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Marine Safety

Port State Control

2003 Annual Report

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Foreword

The continuously evolving nature of the Port State Control (PSC) program, nationally and internationally, made 2003 another busy year, as reflected in this Transport Canada Annual Report on PSC.

In addition to the ongoing work of PSC, Transport Canada Marine Safety (TCMS) focused on preparations for several positive changes to safety and security impacting PSC activities. As well, TCMS continued to update the National Training Course for Port State Control Officers (PSCOs) to effect national harmonization by standardized training sessions across Canada.

TCMS has also undertaken much of the preparatory work for the Second Joint Ministerial Conference of the Paris and Tokyo Memoranda of Understanding (MOUs) on Port State Control, to be held in Vancouver in November 2004. Canada chaired Preparatory Working Groups 3 and 4 in London, England, on July 21 and November 29, 2003.

TCMS has followed with great interest the development of guidelines on Security for PSCOs by the United States Coast Guard (USCG) and the Paris and Tokyo MOU Committees. The guidelines define measures to enhance maritime security through the implementation of the International Ship and Port Security (ISPS) Code. Transport Canada Security and Emergency Preparedness (SEP) Division heads the implementation of the ISPS Code in Canada. Under consideration by TCMS and SEP is the possibility of having Marine Safety Inspectors conduct initial verification of the ISPS Code implementation during regular PSC Inspections.

Throughout 2003, Canada maintained its active role within the Paris and Tokyo MOUs, participating in meetings and activities held by the

committees. In the spring, Transport Canada took part in the Paris MOU Concentrated Inspection Campaign (CIC), which focused on operational compliance on board cruise ships. The objective was to evaluate the capacity of crew to respond to emergency situations, such as fire and ship evacuation. Based on the expertise gained in Canada during the last decade, Transport Canada was invited by the Tokyo MOU to lead a CIC on the structural safety of bulk carriers in the fall.

TCMS is confident that the experience gained by PSCOs during these two campaigns has enhanced their ability to identify potential problems in these specific areas, as well as to increase their competence in future CICs on other areas.

Canadian Initiatives

in 2003

Transport Canada Marine Safety updated its national training course, which provides standardized training sessions for Transport Canada Inspectors. The training gives in-depth knowledge of inspection procedures for new inspectors and offers an opportunity to unify the inspector community, as seasoned inspectors share their experiences with new inspectors.



During a national training course, Port State Control Officers board a vessel to perform an inspection.

In addition, Transport Canada began the transfer of the present Canadian Port State Control System server application to a Web-based version. This change will give Transport Canada inspectors in remote areas better access to required information, and provide useful tools for other government departments. With the entry into force of the International Ship and Port Security (ISPS) Code on July 1, 2004, this access will be useful to other departments involved in maritime security.

Transport Canada also developed within its Website an inspection information system that provides the general public with information on the vessels inspected under the PSC program. The system supplies information on the date and place of inspection as well as inspec-

tion results. It also complements the existing detained vessels list that is available on the Transport Canada Website.

MOU News and Initiatives

Canada continued to be actively involved with the Paris and Tokyo MOUs, participating in the work of the Technical Evaluation Group, Specialized Training, within the Paris MOU, and in the Intercessional Working Groups and inspector exchange within the Tokyo MOU. Transport Canada also participated in the committee meetings of both MOUs.



Cruise Ship

The Paris MOU Committee agreed on the following important measures during its 36th session held in Dubrovnik, Croatia, in May 2003, in order to establish banning procedures for certain ships:

A vessel flying the flag of a State appearing on the Paris MOU Black List will be refused access to port in the MOU region:

- After the second detention in three years if it is in the “very high risk” or “high risk” category on the Black List.

- After the third detention in two years if it is in the “lower risk” category on the Black List.

To lift the ban, an expanded inspection would need to be carried out at the owner’s expense.

- Instruct PSCOs to begin recording charterer information of ships carrying liquid or solid bulk cargoes.
- Perform expanded inspection for older oil tankers, chemical and gas carriers, bulk carriers and passenger ships. This becomes mandatory after 12 months from the last expanded inspection.
- Inspect ships with a target factor greater than 50 after a month from the last inspection in the Paris MOU.
- Establish on a permanent basis the Review Panel on Detention.
- Instruct PSCOs to consider the detention of ships required to carry a voyage data recorder when not operational.
- Hold a CIC on seafarers living and working conditions in the fall of 2004 and on Global Maritime Distress and Safety System in 2005.
- Instruct a task force to develop guidelines defining the roles of PSCOs in checking compliance with SOLAS Chapter XI-2 and the ISPS Code.

Canada was invited to lead the Intercessional Working Group on batch transfer of information between member States possessing a national database and the Paris MOU database

(SIRENAC). Transport Canada has been working with the Paris MOU database manager and expects to complete the task in 2004.

The Committee welcomed Slovenia as a new full member and Cyprus, Lithuania and Malta as cooperating members.

As agreed during the previous committee meeting, the Paris MOU held a CIC on Operation Inspections on Cruise Ships. During the CIC, Canada inspected 31 vessels, of which only two were detained for deficiencies.

Transport Canada also provided subject matter experts during specialized training of Paris MOU Inspectors.

On the Pacific side, the Tokyo MOU Committee agreed during its twelfth meeting in Reñaca, Chile, in March 2003, to:

- Introduce a black/gray/white list of flags to assist in providing better indication of flags’ performance.
- Grant observer status to Macao China and the Secretariat of the Viña del Mar Agreement.
- Hold a CIC on bulk carriers in the fall of 2003 as well as on operational control in 2004.
- Modify the new vessel-targeting scheme and continue with the trial period to gain additional experience with the system.

Based on its experience over the past 12 years in the structural inspection of bulk carriers, Canada led the development of the Tokyo MOU procedures for the campaign. Canada will present a report on the CIC to the Committee at an upcoming meeting in February 2004.



Vessel detained in Canada

During the CIC, a total of 396 individual bulk carriers were inspected in the three-month period. MOU members detained a total of 18 bulk carriers during the campaign, of which 13 were found to have serious structural or loadline deficiencies. The overall results of the campaign are encouraging; the number of inspections performed by Tokyo MOU members demonstrates that it is feasible, in PSC inspections, to include a more detailed assessment of structural conditions when there are clear grounds for doing so.

In addition, Transport Canada participated in the exchange program and hosted a PSCO from Australia who participated in the inspections of several vessels in Vancouver. The Australian PSCO was given the opportunity to look at the overall PSC program in the Vancouver office as well as at Headquarters in Ottawa.

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

Canada will host the Second Joint Ministerial Conference on Port State Control in Vancouver on November 2 and 3, 2004. The Ministers of the Paris and Tokyo MOU member states will consider MOU activities stemming from the 1998 Ministerial declaration regarding substandard ships, as well as marine security issues that have arisen since September 11, 2001. Several observers, including countries, other MOUs, and maritime organizations, will also attend the conference.

In 2003, Transport Canada continued to cooperate with other MOUs as well as with the USCG to harmonize procedures on Port State Control. Transport Canada participated as an observer at the committee meeting of the Caribbean MOU. Canada was asked to present the Canadian Port State Control System (CPSCS) at the meeting, and was also invited to submit a proposal for using the CPSCS as the basis for the new Caribbean MOU reporting system scheduled for delivery in 2004.

During 2003, Transport Canada undertook new initiatives and made substantial progress toward achieving its PSC objectives. The PSC team is working hard to ensure that the projects for 2004, within and beyond the Paris and Tokyo MOUs, continue to be successful.

Statistical Data on Port State Control – 2003

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Inspections

Canadian Port State Control inspections are conducted under the auspices of the *Canada Shipping Act* and Paris and 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 performed by Canada has fluctuated, reaching its highest in 2003, when 1277 inspections were performed. These inspection numbers correspond to the number of vessels calling at Canadian ports. As a result of our improved targeting and special programs (Bulk Carrier and Tanker inspection), Canada has seen a decrease in the number of substandard ships trading in Canadian ports.



Substandard ship that cracked in half and sank

In 2003, the number of ships with deficiencies was 38 per cent of total inspections, which is a reduction of 7 per cent in comparison with the 2002 figure and 14 per cent with the 2001 figure. Of those vessels with deficiencies, 4 per cent of total inspections were detained. Compared with detentions from 2001, the percentage was higher, with a detention rate of 8 per cent.

TABLE 1

Comparison of ships inspected, ships with deficiencies and ships detained in Canada over the past five years

Year	2003	2002	2001	2000	1999
Inspections	1277	1159	1197	1070	1076
With Deficiencies	495	525	634	583	563
Detained	59	49	92	103	125

TABLE 2

Ships inspected by Flag in Canada over the last five years

COUNTRY	2003	2002	2001	2000	1999
Algeria	3	0	0	4	2
Antigua and Barbuda	19	17	16	15	11
Antilles Netherlands	4	3	1	4	4
Bahamas	105	102	102	77	87
Barbados	10	15	13	22	16
Belize	1	0	0	1	1
Bermuda	15	9	18	8	17
Bolivia	0	0	0	0	1
Brazil	1	4	0	2	2
Bulgaria	2	2	4	6	4
Cambodia	1	0	1	0	0
Cameroon, United Rep. of	0	0	1	0	0
Cayman Islands	9	4	9	9	9
Chile	0	1	1	0	1
China, Peoples Rep.	6	5	2	9	3
Colombia	0	0	1	0	0
Croatia	6	5	4	3	12
Cyprus	82	83	82	69	75

TABLE 2 (continued)

COUNTRY	2003	2002	2001	2000	1999
Denmark	14	7	11	16	10
Egypt	2	2	2	0	4
Estonia	0	0	0	0	1
Faeroe Islands	1	0	0	0	0
Finland	1	2	1	2	2
France	8	9	7	5	3
Germany	11	14	11	13	13
Gibraltar	1	1	2	3	1
Greece	98	62	66	49	57
Hong Kong	58	40	31	28	19
India	7	15	13	9	13
Indonesia	1	0	0	1	0
Iran	1	0	3	0	1
Israel	4	4	4	3	0
Italy	14	16	8	7	8
Japan	4	2	5	9	5
Korea, Rep. Of	10	10	19	8	9
Kuwait	0	0	0	0	1
Liberia	142	133	142	113	145
Lithuania	6	4	4	10	3
Luxemburg	6	0	0	0	0
Malaysia	9	5	3	6	5
Malta	55	64	74	64	65
Man, Isle of	14	7	3	4	1
Marshall Islands	56	48	38	15	17
Mauritius	0	1	1	0	0
Mexico	0	0	0	1	1
Morocco	0	0	1	0	1

Myanmar, Union of	0	3	2	2	4
Netherlands, The	30	31	21	27	29
Norway	80	76	71	69	72
Pakistan	0	0	0	0	1
Panama	207	194	235	198	178
Philippines	12	13	20	32	23
Poland	3	1	2	4	3
Portugal	0	4	2	0	0
Qatar	1	1	0	2	0
Russia	10	12	11	10	13
St. Vincent & Grenadines	10	4	13	18	15
Sao Tome & Principe	0	0	1	0	0
Saudi Arabia	3	1	3	2	0
Singapore	43	27	40	35	34
South Africa	0	0	0	3	1
Spain	0	2	1	1	0
Sri Lanka	0	0	0	1	0
Sweden	7	6	3	5	8
Switzerland	6	1	2	1	1
Taiwan	2	2	1	3	3
Thailand	3	0	5	4	7
Tonga	0	0	1	0	0
Tunisia	1	0	0	0	0
Turkey	10	8	9	7	11
Tuvalu	0	0	2	0	0
Ukraine	1	3	0	6	3
United Kingdom	28	27	22	14	13
U.S.A.	24	35	15	17	22
Vanuatu	9	12	11	14	5

Most of the ships inspected in 2003 were different than in previous years. In 2002, mainly ships flagged by Panama, Liberia, Bahamas, Cyprus, Norway, Malta and Greece were amongst the majority. This has changed in 2003 with a noticeable increase in Greece and Hong Kong flagged vessels being inspected in Canada. The seven flag States with highest number of inspections are Panama, Liberia, Bahamas, Greece, Cyprus, Norway and Hong Kong. These represent 60 per cent of total inspections conducted. As in the past, Panama had the most vessels inspected, with 207, which represents 16 per cent of total inspections. In 2003, there has been a noticeable increase in vessels flagged by Greece, Hong Kong and Singapore.

TABLE 3

Inspections by TC Centres over the past five years

Office	2003	2002	2001	2000	1999
Atlantic Region					
St. John's	165	143	57	41	56
Marystown	1	0	0	0	0
Lewisporte	1	1	1	3	3
Cornerbrook	3	0	1	4	4
Dartmouth	106	113	106	124	109
Sydney	1	3	8	12	9
Yarmouth	2	6	6	2	8
Charlottetown	6	4	6	8	12
Saint John, N.B.	128	152	104	53	48
Port Hawkesbury	132	107	134	74	66
Bathurst	6	23	29	18	37
Atlantic Totals	551	552	452	339	352
Montreal	57	32	71	72	101
Baie Comeau	2	1	1	13	26
Rimouski	1	1	4	3	3
Gaspé	0	3	6	6	10
Quebec City	155	127	107	119	132

Sept Îles	16	4	6	8	2
Port Cartier	1	2	1	7	7
Quebec Totals	232	170	196	228	281
Ontario Region					
Toronto	11	3	0	7	8
Kingston	0	0	1	2	2
St. Catharines	0	1	3	10	15
Collingwood	0	0	0	0	0
Thunder Bay	27	18	24	45	46
Sarnia	19	19	7	11	9
Ontario Totals	57	41	35	75	80
Pacific Region					
Vancouver	419	360	477	410	347
Victoria	5	1	3	1	3
Prince Rupert	8	29	29	9	0
Nanaimo	2	0	0	0	0
Pacific Totals	434	390	509	420	350
Prairie & Northern Region					
Western Arctic	0	1	1	5	4
Eastern Arctic	1	1	3	2	8
PNR Totals	1	2	4	7	12
St. Lawrence Seaway					
Seaway	2	4	1	1	1
Seaway Totals	2	4	1	1	1
Total	1,277	1,159	1,197	1,070	1,076

In 2003, the Atlantic region led the way for the second year in a row, performing 551 inspections, followed by the Pacific Region with 434, Quebec with 232, Ontario with 57, the St. Lawrence Seaway Authority with two, and Prairie and Northern region with one. The regions of Atlantic, Pacific and Quebec, combined, performed ninety-five per cent of all inspections carried out in Canada for 2003.

TABLE 4

Ships detained by flag over the past five years

Flag State	2003	2002	2001	2000	1999
Algeria	1	0	0	3	0
Antigua and Barbuda	0	0	1	1	3
Antilles Netherlands	0	0	0	1	0
Bahamas	4	3	7	4	3
Barbados	0	0	0	1	0
Belize	1	0	0	0	0
Bermuda	0	0	3	0	0
Brazil	0	0	0	1	1
Bulgaria	0	0	1	1	1
Cayman Islands	1	0	3	2	0
Chile	0	0	1	0	0
China, People's Rep.	0	0	0	1	2
Croatia	1	1	0	0	0
Cyprus	5	6	13	10	18
Egypt	2	1	0	0	3
Germany	0	0	1	0	1
Gibraltar	0	0	0	1	0
Greece	3	3	6	4	7
Hong Kong	3	2	1	2	4
India	2	1	1	0	5
Iran	0	0	1	0	0
Italy	0	1	0	2	0
Japan	0	0	0	1	0
Korea, Republic of	1	1	0	1	2
Liberia	2	8	12	13	18
Lithuania	1	0	0	1	1
Malaysia	0	1	1	1	0

TABLE 4 (continued)

Flag State	2003	2002	2001	2000	1999
Malta	6	2	13	15	12
Marshall Islands	0	1	3	0	0
Morocco	0	0	1	0	0
Netherlands, The	2	0	0	4	1
Norway	3	0	1	6	2
Pakistan	0	0	0	0	1
Panama	13	10	17	17	18
Philippines	1	1	2	3	2
Poland	0	1	0	0	0
Portugal	0	1	0	0	0
Qatar	0	0	0	1	0
Russia	0	0	0	0	4
St. Vincent & Grenadines	2	2	1	3	2
Singapore	1	0	1	1	2
Sweden	0	0	0	0	2
Switzerland	1	0	0	0	0
Taiwan	0	0	0	1	1
Thailand	0	0	0	0	2
Turkey	3	2	1	0	4
Ukraine	0	1	0	1	0
U.S.A.	0	0	0	0	3

The top four countries for number of detentions are Panama (13), Malta (6), Cyprus (5) and Bahamas (4). Four other countries were tied, with 3 detentions. The top four flag States also represent 35 per cent of the vessels inspected in 2003 by Canadian Port State Control Officers. The past year saw the Liberian Flag Administration, which has always been in the top five with detentions, move lower down the list.

Panama led the way in 2003, with 13 vessels detained, which represents 6 per cent of the total Panamanian vessels inspected. This was followed by Malta with six detentions, representing 11 per cent of its total inspections, Cyprus with five detentions, representing 6 per cent of its total inspections and finally Bahamas with four detentions, representing 4 per cent of its total inspections.

In Canada, the largest number of inspections (440) by type of vessel has always been the bulk carrier. Bulk carrier inspections have been consistent, representing around 40 per cent of total vessels inspected. In 2003, total inspections on bulk carriers were below the 40 per cent mark of inspections performed, at 35 per cent; this was mainly due again to the priority placed on tanker inspections. That same year, the number of tankers (all types) inspected was 474; this was an increase of 16 per cent from 2002.



Air pipes into double bottom.

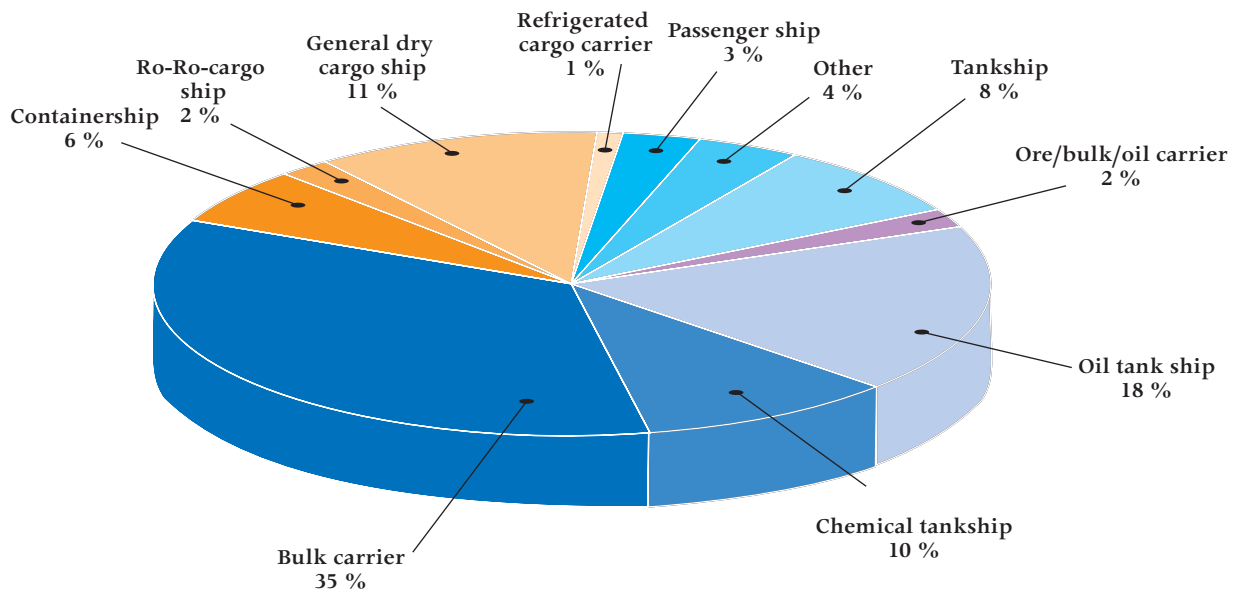


FIGURE 1: Ships inspected by type

Deficiencies

Many categories of deficiencies can be found on vessels. Again, the largest percentage of defects, by category, was in fire fighting appliances, accounting for 17.2 per cent of the total number of deficiencies. There were 495 vessels inspected in Canada with deficiencies totaling 2,683, which is an increase over last year of 5 per cent, on 30 less vessels with deficiencies.

The lifesaving appliances category saw the second highest number of deficiencies, representing 14.3 per cent of total deficiencies recorded.

The stability, structure and related equipment category had the third highest number of deficiencies discovered, representing 13 per cent of total deficiencies. This category includes, among other deficiencies, structural defects and corrosion of the ship's structure.



Rope Locker

The navigation equipment category represented the fourth highest percentage of deficiencies at 12.6 per cent of total deficiencies.



Tripping bracket - side shell frame

These four categories of deficiencies represent essential equipment and structure for any voyage and it is alarming that they remain, in 2003, at the top of the list of trouble spots. There are a number of categories that have increased, the largest of which is ISM related deficiencies. This was mainly due to the phasing in of ISM Code in July 2002 and PSCOs becoming more familiar with the ISM Procedures.

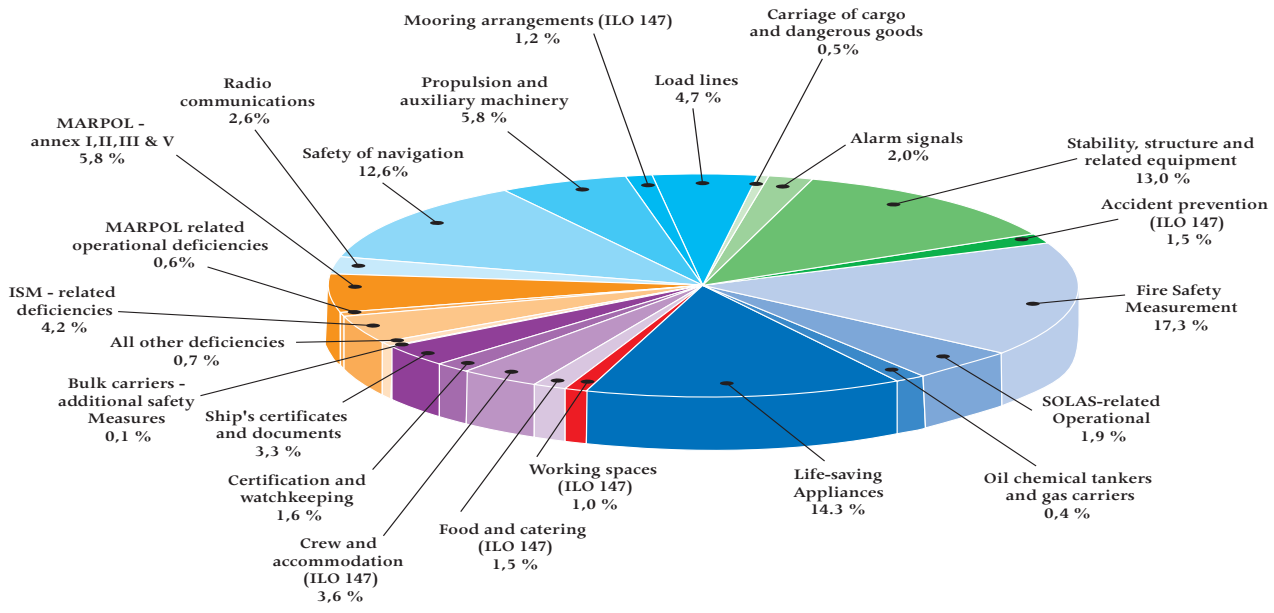


FIGURE 2: Deficiencies by category

ISM deficiencies

The year 2003 was the fourth year for full implementation of the International Safety Management (ISM) Code on all passenger ships, tankers, bulk carriers, gas carriers and high speed craft of 500 gross tonnes or more. On July 1, 2002, the ISM Code was implemented for the remainder of the shipping fleet, which must have a valid Safety Management Certificate on board and a copy of the company's Document of Compliance. With reference to the ISM deficiencies found in Port State

Control inspections in Canada over the past four years, defects related to Emergency Preparedness category still have the highest number of ISM deficiencies with a total of 31 defects. This number of defects represents 27 per cent of the total ISM deficiencies and is almost half as low as last year's 49 per cent. Therefore, we are seeing more defects found and a more even spread of the defects.

TABLE 5

ISM Deficiencies

ISM Defect Description	Number of Defects 2003	Percentage of Defects 2003	Number of Defects 2002	Percentage of Defects 2002	Number of Defects 2001	Percentage of Defects 2001
Safety and Environmental Policy	2	1.77	0	0	1	1.1
Company Responsibility and Authority	7	6.19	1	1.53	1	1.1
Designated Person(s)	2	1.77	1	1.53	0	0
Master Responsibility and Authority	2	1.77	3	4.62	0	0
Resources and Personnel	2	1.77	2	3.08	7	7.69
Development and Plans for Shipboard Operations	19	16.81	5	7.70	7	7.69
Emergency Preparedness	31	27.43	32	49.23	44	48.35
Report and Analysis of Non-Conformity, Accidents, and Hazardous Occurrences	10	8.85	2	3.08	5	10.62
Maintenance of Ship Equipment	23	20.35	7	10.77	16	17.58
Documentation	10	8.85	5	7.70	7	7.69
Company Verification, Review and Evaluation	0	0	2	3.08	1	1.1
Certification, Verification and Control	1	0.85	1	1.53	0	0
Other	4	3.54	4	6.15	2	2.2

Classification Societies

Vessels inspected in 2003 were mostly classed by nine major delegated organizations. Figure 3 shows the statistics on the performance of those Classification Societies.

Det Norske Veritas inspected the most ships (294), followed closely by Lloyd's Register of Shipping (292), Nippon Kaiji Kyokai (223) and American Bureau of Shipping (192). Figure 3

does not indicate whether or not the detention was classification society-related. In Figure 3, Bureau Veritas had the highest percentage of detentions related to the number of their inspections at 9 per cent, while American Bureau of Shipping had the lowest percentage at 1.6 per cent.

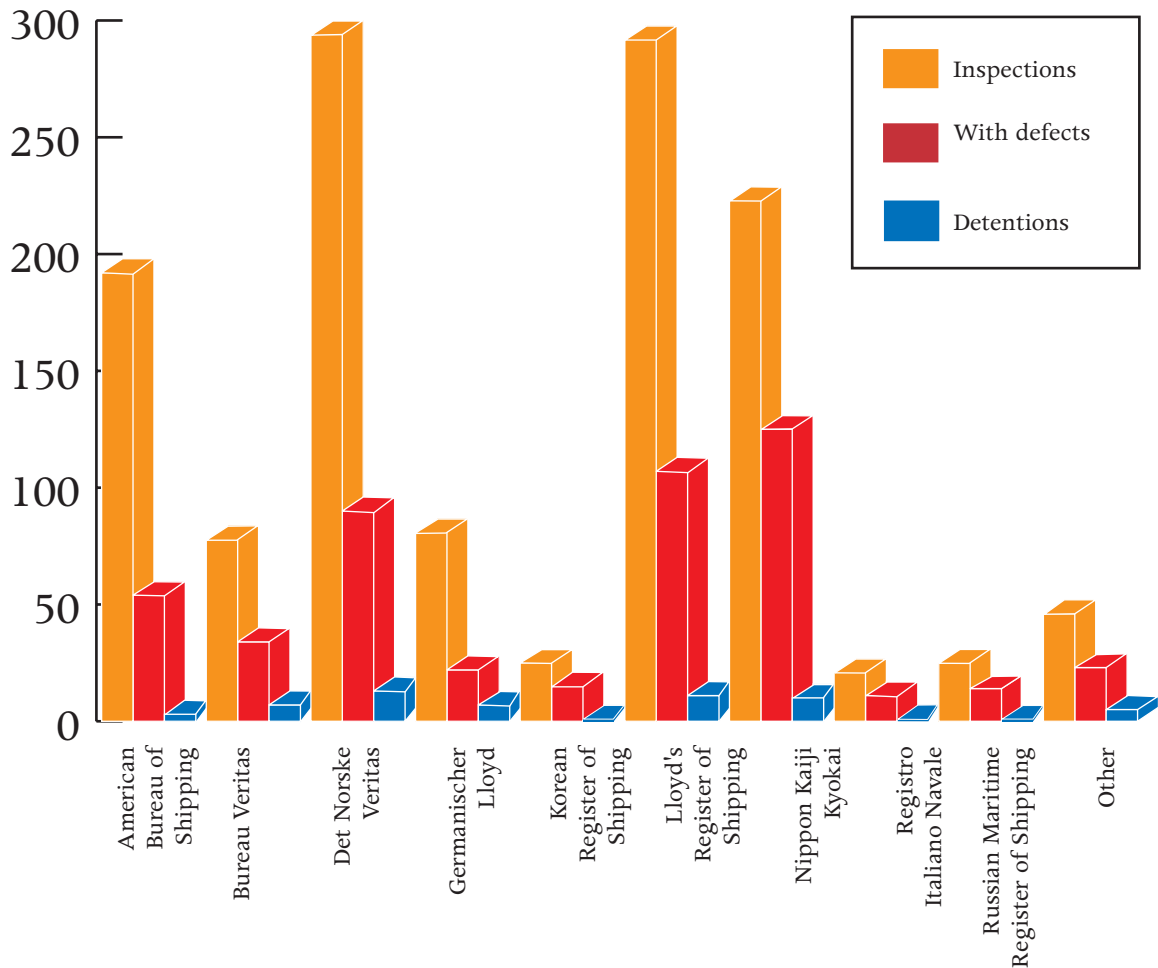


FIGURE 3: Ships inspected, ships with deficiencies and ship detentions by Classification Society

Detentions By Type of Ship

Of the 59 detentions, 34 were Bulk Carriers, which made up 57 per cent of total detentions. This trend of bulk carriers comprising approximately 60 per cent of total detentions in Canada remains the same. The next highest detention rate, by type of vessel, is general dry cargo,

which is 43 percent lower. This shows that, with Canada's large export and import of raw materials being mainly transported via shipping in bulk, there are a higher percentage of bulk carriers trading in Canadian ports and thus a higher detention rate for this type of ship.

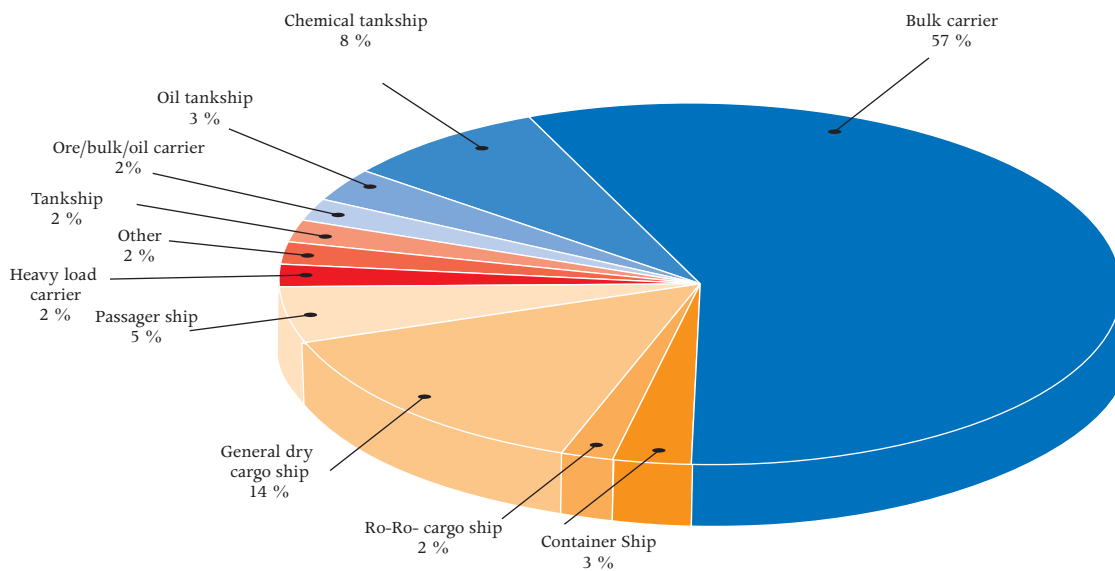


FIGURE 4: Ships Detained by Type



Perforated web in top side tank

Summary

The number of inspections performed on foreign ships calling in Canadian ports in 2003 (1,277) was higher than the average of the last four years. However, statistics show that the number of vessels found with deficiencies in 2003 has decreased by 14 per cent in comparison with the average percentage for the last four years. In addition, 2003 has seen the number of vessels detained increase slightly from 2002 in which detentions reached an all time low. The 59 vessels detained represents 4.6 per cent of the vessels inspected. The detention rate, which was close to 12 per cent in 1999, has decreased to 9.6 per cent in 2000, to 7.7 per cent in 2001 and 4 per cent in 2002. 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.

Transport Canada Marine Safety wishes to see a continued decrease in detentions in order to eventually reach its ultimate goal of zero detentions in our Port State Control Program. To achieve such a goal, we believe that all parties involved in shipping, i.e., owners, operators, flag States, classification societies, charterers, shippers, cargo owners, insurers, and bankers must work together to eliminate sub-standard operations. For the upcoming year, Transport Canada will continue to target vessels with poor safety records and to focus on the quality of its inspections. Transport Canada is also supportive of the development of a system that rewards quality ships and will continue to work with MOU members to establish a system that recognizes quality ships and their operators.

In 2004, the Directorate will host the Second Joint Ministerial Conference on Port State Control in Vancouver, monitor the development and implementation of maritime security,

develop and implement TCMS's new Web version of computer data system, hold training sessions for Port State Control Officers, continue to work within the Paris and Tokyo MOUs, push for the exchange of regional expertise, and assist other nations in effectively implementing Port State Control regimes.

By maintaining our national and international initiatives, Transport Canada Marine Safety wishes to continue the long battle against sub-standard ships. The continuous commitment of port States, however, must never replace the work that should be done by the flag State authorities. Nevertheless, until all flag States have demonstrated their willingness to act as responsible flags, Port State Control will remain the last line of defence to ensure that the waters of the world are 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