

INTRODUCTION

In the year following the First Joint Ministerial Conference of the Paris and Tokyo Memoranda on Port State Control, progress has been made towards implementing the commitments agreed upon during the conference. These commitments, contained in the Vancouver Declaration, support and encourage the continuing efforts of the International Labour Organization (ILO) and the International Maritime Organization (IMO) to enhance the standards of shipping.

Canada's involvement in the implementation of such commitments has allowed further steps to be taken towards increasing the pressure on sub-standard shipping. As a member of the Paris and Tokyo Memoranda on Port State Control, Canada has also worked towards harmonization of the two Memoranda.

The following summarizes Canada's Port State Control activities.

Canadian Initiatives

Over the past year Transport Canada, Marine Safety modified its website, including the section related to Port State Control. The list of foreign vessels detained by Marine Safety Inspectors is now published on a monthly basis, and information regarding inspections of foreign vessels is also available on the site. This information can be found at the following Transport Canada, Marine Safety website:

- http://www.tc.gc.ca/MarineSafety/Port_State_Control/index.htm (english)
- http://www.tc.gc.ca/MarineSafety/Port_State_Control/FR/index.htm (french)



Poor maintenance often leads to the detention of foreign vessels

Canada is working on the development of a new internet based computer information system for domestic Port State Control inspections and statistics. This new database, which will be more user friendly, is expected to be operational during the coming year. The system will enable a better exchange of information with other members of the MOUs, consequently allowing for more detailed information on foreign ships calling in Canadian ports.

In order to harmonize inspection procedures, Canada and the United States met periodically. Transport Canada, Marine Safety is working with the United States Coast Guard (USCG) towards an electronic exchange of inspection data. Such an exchange will provide more information on foreign vessels calling in Canada and will assist Port State Control Officers to target vessels which have been identified as sub-standard.

A National Port State Control Training Course has been developed during the year and training sessions will be held in the upcoming year with the aim to harmonize Port State Control procedures across Canada.

An ongoing initiative in Canada is the Bulk Carrier Inspection Program which has been in place since June 1992. The purpose of this program is to ensure structural integrity and compliance of selected foreign bulk carriers visiting Canadian ports with International Conventions. Several bulk carriers, along with their crew, have been lost in past decades and this program aims at reducing such accidents. Since its inception, 803 inspections have been performed with 187 ships being detained. In 1999, 56 vessels were inspected with 23 being detained.



Severe corrosion of underdeck structure on a bulk carrier

International Initiatives

The Global Maritime Distress and Safety System (GMDSS) entered into force internationally on February 1, 1999. The Tokyo MOU conducted a Concentrated Inspection Campaign (CIC) on GMDSS from October 1999 to December 1999 in which Canada participated. Of the 76 vessels inspected in Canada, under this CIC, one vessel was detained for GMDSS related deficiencies.

In addition, Canada participated in the Paris MOU Concentrated Inspection Campaign (CIC) on Bulk Carrier Safety from April to June 1999. This inspection campaign focused on the structure of older bulk carriers calling in ports of member States. Over the past few years, Canada also participated in CICs related to the International Safety Management (ISM) Code, to the Inspection of Oil Record Book, and to Living and Working Conditions on board ships.



Deficiencies related to living and working conditions

MOU News and Initiatives

In 1999, Canada attended Committee meetings held by the Paris and Tokyo MOUs. The Committees considered policy matters regarding regional enforcement of port State control, reviewed the work of technical correspondence groups and decided on administrative procedures. In addition, Canada as a member of the Paris MOU Advisory Board (MAB) actively participated in the work of the Board. MAB worked intersessionally and advised the Committee on matters of policy and strategy and provided guidance to the task forces and Secretariat.

In 1997, a Technical Evaluation Group (TEG) was established to handle technical issues within the Paris MOU. TEG is responsible for monitoring the work of Task Forces and making recommendations to the Committee. Canada also attended TEG meetings and has been involved in the work of several Task Forces.

Canadian Port State Control Officers (PSCO) attended training seminars held by both MOUs. Such training sessions enable Inspectors to exchange views with surveyors from other MOUs member States. These training sessions focus on specific aspects of inspections such as Concentrated Inspection Campaigns, harmonization of procedures and other inspection related aspects. In addition, Canada participated in an exchange program within the Tokyo MOU. This program promotes exchange of PSCOs within the MOU and aims at the harmonization of procedures. In 1999, Canada also participated in an exchange program with New-Zealand.

A few years ago the Tokyo MOU established an Expert Mission Program whereby PSCOs from more experienced countries send inspectors to countries with less expertise to deliver training courses on various aspects of Port State Control. In 1999, Canada sent two experts to China. Over the past years, Canadian experts have delivered training sessions in Vietnam and Korea.

STATISTICAL DATA ON PORT STATE CONTROL - 1999

Inspections

In Canada, Port State Control inspections are conducted under the auspice of the *Canada Shipping Act* 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, the inspections are determined to be either clean, with deficiencies or detained. 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. The trend over the past four years shows that every second year the number of inspections decreases by approximately 150 vessels. The percentage of inspections of ships entering Canadian ports each year has also slightly decreased, which is due to improved targetting methods.

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

Table 1

Ships	1999	1998	1997	1996	1995
Inspections	1076	1191	1011	1184	1348
with Deficiencies	563	587	470	568	692
Detained	125	142	118	118	149

In 1999, Canada inspected 1076 ships from 86 registered countries (Table 2).

Table 2 - Ships Inspected in Canada by Flag 1995 - 1999

COUNTRY	1999	1998	1997	1996	1995
ALGERIA	2	4	3	1	0
ANTILLES NETHERLANDS	4	5	3	3	11
ANTIGUA AND BARBUDA	11	12	6	11	15
BAHAMAS	87	102	84	102	113
BAHRAIN	0	1	0	0	0
BARBADOS	16	16	18	16	10
BELARUS	0	0	0	2	0
BELIZE	1	5	3	4	1

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COUNTRY	1999	1998	1997	1996	1995
BERMUDA	17	12	17	8	18
BOLIVIA	1	0	0	0	0
BRAZIL	2	2	2	6	2
BULGARIA	4	4	4	4	2
CAYMAN ISLANDS	9	10	4	8	7
CHILE	1	1	1	0	1
CHINA PEOPLE'S REP.	3	14	12	19	23
CROATIA	12	7	3	3	1
CUBA	0	6	11	2	9
CYPRUS	75	93	78	108	131
CZECHOSLOVAKIA	0	0	0	0	2
DENMARK	10	17	21	21	25
EGYPT	4	2	3	4	3
ESTONIA	1	2	1	1	2
FAEROE ISLANDS	0	0	1	0	1
FINLAND	2	1	1	3	7
FRANCE	3	4	4	8	2
GERMANY	13	8	13	14	14
GHANA	0	0	0	3	0
GIBRALTAR	1	2	0	0	0
GREECE	57	67	50	76	102
HONDURAS	0	1	0	1	0
HONG KONG	19	18	21	19	33
HUNGARY	0	0	1	0	0
ICELAND	0	0	2	0	1
INDIA	13	3	19	25	20
INDONESIA	0	3	1	2	1
IRAN	1	1	2	1	2
ISRAEL	0	6	4	5	8
ITALY	8	2	5	8	7
JAPAN	5	11	1	5	7
KOREA REPUBLIC OF	9	7	4	14	11
KUWAIT	1	0	0	1	0
LATVIA	0	3	4	2	3
LEBANON	0	0	1	0	0
LIBERIA	145	149	107	119	154
LITHUANIA	3	5	5	5	7
LUXEMBURG	0	0	1	0	2
MALAYSIA	5	9	5	12	5
MALTA	65	66	60	62	68
MAN ISLE OF	1	4	1	2	1
MARSHALL ISLANDS	17	21	16	13	10
MAURITIUS	0	2	3	1	4
MEXICO	1	0	0	0	1
MOROCCO	1	0	0	0	0
MYANMAR UNION OF	4	3	6	4	3

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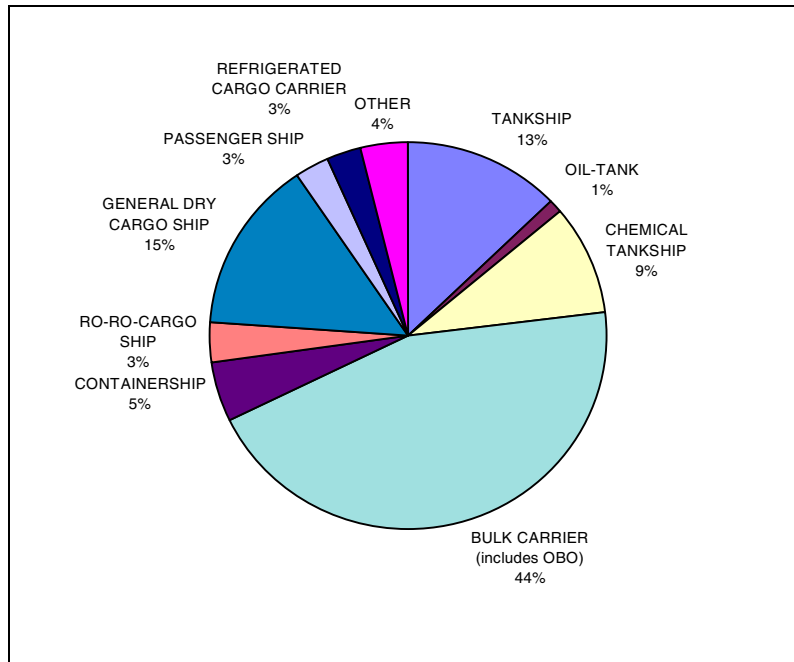
COUNTRY	1999	1998	1997	1996	1995
NETHERLANDS THE	29	26	20	18	19
NORWAY	72	80	68	67	74
PAKISTAN	1	0	1	0	1
PANAMA	178	189	121	164	158
PERU	0	0	0	1	0
PHILIPPINES	23	20	18	32	42
POLAND	3	7	5	18	12
PORTUGAL	0	3	1	1	1
QATAR	0	1	0	0	0
ROMANIA	0	0	0	8	4
RUSSIA	13	19	23	21	35
STVINCENT&GRENADINES	15	19	14	20	13
SAUDI ARABIA	0	2	2	4	2
SINGAPORE	34	36	43	32	30
SOUTH AFRICA	1	0	0	0	0
SPAIN	0	0	0	1	1
SWEDEN	8	10	13	18	21
SWITZERLAND	1	1	1	0	1
SYRIAN ARAB REPUBLIC	0	0	1	0	1
TAIWAN	3	1	2	3	7
THAILAND	7	3	8	4	7
TRINIDAD AND TOBAGO	0	0	0	0	1
TUNISIA	0	0	1	0	0
TURKEY	11	17	17	10	13
UKRAINE	3	8	11	8	17
UNITED ARAB EMIRATES	0	1	0	0	0
UNITED KINGDOM	13	15	13	7	2
U.S.A	22	12	9	10	24
VANUATU	5	8	7	6	11
VENEZUELA	0	2	0	1	0
VIETNAM	0	0	0	1	0
OTHER	0	0	0	1	1
TOTAL	1076	1191	1011	1184	1348

Table 3 gives a listing of district offices where inspections were conducted. Of the 1076 inspections conducted, 44% were bulk carriers, this percentage is the same as in the previous year.

Table 3 - Inspections by Ports/Offices 1995-1999

Office	1999	1998	1997	1996	1995
Atlantic Region					
ST JOHN'S	56	53	54	60	80
MARYSTOWN	0	0	0	1	0
LEWISPORT	3	5	9	5	5
CORNERBROOK	4	9	11	15	21
DARTMOUTH	109	122	87	106	143
SYDNEY	9	11	6	8	9
YARMOUTH	8	4	10	5	1
CHARLOTTETOWN	12	17	18	18	24
SAINT JOHN N.B.	48	149	125	137	125
PORT HAWKESBURY	66	68	63	59	53
BATHURST	37	17	9	10	19
Quebec Region					
MONTREAL	101	67	75	86	97
BAIE COMEAU	26	23	6	7	12
RIMOUSKI	3	2	3	2	20
GASPE	10	9	13	12	6
QUEBEC CITY	132	129	112	100	140
SEPT ILES	2	4	6	11	28
PORT CARTIER	7	8	10	11	55
Ontario Region					
TORONTO	8	19	27	20	16
KINGSTON	2	3	3	1	1
ST CATHARINES	15	25	13	43	49
COLLINGWOOD	0	2	0	0	0
THUNDER BAY	46	38	72	64	48
SARNIA	9	11	5	9	1
Pacific Region					
VANCOUVER	347	187	267	389	384
VICTORIA	3	0	1	2	5
PRINCE RUPERT	0	0	0	0	2
Prairie & Northern Region					
WESTERN ARCTIC	4	1	0	0	0
EASTERN ARCTIC	8	4	2	3	2
St. Lawrence Seaway					
SEAWAY	1	4	4	0	2
Total	1076	991	1011	1184	1348

Figure 1 - Ships Inspected in Canada by Type of Vessel 1999



Deficiencies

Regarding the 1076 Port State Control inspections, 563 ships (52.3%) had deficiencies which is an increase of 3.1% from 1998. As in previous years, the major deficiencies were Lifesaving, Firefighting, Navigation Equipment, and Safety in General.

Of the 2970 deficiencies in 1999, the highest numbers were in the categories of Fire Fighting Appliances (483), followed by Safety in General (461), Lifesaving Appliances (438), and Navigation Equipment (368).



Lifeboat Launching device has to be pried open



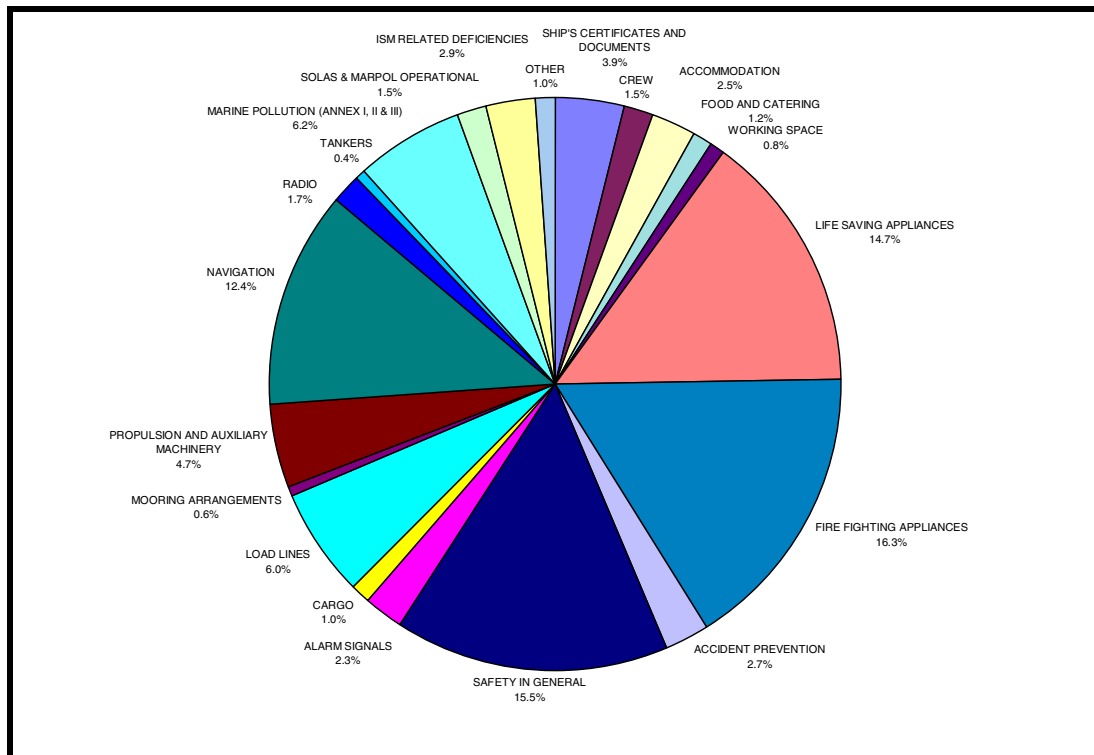
Deck grating corroded and holed

These four categories account for 1750 defects, 59% of the total deficiencies observed during 1999. Over the past four years, these categories have had the largest number of defects in relation to all defects discovered, around 60% (see figure 2). Sample deficiencies found on vessels entering in Canadian ports (previous page and below).



Tied up and corroded nozzles on firehoses

Figure 2 - Deficiencies by Category, 1999



The first full year of Implementation of the ISM Code was in 1999. It came into force July 1, 1998 for passenger ships, tankers, bulk carriers, gas carriers and cargo high speed craft of 500 gross tonnage and upwards. Each of the above mentioned vessels must have a valid Safety Management Certificate onboard and a copy of the Document of Compliance of the company. In Canada, we inspected 1076 vessels which had 2970 deficiencies of these deficiencies 87 were related to ISM. The following table gives a breakdown of ISM deficiencies found during PSC inspections in Canada.

Table 3 - ISM Deficiencies

ISM Defect Description	No. Defects	Percentage Defects
Safety and Environmental Policy	7	8.05
Company Responsibility and Authority	1	1.15
Master Responsibility and Authority	4	4.59
Resources and Personnel	4	4.59
Emergency Preparedness	48	55.17
Report and Analysis of Non Conformity, Accidents and Hazardous Occurences	3	3.45
Maintenance of Ship Equipment	7	8.05
Documentation	5	5.75
Company Verification, Review and Evaluation	2	2.30
Certification, Verification and Control	6	6.90

Detentions

In Canada, ships are detained under the *Canada Shipping Act* when deficiencies are found which render the vessel unseaworthy or substandard based on standards and/or the judgement of the Inspector. Examples of detainable deficiencies are shown in the photographs below.

Of the 1076 inspections performed during 1999, 125 ships were detained from 28 different countries (Table 4).



Seized liferaft release mechanism



Corroded Mooring arrangement

Table 4 - Ships Detained by Flag 1995 - 1999

Flag State	1999	1998	1997	1996	1995
ALGERIA	0	2	1	1	0
ANTIGUA AND BARBUDA	3	1	0	0	0
ANTILLES NETHERLANDS	0	0	0	0	1
BAHAMAS	3	7	7	4	8
BELIZE	0	3	2	0	1
BERMUDA	0	1	0	0	0
BRAZIL	1	1	0	2	1
BULGARIA	1	0	0	0	0
CHINA PEOPLE'S REP.	2	1	2	3	2
CROATIA	0	0	1	0	1
CUBA	0	0	4	0	1
CYPRUS	18	27	21	24	29
DENMARK	0	0	1	0	0
EGYPT	3	0	2	1	0
FINLAND	0	0	0	0	1
FRANCE	0	0	1	0	0
GERMANY	1	0	0	0	0
GREECE	7	7	6	11	15
HONDURAS	0	0	0	1	0
HONG KONG	4	1	3	2	4
INDIA	5	0	6	1	1
INDONESIA	0	1	0	0	0
IRAN	0	1	0	0	0
ITALY	0	0	1	0	1
JAPAN	0	0	0	1	0
KOREA REPUBLIC OF	2	1	0	0	2
LATVIA	0	0	1	1	0
LEBANON	0	0	1	0	0
LIBERIA	18	23	8	8	7
LITHUANIA	1	1	0	0	1
LUXEMBURG	0	0	1	0	0
MALAYSIA	0	1	2	3	0
MALTA	12	18	10	14	21
MARSHALL ISLANDS	0	2	0	1	1
MAURITIUS	0	1	0	0	0
MEXICO	0	0	0	0	1
NETHERLANDS THE	1	1	0	1	1
NORWAY	2	1	3	2	5
PAKISTAN	1	0	0	0	0
PANAMA	18	18	17	21	23
PHILIPPINES	2	4	0	0	2
POLAND	0	0	0	0	1
ROMANIA	0	0	0	4	0
RUSSIA	4	2	1	2	6

Flag State	1999	1998	1997	1996	1995
ST. VINCENT & GRENADINES	2	4	4	1	1
SINGAPORE	2	1	3	0	0
SWEDEN	2	0	1	0	1
SYRIAN ARAB REPUBLIC	0	0	1	0	0
TAIWAN	1	0	0	1	0
THAILAND	2	2	2	1	2
TURKEY	4	7	4	3	4
UKRAINE	0	1	1	2	2
U.S.A.	3	0	0	1	0
VANUATU	0	0	0	0	2
VENEZUELA	0	1	0	0	0

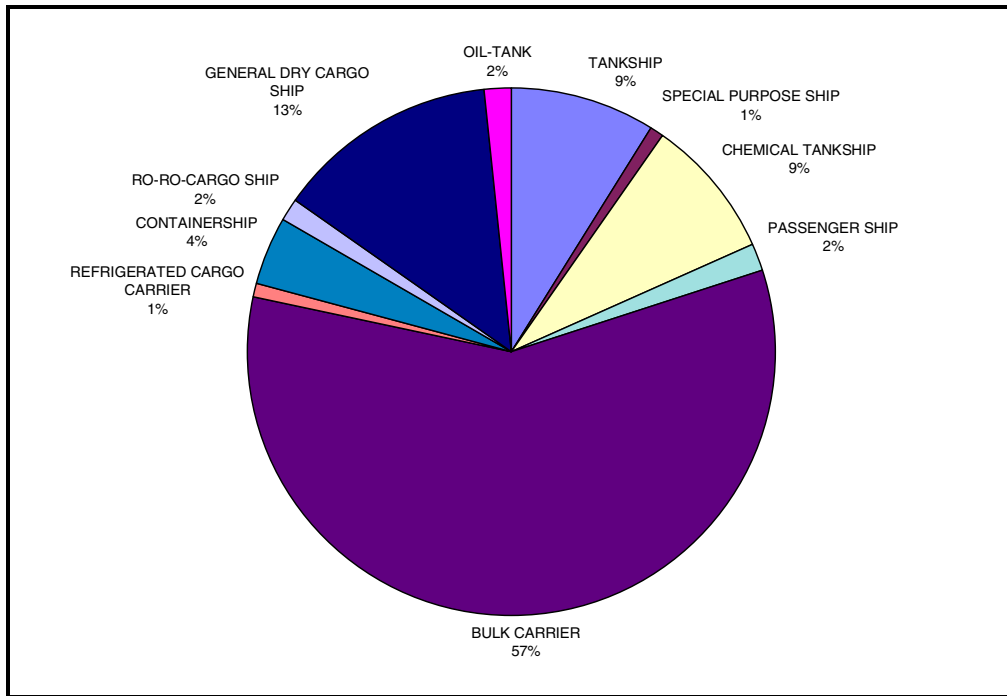
The detention rate in Canada with respect to the number of ships inspected is 11.6%, which is a very slight decrease from 1998.



Deck plating corroded which could lead to serious consequences

Figure 8 shows the relationship of the types of ships detained during 1999. Bulk Carriers continue to have the largest number of detentions at 58.4%, which is down from 70.4% from last year (1998).

Figure 8 - Detentions by type of ships 1999



Figures 9 and 10 demonstrate the comparison between the number of ships inspected, ships with deficiencies and ships detained by region and Classification Society.

Figure 9 - Ships inspected, ships with deficiencies and ships detained by region

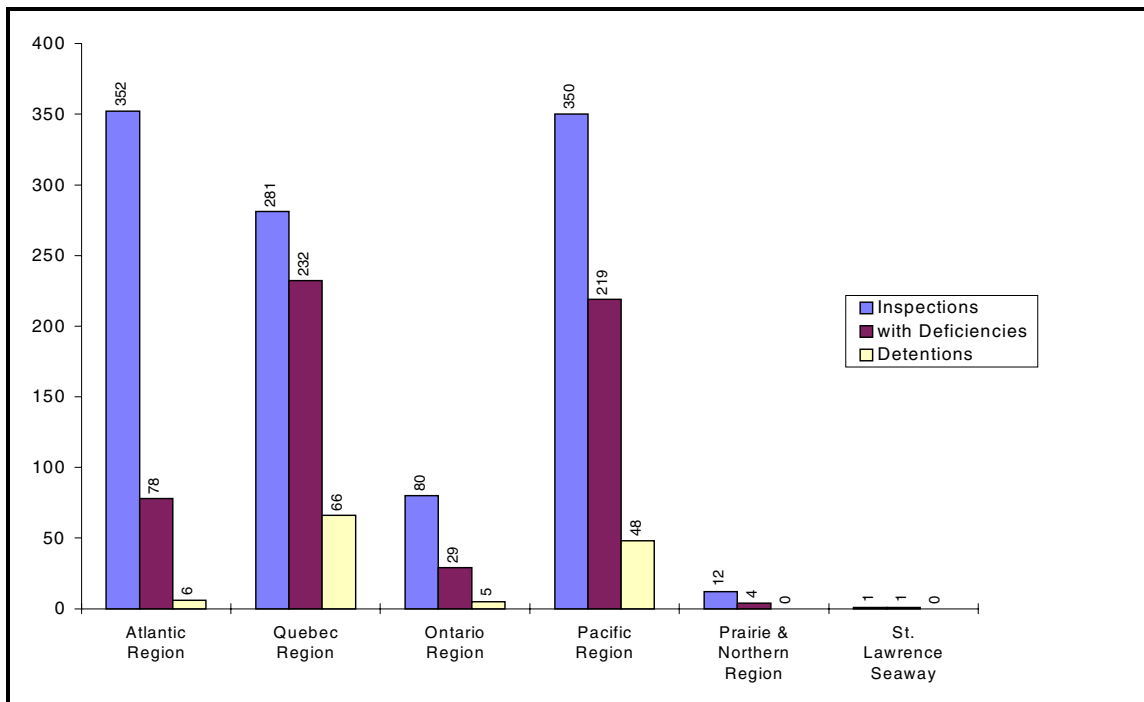
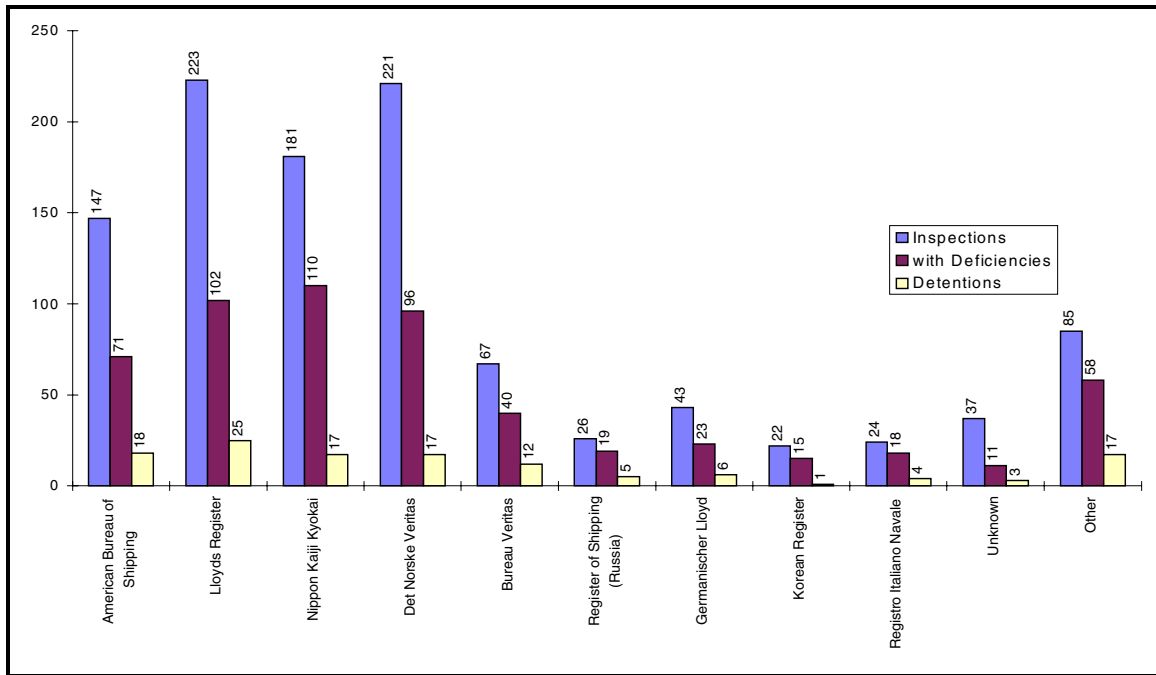


Figure 10 - Ships inspected, ships with deficiencies and ships detained by Classification Society



For more statistical information and photographs please visit our website on Canadian Port State Control:

- http://www.tc.gc.ca/MarineSafety/Port_State_Control/index.htm (english)
- http://www.tc.gc.ca/MarineSafety/Port_State_Control/FR/index.htm (french)

