

**SECOND JOINT MINISTERIAL CONFERENCE OF THE
PARIS AND TOKYO MEMORANDA OF UNDERSTANDING
ON PORT STATE CONTROL**

**Vancouver, British Columbia
Canada
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**CLOSING REMARKS BY THE
CHAIRMAN OF THE CONFERENCE**

**Closing Remarks by the Chairman of the Conference,
Mr. Louis Ranger, Deputy Minister for Transport for Canada, on behalf of the
Honourable Jean-C. Lapierre, Minister of Transport for Canada**

This has been a very busy and productive Conference here in Vancouver. At this point, as Conference chairperson, I have the pleasure of wrapping up our work and summarizing some of our main accomplishments.

First of all, I want to thank you for travelling long distances to attend the Conference and for your serious contributions to a successful outcome. The fact that so many countries are represented here is a living proof that we recognize the importance of marine safety and are committed to making the oceans safer and cleaner.

As I said at the outset, I am proud that Canada has once again been the home to this important Conference of world representatives who are dedicated to port State control. And once again, Vancouver has been the ideal location to showcase Canada's commitment to port State control.

Identifying and targeting sub-standard ships from around the world is a massive undertaking but we have all reported progress at this Conference and collectively we have promised to renew our efforts to enhance marine safety, the environment and human security.

In accordance with the theme of this Conference, "Strengthening the Circle of Responsibility," I believe our final declaration goes a long way to putting substance behind the headline.

The average citizen in one of our countries might ask, "what does this really mean and why should we care?" Let me try to summarize in these final minutes some of my observations and why Canadians and citizens everywhere should pay attention to our work at this Conference.

The document we are about to sign is a summary of the past but it is also very much a declaration on the future. It's a future where we will no longer tolerate sub-standard ships on our seas. Where we can prevent marine accidents. Where the environment is respected. And where we value the lives of the men and women who live and work in the marine environment.

You will remember that the theme of our first conference was "Tightening the Net, Inter-regional Action to Eliminate Sub-standard Shipping." Now we are holding responsible all those who have a role to play in taking action to eliminate sub-standard shipping. It is no longer simply government representatives who need to act.

Instead, action is required by all parties concerned, including the ship owners, operators, flag States, classification societies and recognized organizations. These and many more players form the circle of responsibility. Together they should effectively take responsibility to strengthen their commitment to safety, security and the environment, and hold each other accountable. Only then will we be able to safeguard human lives and enhance the reputation of the maritime industry as a whole.

If only one thing has emerged from this Conference, it is the following: port State control - ensuring safety and security - is everyone's responsibility.

By holding all of the parties accountable we can be certain there are no gaps in the circle of responsibility and that we encourage all shipping operators to comply fully with the relevant international standards for safety and security, seafarers' living and working conditions and environmental protection.

We can be satisfied that progress has been made between these two conferences but we must also be concerned. Sub-standard shipping persists and we need to do more to combat those shipowners and operators who continue to conduct their business in an irresponsible manner with disregard for international rules and safe practices. Despite our best efforts, since 1998 there have been additional alarming maritime accidents and incidents, resulting in loss of life and pollution of the oceans. This is further proof that stringent port State controls are essential.

I would like to briefly review some of the tasks we will all commit ourselves to with the signing this afternoon of the Conference declaration.

From my reading of the declaration, there are two key steps we need to take in the coming years:

- First, the Declaration is a clear statement that port States need to apply increasing pressure on sub-standard ship operators.
- And second, the document also provides a solid justification to undertake new, proactive PSC policies.

As this Conference has already identified, there are a number of partners in the circle who need to take action to keep up the pressure and to be proactive.

The continuance of malpractices and incidents in the shipping industry is unacceptable and we need to do more.

This means that all shipping operators should fully comply with international standards for safety, seafarers' living and working conditions and environmental protection.

But operators and all partners need to go a step further through an ongoing dialogue to promote a wider safety culture throughout the entire maritime industry.

This is what the declaration means when it speaks of the circle of responsibility. All parties should effectively carry out their respective responsibilities, strengthen their joint commitment to safety, environment and security and hold each other accountable in order to safeguard human lives and enhance the reputation of the maritime industry as a whole.

The Declaration binds us as member States to take some specific steps to reach our ultimate objective of eliminating sub-standard vessels. Here is a summary of a number of those steps:

- We will develop and implement an inspection regime based on the new ILO Convention.
- We will ensure that single-hulled oil tankers are phased out of operation in accordance with international agreements.
- Based on the past successes, we will conduct further Concentrated Inspection Campaigns.
- We will carry out an in-depth analysis of ship deficiencies.
- We will intensify targeting of high-risk ships.
- We will use the carrot and stick approach - targeting inspections based on a ship's high-risk profile while at the same time developing an incentive system for companies whose ships have a low-risk profile.
- Transparency will be stepped up with the regular publication of detailed information on detained ships, including the names of owners and charterers.
- We will enhance regional training programs for Port State Control Officers.
- We will increase harmonization between the two MOUs to make sure our precious resources are used as effectively and efficiently as possible to concentrate on sub-standard shipping.
- Finally, we will investigate the feasibility of cost recovery for the inspection of sub-standard ships that have persistently poor records.

That represents an ambitious agenda but together - with all our partners in the circle of responsibility - I believe we can make progress on achieving these objectives.

There are several other portions of the declaration I would like to highlight. At the beginning of our meeting yesterday I touched on transportation security as one of Minister Lapierre's top priorities. While our two regional MOUs largely address marine safety issues, the Declaration also makes statements on security. Safety and security cannot be viewed as separate issues.

Global acts of terrorism are of continuing grave concern and security measures already agreed on need to be effectively implemented. The events of September 11th and more recent attacks, such as those in Madrid, have highlighted the need for increased transportation security. These brutal acts have underlined the importance of implementing new maritime security measures effectively and mobilizing all available resources to protect human lives, the shipping industry, international trade and the global economy.

Along with other countries, Canada has recently taken steps to strengthen security at ports and other marine facilities, such as our seaway locks. And I'm proud to tell you that Canada is one of the world leaders in complying with the new international marine security requirements.

Our success in this effort is due in large part to cooperation between government and industry. I would also like to underline the fact that Canada and the United States have a long history of working together on security and trade. And we continue to work very closely to enhance security and keep traffic moving.

Also in the area of security, there have been a number of incidents of piracy and armed robbery in recent years. These present a real threat to the lives of seafarers and to global trade. In the declaration, we have agreed that these incidents should be recognized and reduced.

In conclusion I want to say I am very satisfied with the work we have accomplished together. The Paris MOU was originally developed because of a serious marine accident. Memories fade quickly and we might have been content to simply deal with that disaster and not consider the future. This certainly is not what happened. Other regional regimes were created, such as the Tokyo MOU, and in 1998 we held our first Joint Ministerial Conference where we set out some concrete markers to strengthen and improve port State control in the two regions.

Now, six-and-a-half years later we have a new declaration of additional measures to be implemented by all of our administrations to continue efforts to eliminate sub-standard ships. As we sign our names to the declaration this afternoon, I believe we can all be confident that these commitments will lead to further enhancements in the protection of life, property and the environment.

I would like to take this opportunity to thank all of you for taking time out of your busy schedules to join me here in Vancouver. I wish you all a safe journey back home and if you are staying longer in Canada, I trust you will have an enjoyable time.

Thank you.