were in the category of Fire Fighting Appliances at 544, Lifesaving Appliances was second with 472, Safety in General was third with 451, and Navigation Equipment was fourth with 427. These four categories account for 1894 defects, 58% of total deficiencies observed during 1998. Over the past four years these categories have had the largest number of defect in relation to all defects discovered, around 60%. (see figure 2)

Figure 2: Deficiencies by Category

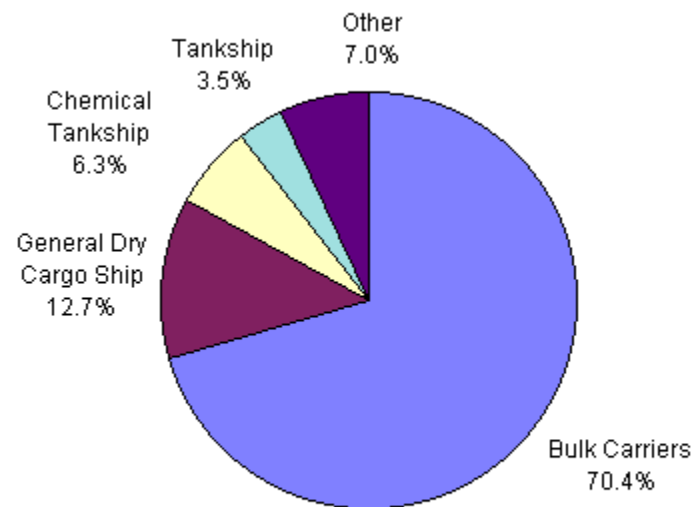
CROATIA	0	1	0	1
CUBA	0	4	0	1
CYPRUS	27	21	24	29
DENMARK	0	1	0	0
EGYPT	0	2	1	0
FINLAND	0	0	0	1
FRANCE	0	1	0	0
GREECE	7	6	11	15
HONDURAS	0	0	1	0
HONG KONG	1	3	2	4
INDIA	0	6	1	1
INDONESIA	1	0	0	0
IRAN	1	0	0	0
ITALY	0	1	0	1
JAPAN	0	0	1	0
KOREA REPUBLIC OF	1	0	0	2
LATVIA	0	1	1	0
LEBANON	0	1	0	0
LIBERIA	23	8	8	7
LITHUANIA	1	0	0	1
LUXEMBURG	0	1	0	0
MALAYSIA	1	2	3	0
MALTA	18	10	14	21
MARSHALL ISLANDS	2	0	1	1
MAURITIUS	1	0	0	0
MEXICO	0	0	0	1
NETHERLANDS THE	1	0	1	1
NORWAY	1	3	2	5
PANAMA	18	17	21	23
PHILIPPINES	4	0	0	2
POLAND	0	0	0	1
Flag State	1998	1997	1996	1995
ROMANIA	0	0	4	0
RUSSIA	2	1	2	6
STVINCENT&GRENADINES	4	4	1	1
SINGAPORE	1	3	0	0
SWEDEN	0	1	0	1
SYRIAN ARAB REPUBLIC	0	1	0	0
TAIWAN	0	0	1	0
THAILAND	2	2	1	2
TURKEY	7	4	3	4
UKRAINE	1	1	2	2
U.S.A.	0	0	1	0

VANUATU	0	0	0	2
VENEZUELA	1	0	0	0

The detention rate in Canada with respect to the number of ships inspected is 11.9% which is a slight increase from 1997.

Figure 3 shows the relationship of the types of ships detained during 1998. Bulk Carriers continue to have the largest number of detentions and the most inspections for ship types (70.4%).

Figure 3 : Detentions by type of ships



Figures 4 and 5, demonstrate the comparison between the number of ships inspected, with deficiencies detained by region and Classification Society.

Figure 4: Ships inspected, with deficiencies and detained by region.

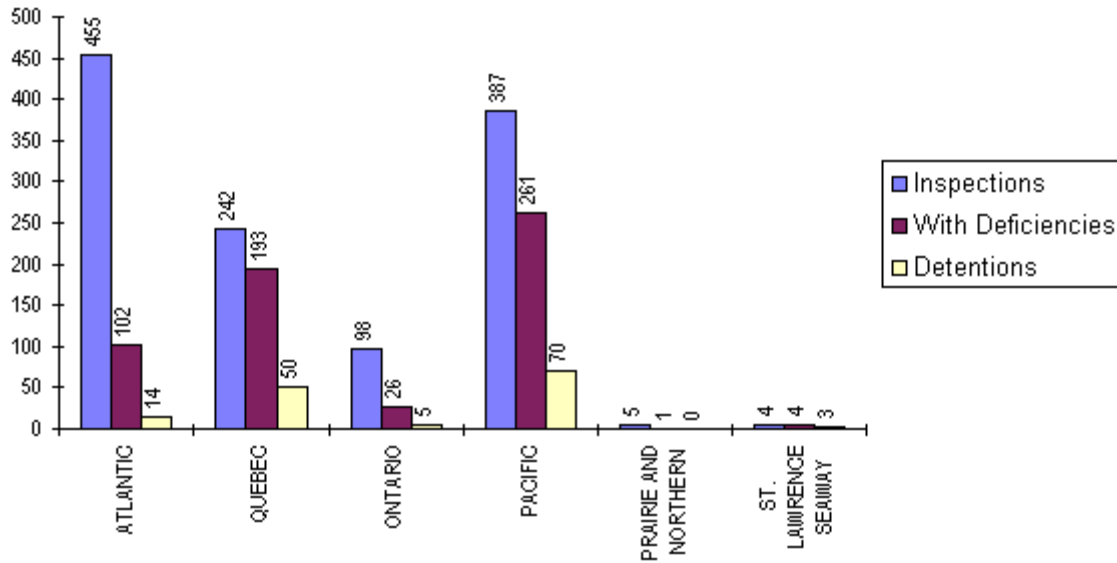
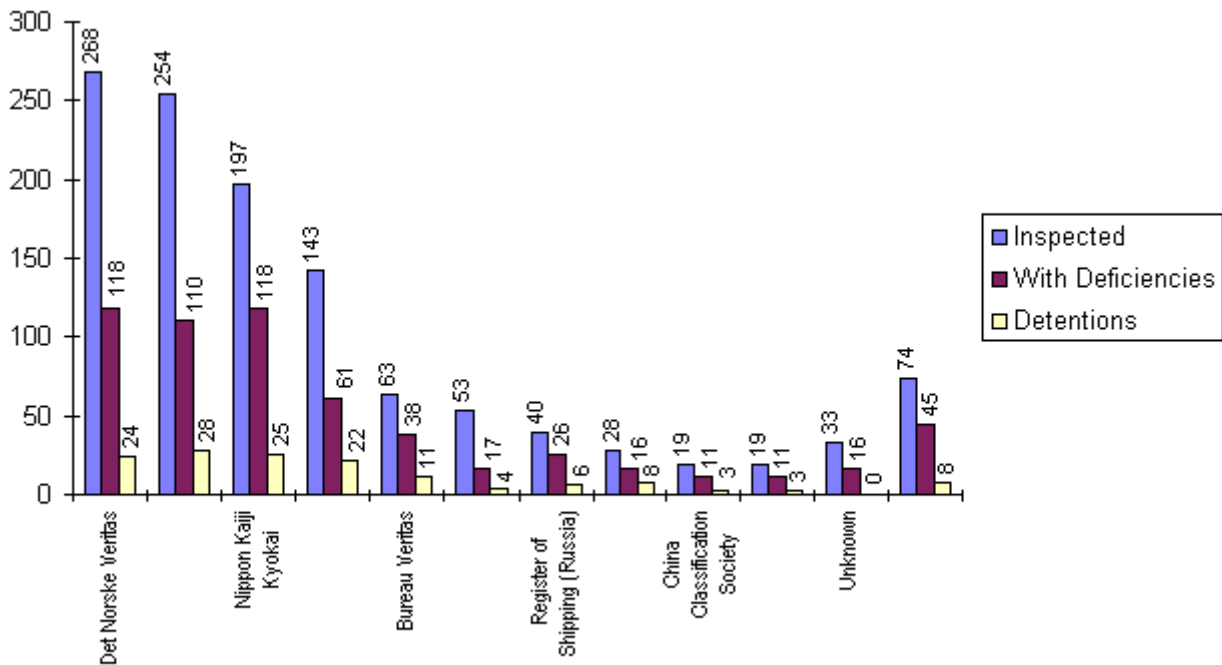


Figure 5: Ships inspected, with deficiencies and detained by Classification Society



For more statistical information for 1998 please visit the our website on Canadian Port State Control English at;

www.tc.gc.ca/MarineSafety/EnvPrograms/English/portState/portstate_e.htm or

for French version at;

www.tc.gc.ca/MarineSafety/EnvPrograms/francais/PortState/portState_f.htm.