



Transport
Canada

Transports
Canada

TP 13595
(06/2005)



PORT STATE CONTROL

Annual Report 2004



Canada

Previous Editions: This report is published annually (since 1992).

Printed in Canada

Cover Photos - Port of Vancouver

Please direct comments and questions about this publication to:

Transport Canada
Marine Safety, Ships and Operations Standards (AMSE)
330 Sparks Street
Tower C, Place de Ville
Ottawa ON K1A 0N8
Telephone: 613-991-3137
Fax: 613-993-8196
E-mail: pineaub@tc.gc.ca

© Her Majesty the Queen in Right of Canada, as represented by the Minister of Transport 2005.

Permission is granted by the Department of Transport, Canada, to copy and/or reproduce the contents of this publication in whole or in part provided that full acknowledgment is given to the Department of Transport, Canada, and that the material be accurately reproduced. While use of this material has been authorized, the Department of Transport, Canada, shall not be responsible for the manner in which the information is presented, nor for any interpretations thereof.

ISBN: 0-662-40832-2

TP 13595



(06/2005)

Catalogue No. T34-23/2004E-PDF

Marine Safety Port State Control

2004 Annual Report

Contents

Foreword	ii
Canadian Initiatives in 2004.....	1
MOU News and Initiatives	3
International Initiatives	5
Statistical Data on Canadian Port State Control for 2004	7
Summary.....	15

Foreword

The growing effectiveness of Port State Control (PSC) as one of the key mechanisms in monitoring and eliminating sub-standard shipping was demonstrated again in 2004 by the results outlined in this annual report.

Security is of paramount importance to the shipping industry and to those working in it. For that reason, Transport Canada (TC) Marine Safety focused its efforts on that area throughout the past year. In conjunction with the Paris and Tokyo Memoranda of Understanding (MOUs) on Port State Control, TC Marine Safety participated in drafting and implementing important guidelines on marine security for Port State Control Officers.


As well, TC Marine Safety worked closely with the department's Marine Security group in the development and signing in 2004 of a MOU regarding maritime security.

During 2004, Canada continued its preparatory work on the Second Joint Ministerial Conference of the Paris and Tokyo Memoranda of Understanding on Port State Control with Paris and Tokyo MOU members by hosting four meetings. The international conference took place on November 2 and 3, 2004, in Vancouver, British Columbia,

and was chaired by Canada. This was the second time that Canada brought together member countries of the Paris and Tokyo MOUs as well as observer States and international marine-related organizations. The first such conference was held in March 1998.

The Ministerial Declaration signed at the conference detailed new measures to be implemented by Administrations in their continuing efforts to eliminate sub-standard ships worldwide. The declaration focused on the development and implementation of standards promoting a wider safety and security culture throughout the entire maritime industry, to protect the global marine environment, and to safeguard crews with respect to their living and working conditions on board ships.

The decisions taken by the Ministers during the conference provided clear direction for future actions and set new goals for the two MOUs. TC Marine Safety looks forward to working with the MOUs in addressing the various actions that were defined in the Ministerial Declaration, and believes this work will increase the effectiveness of PSC regimes around the world.



Gerard McDonald
Director General, Marine Safety

Canadian Initiatives in 2004

Concentrated Inspection Campaign (CIC) on Bulk Carriers

Transport Canada (TC), as the CIC Coordinator, reported on the results of the campaign on bulk carriers that took place in the Asia-Pacific region between September 1 and November 30, 2003. The campaign targeted bulk carriers, as defined in SOLAS 74 IX/1.6, which were above 15,000 GT and more than 12 years old, particularly those carrying high-density or corrosive cargoes and trading on the "spot market". During the campaign the main elements related to the structure and operation of bulk carriers were verified, such as the ship/shore safety checklist, stress calculation, cargo/ballast operations, proper completion of enhanced survey records, and the structure within cargo holds and ballast tanks.



Bulk carrier at grain elevator

A total of 396 individual bulk carriers with an average age of 20 years and an average tonnage of 36,578 GT /66 595 mt (DWT) were inspected during the three-month campaign. Also inspected were 892 cargo holds and 832 ballast tanks, which represents an average of approximately two holds and two tanks per vessel. Eighteen bulk carriers were detained. Of the total inspected (396), 13 were detained (3.3 per cent) for structural or loadline-related deficiencies that were considered serious enough to prevent their sailing until remedial actions were taken.

The overall results of the campaign were encouraging and demonstrated that it is feasible during a Port State Control inspection to include a more detailed assessment of structural conditions when there is clear ground to warrant it.

The Canadian Bulk Inspection Program reached its 12 year mark in 2004.



Ship's crew performing fire drill test during a PSC inspection

Training Module on the ISPS Code for Port State Control Officers (PSCOs)

In preparation for the July 1 implementation deadline of the International Ship and Port Facility Security (ISPS) Code, in the spring of 2004 TC Marine Safety developed and delivered a training module for PSCOs on maritime security. The training provided inspectors with a review of the new Chapter XI-2 of SOLAS and the ISPS Code requirements. The module further examined the MSC/Circ. 1111 "Guidelines Relating to the Implementation of SOLAS Chapter XI-2 and the ISPS Code", as well as the "Guidelines for Port State Control Officers on Security Aspects" developed by the Paris MOU.

Information Sharing on Marine Security Inspections

Transport Canada Marine Safety signed a Memorandum of Understanding with the TC Marine Security division to enhance cooperation during Port State Control inspections in Canada. The MOU clarifies the directorates' roles in marine security inspection to avoid duplication of effort and ensure comprehensive coverage of inspections. It also arranges for both branches to share information resulting from inspections and investigations.

Using this cooperative approach, TC Marine Safety Inspectors will perform Initial Security Verification while undertaking their safety inspections and report any significant security breach to their corresponding TC Marine Security inspectors who will make a more thorough security inspection under the provisions of the Marine Transportation Security Regulations (MTSR). This joint approach will provide TC Marine Security and TC Marine Safety with a more complete view of contravening vessels.



TC inspectors board vessel

the action items outlined in the Ministerial Declaration that members would sign at the Second Joint Ministerial Conference on Port State Control held in November.

National PSC Courses Updated

This past year, TC Marine Safety conducted a comprehensive review of its Port State Control Inspection course. The resulting amendment streamlined the existing course, consolidated some aspects of the inspection procedures, added class exercises/scenarios and simulation, and included a new module on Marine Security. The eight-day course now provides a combination of in-class training and inspection on board ships. TC Marine Safety held two training sessions in 2004.



PSC course

Participation in MOU Port State Control Committee (PSCC) meetings

As a signatory to two MOUs, Canada participates in the PSCC meetings each year. The purpose of these meetings is to further the work of member countries in their ongoing quest to ensure compliance with international rules on safety, pollution prevention and seafarers' living and working conditions. In 2004, the Paris MOU held one PSCC meeting in Copenhagen, Denmark, in May; the Tokyo MOU held a meeting in Vanuatu in February; and another in Shanghai, China, in November.

Among the issues discussed at these meetings was the need to hold additional CICs. Future campaigns are being planned on such matters as operational requirements, Global Maritime Distress and Safety Systems (GMDSS) and MARPOL Annex 1. Consideration was also given to

MOU News and Initiatives

Paris MOU Port State Control Committee (PSCC) Meeting

As previously mentioned, Canada participated in three PSCC meetings in 2004. At the meeting in Copenhagen in May, Paris MOU members undertook a review of the inspection regime with a focus on moving towards full coverage of ships entering the region instead of the current commitment by each member to inspect 25 per cent of vessels. Periods between inspections would depend on the risk profile of the individual ship.

Also, it was agreed that a special inspection campaign would be held on security issues regarding the ISPS Code requirements that were introduced in July 2004. In October, a Concentrated Inspection Campaign (CIC) was conducted on crew living and working conditions. Further campaigns are planned on Global Maritime Distress and Safety Systems (GMDSS) and MARPOL Annex 1 in 2005 and 2006 respectively.

Tokyo MOU PSCC Meetings

The Tokyo MOU members also tackled a number of important issues during their committee meetings. In Vanuatu, the committee adopted the guidelines and checklists developed during the CIC on bulk carriers as Tokyo MOU PSC inspection instructions. On the issue of maritime security, the committee agreed on a harmonized approach for checking ISPS Code compliance and began issuing, as of April 1, 2004, letters of warning to ships for which the code applies and which are found not ready for compliance with the requirements of the code. The MOU also decided to carry out a CIC on ISPS Code compliance, simultaneously with the Paris MOU.

During the meeting, the Tokyo MOU and EQUASIS agreed to develop and implement a hyperlink between APCIS (the Tokyo MOU ship inspection database) and the EQUASIS database as a more effective means of information transfer between the two web-based electronic data collection systems. Progress on the implementation of various technical cooperation and training programs was also reported. In addition, the Black Sea MOU and the Authority of the Democratic People's Republic of Korea were unanimously accepted as observers to the Tokyo MOU.

In Shanghai, the committee considered and adopted a new set of amendments to the Tokyo Memorandum, including a revised, more comprehensive qualitative criterion for membership, and approved a revised PSC Manual. Both take effect on February 1, 2005. The committee also approved the establishment of the MOU Detention Review Panel and reported on the results of the CIC on maritime security. It was decided to conduct a CIC on the control of operational requirements from September to November 2005.

Results of the Security Campaign

With the introduction of the ISPS Code on July 1, 2004, the Paris and Tokyo MOUs held a three-month campaign to verify compliance with the new security requirements for ships. The campaign ran from July 1 to September 30, 2004, and used a uniform questionnaire to test the key elements of a ship's security arrangements including:

- the International Ship Security Certificate (ISSC) and inappropriate use of Interim Certificates;
- general access control including access control to sensitive areas of the ship;
- security level;
- records of ship/port interfaces, and records of security drills;
- crew familiarity with essential ship security procedures; and,
- communication among key crew members.



Garbage in front of access doors

Security checks will be ongoing. Port State Control Officers will continue to develop their knowledge and experience in this field and work closely with their security authorities to further refine their effectiveness/ methodology.

International Initiatives

Second Joint Ministerial Conference of the Paris and Tokyo Memoranda of Understanding on Port State Control



A focus of Transport Canada's Port State Control efforts in 2004 was coordinating and hosting the Second Joint Ministerial Conference, which was held on November 2 and 3 in Vancouver. This international event brought together 150 delegates representing 34 countries and 18 observer countries and marine-related organizations with a vested interest in eliminating sub-standard shipping worldwide.



Group photo of the Heads of Delegation

Under the theme, *Strengthening the Circle of Responsibility*, MOU members from Europe and the Asia-Pacific region gathered to put the finishing touches to a Ministerial Declaration that they would all sign. This document provided the framework for the development and implementation of new standards to promote a wider safety and security culture throughout the entire maritime industry, to protect the global marine environment, and to safeguard crews with respect to their living and working conditions aboard ships.

Also in attendance were representatives from observer countries and observer organizations such as the IMO, the ILO, and the European Commission. In addition, members of a number of other Port State Control regimes participated in the Conference, notably the Black Sea, Caribbean and the Indian Ocean MOUs, and the U.S. Coast Guard.

The many parties involved in overseeing maritime activities, including ship owners, flag States, classification societies and port States, form a "Circle of Responsibility". Members of this circle play a major role in enhancing the integrity of the shipping industry and are recognizing, or being pressured to recognize, the need to conduct their business responsibly, to be mutually accountable and to make a joint commitment to minimize any threat to life, property and the marine environment that may result from sub-standard shipping practices. The living and working conditions of seafarers is also of utmost importance and the Ministerial Declaration addressed this issue.



Second Joint Ministerial Conference

During the course of the one-and-a-half day conference, MOU members and observers presented brief statements regarding the importance of Port State Control in their respective countries/organizations. In addition, Marc Grégoire, Assistant Deputy Minister, Safety and Security, made a presentation on the Port State Control regime in Canada, and the chairmen of the Paris and Tokyo MOUs updated the participants on the regimes in their areas of the world.

At the conclusion of the conference, it was agreed that Paris and Tokyo MOU member States would be taking specific steps over the coming years to reach their ultimate objective of eliminating sub-standard vessels:

- Develop and implement an inspection regime based on the new ILO Convention.
- Ensure that single-hulled oil tankers are phased out in the two MOU regions in accordance with international laws and conventions to which members are signatory.
- Conduct further Concentrated Inspection Campaigns.
- Carry out in-depth analysis of ship deficiencies.
- Intensify targeting of high-risk ships. Inspections will be based on a ship's risk profile, with an incentive system being implemented for companies whose ships have a low-risk profile.
- Increase transparency through the publication of detailed information on a regular basis on detained ships, including the names of owners and charterers.
- Enhance regional training programs for Port State Control Officers.
- Increase harmonization between the two MOUs to make sure that precious resources are used as effectively and efficiently as possible to concentrate on sub-standard shipping.
- Investigate the feasibility of cost-recovery for the inspection of sub-standard ships that have persistently poor records.



Signing the Ministerial Declaration - DM Louis Ranger (middle) with Richard Schiferli, General Secretary of the Paris MOU Secretariat (left) and Yoshio Sasamura, Secretary of the Tokyo MOU Secretariat (right).

Statistical Data on Canadian Port State Control for 2004

Inspections

Under the auspices of the *Canada Shipping Act* and the Paris and Tokyo Memoranda of Understanding on Port State Control, Canadian Port State Control inspections are conducted 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 level in 2003, with 1277 inspections. In 2004, there was a decrease in inspections by 104 for a total of 1173 inspections. This decrease is a result of targeting and inspection programs for bulk carrier and tanker inspections, and a corresponding decrease in the number of sub-standard ships trading in Canadian ports.



Inspection of lifeboat

However, in 2004, the number of ships with deficiencies was 42 per cent of total inspections, which is an increase of three per cent in comparison with the 2003 figure. Of those vessels with deficiencies, 14 per cent of total inspections resulted in detentions, representing a two per cent increase over 2003. The increase in detentions over the past two years may be due to the combined enhanced targeting schemes of the Paris and Tokyo MOUs and Canada.



Conduit

TABLE 1

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

Ships	2004	2003	2002	2001	2000
Inspections	1173	1277	1159	1197	1070
with Deficiencies	498	495	525	634	583
Detained	68	59	49	92	103

TABLE 2

Ships inspected by flag in Canada over the last five years.

COUNTRY	2004	2003	2002	2001	2000
Algeria	0	3	0	0	4
Antigua & Barbuda	16	19	17	16	15
Antilles Netherlands	3	4	3	1	4
Bahamas	101	105	102	102	77
Bahrain	1	0	0	0	0
Barbados	13	10	15	13	22
Belgium	1	0	0	0	0
Belize	2	1	0	0	1
Bermuda	17	15	9	18	8
Brazil	3	1	4	0	2
Bulgaria	5	2	2	4	6
Cambodia	0	1	0	1	0
Cameroon, <i>United Rep of</i>	0	0	0	1	0
Cayman Islands	13	9	4	9	9
Chile	0	0	1	1	0
China, <i>Peoples Rep.</i>	4	6	5	2	9
Colombia	0	0	0	1	0
Croatia	4	6	5	4	3
Cyprus	69	82	83	82	69
Denmark	14	14	7	11	16
Dominican Republic	1	0	0	0	0
Egypt	1	2	2	2	0
Faeroe Islands	0	1	0	0	0
Finland	1	1	2	1	2
France	8	8	9	7	5
Germany	17	11	14	11	13
Gibraltar	8	1	1	2	3
Greece	71	98	62	66	49
Honduras	3	0	0	0	0
Hong Kong	60	58	40	31	28
India	7	7	15	13	9
Indonesia	0	1	0	0	1
Iran	2	1	0	3	0
Israel	6	4	4	4	3
Italy	15	14	16	8	7
Japan	3	4	2	5	9
Korea, <i>Rep. of</i>	8	10	10	19	8
Liberia	123	142	133	142	113
Lithuania	2	6	4	4	10
Luxemburg	0	6	0	0	0
Malaysia	12	9	5	3	6
Malta	66	55	64	74	64
Man, <i>Isle of</i>	13	14	7	3	4

COUNTRY	2004	2003	2002	2001	2000
Marshall Islands	66	56	48	38	15
Mauritius	0	0	1	1	0
Mexico	0	0	0	0	1
Morocco	0	0	0	1	0
Myanmar, <i>Union of</i>	0	0	3	2	2
Netherlands, <i>The</i>	18	30	31	21	27
Norway	51	80	76	71	69
Panama	184	207	194	235	198
Philippines	12	12	13	20	32
Poland	0	3	1	2	4
Portugal	2	0	4	2	0
Qatar	3	1	1	0	2
Russian Federation	7	10	12	11	10
St. Vincent & Grenadines	8	10	4	13	18
Sao Tome & Principe	0	0	0	1	0
Saudi Arabia	3	3	1	3	2
Singapore	40	43	27	40	35
South Africa	0	0	0	0	3
Spain	0	0	2	1	1
Sri Lanka	0	0	0	0	1
Sweden	9	7	6	3	5
Switzerland	2	6	1	2	1
Taiwan	1	2	2	1	3
Thailand	6	3	0	5	4
Tonga	0	0	0	1	0
Tunisia	0	1	0	0	0
Turkey	10	10	8	9	7
Tuvalu	0	0	0	2	0
Ukraine	4	1	3	0	6
United Kingdom	26	28	27	22	14
U.S.A.	20	24	35	15	17
Vanuatu	8	9	12	11	14

As in previous years, the following flag States' vessels were among the most inspected in Canada: Panama (184), Liberia (123), Bahamas (101), Greece (71), Cyprus (69), Malta (66), Hong Kong (60) and Norway (51). These represent 62 per cent of total inspections conducted.

As in the past, Panama had the most vessels inspected, with 184, which represents 16 per cent of total inspections.

TABLE 3

Inspections by Transport Canada Centres over the past five years.

OFFICE	2004	2003	2002	2001	2000
ATLANTIC REGION					
St John's, NL	100	165	143	57	41
Marystown	3	1	0	0	0
Lewisporte	0	1	1	1	3
Corner Brook	0	3	0	1	4
Dartmouth	145	106	113	106	124
Sydney	1	1	3	8	12
Yarmouth	1	2	6	6	2
Charlottetown	3	6	4	6	8
Saint John, NB	132	128	152	104	53
Port Hawkesbury	133	132	107	134	74
Bathurst	12	6	23	29	18
Atlantic Totals	530	551	552	452	339
QUEBEC REGION					
Montreal	64	57	32	71	72
Baie Comeau	1	2	1	1	13
Rimouski	0	1	1	4	3
Gaspe	1	0	3	6	6
Quebec City	113	155	127	107	119
Sept Iles	26	16	4	6	8
Port Cartier	6	1	2	1	7
Quebec Totals	211	232	170	196	228
ONTARIO REGION					
Toronto	3	11	3	0	7
Kingston	0	0	0	1	2
St. Catharines	6	0	1	3	10
Collingwood	0	0	0	0	0
Thunder Bay	19	27	18	24	45
Sarnia	12	19	19	7	11
Ontario Totals	40	57	41	35	75
PACIFIC REGION					
Vancouver	368	419	360	477	410
Victoria	3	5	1	3	1
Prince Rupert	14	8	29	29	9
Nanaimo	0	2	0	0	0
Pacific Totals	385	434	390	509	420
PRAIRIE & NORTHERN REGION (PNR)					
Western Arctic	3	0	1	1	5
Eastern Arctic	5	1	1	3	2
PNR Totals	8	1	2	4	7
ST. LAWRENCE SEAWAY					
Seaway Totals	0	2	4	1	1
TOTAL	1174	1277	1159	1197	1070

In 2004, the Atlantic Region led the way, performing 530 inspections, followed by the Pacific Region with 385, Quebec Region with 211, Ontario Region with 40, and Prairie and Northern Region with eight. The regions of Atlantic, Pacific and Quebec together performed 96 per cent of all inspections carried out in Canada in 2004.



Corroded gratings

TABLE 4

Ships detained in Canada by Flag over the past five years.

FLAG STATE	2004	2003	2002	2001	2000
Algeria	0	1	0	0	3
Antigua and Barbuda	1	0	0	1	1
Antilles, Netherlands	0	0	0	0	1
Bahamas	0	4	3	7	4
Barbados	0	0	0	0	1
Belize	0	1	0	0	0
Bermuda	1	0	0	3	0
Brazil	1	0	0	0	1
Bulgaria	1	0	0	1	1
Cayman Islands	1	1	0	3	2
Chile	0	0	0	1	0
China, People's Rep.	0	0	0	0	1
Croatia	1	1	1	0	0
Cyprus	5	5	6	13	10
Egypt	0	2	1	0	0
Germany	1	0	0	1	0
Gibraltar	2	0	0	0	1
Greece	2	3	3	6	4
Hong Kong	2	3	2	1	2
India	1	2	1	1	0
Iran	0	0	0	1	0
Italy	0	0	1	0	2
Japan	0	0	0	0	1
Korea, Republic of	1	1	1	0	1
Liberia	5	2	8	12	13
Lithuania	0	1	0	0	1
Malaysia	1	0	1	1	1
Malta	8	6	2	13	15
Man, Isle of	2	0	0	0	0
Marshall Islands	2	0	1	3	0
Morocco	0	0	0	1	0
Netherlands, The	1	2	0	0	4
Norway	5	3	0	1	6
Panama	17	13	10	17	17
Philippines	0	1	1	2	3
Poland	0	0	1	0	0
Portugal	0	0	1	0	0
Qatar	0	0	0	0	1
Russian Federation	1	0	0	0	0
St. Vincent & Grenadines	2	2	2	1	3
Singapore	1	1	0	1	1
Switzerland	0	1	0	0	0
Taiwan	0	0	0	0	1

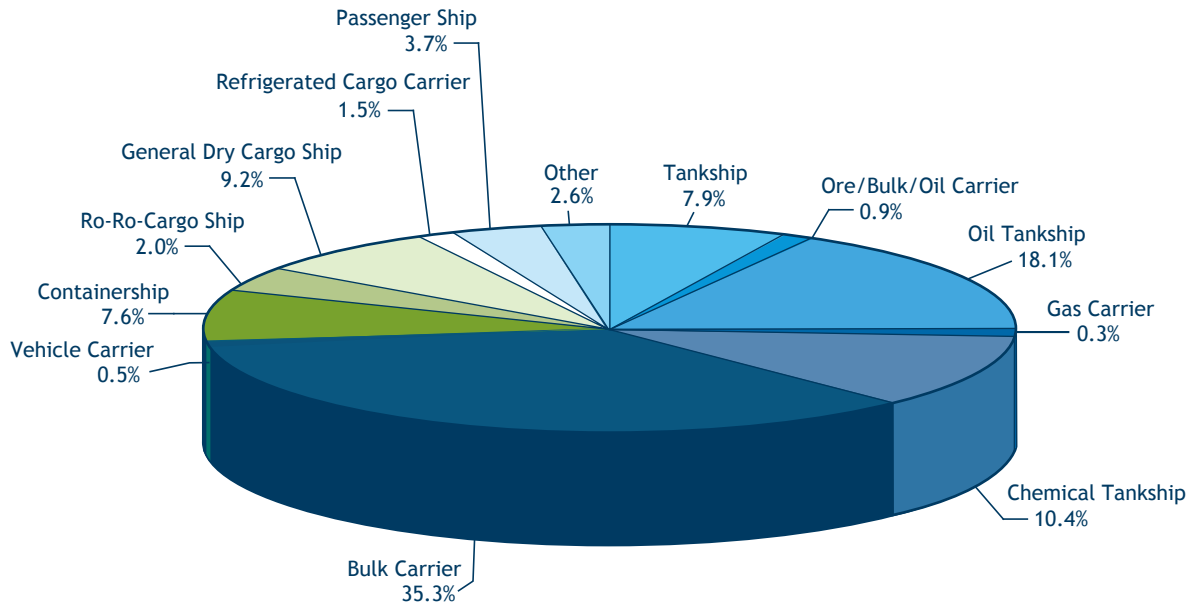
FLAG STATE	2004	2003	2002	2001	2000
Thailand	1	0	0	0	0
Turkey	0	3	2	1	0
Ukraine	2	0	1	0	1

As indicated in Table 2, flagged vessels from eight countries were the most inspected in Canada. In 2004, the detention rate for these flagged vessels, as specified in the table above, are as follows: Panama (9.2 per cent), Liberia (4 per cent), Bahamas (0 per cent), Greece (2.8 per cent), Cyprus (7 per cent), Malta (12.1 per cent), Hong Kong (3.3 per cent) and Norway (9.8 per cent). It should be noted that these were not the highest detention rates recorded. In fact, the Ukraine had a 50 per cent rate, with two (2) detentions for four (4) inspections completed. Many flags have a zero percent (0 per cent) detention rate.



Chemical tanker under tug escort

FIGURE 1: Ships inspected by type



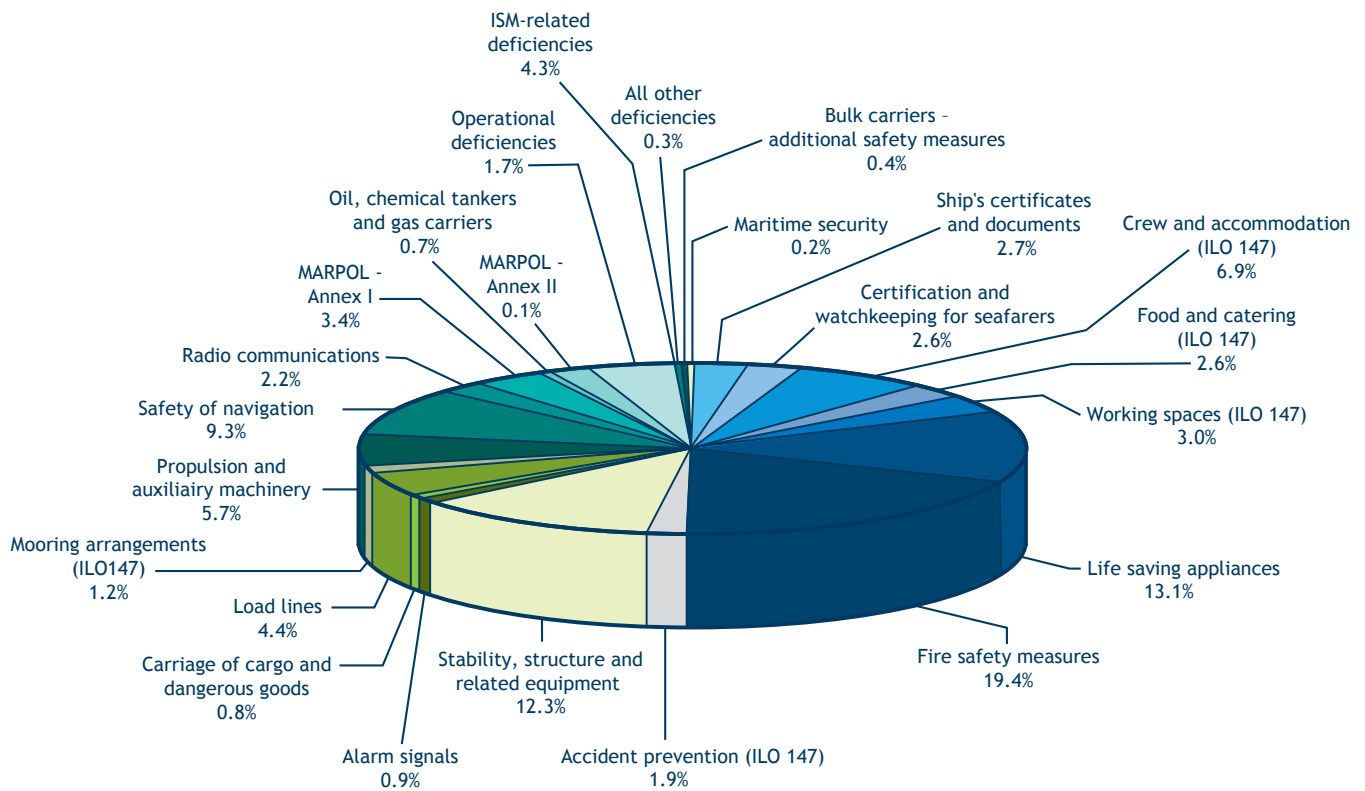
In Canada, the largest number of inspections (414) by type of vessel has always been the bulk carrier. Bulk carrier inspections have been consistent, representing around 35 per cent of the total vessels inspected. This past year, combining all tankship (oil tankers, chemical tankers and tankships) inspections (427), the total number of inspections exceeded bulk carriers by 13.

The increase in tanker inspections over the past two years (2003 and 2004) shows Transport Canada’s commitment to targeting high-risk vessels entering Canada’s ports.



Rope ladder

FIGURE 2: Deficiencies by Category



Deficiencies

In 2004, a total of 2,350 defects were discovered on 498 ships inspected in Canada. The categories highest in reported deficiencies on the 498 ships were the following: fire safety measures (456), life saving appliances (307), stability, structure and related equipment (288), safety of navigation (218) and, crew and accommodation (162).



Kitchen chopping block

It remains alarming that the four highest categories of deficiencies found are representative of essential equipment and structure for any vessel.



Meat locker

There was a noticeable increase in deficiencies related to ILO conventions. These were detected mainly by the CIC on living and working conditions that was performed by Paris MOU members during October to December 2004.



Hatch securing



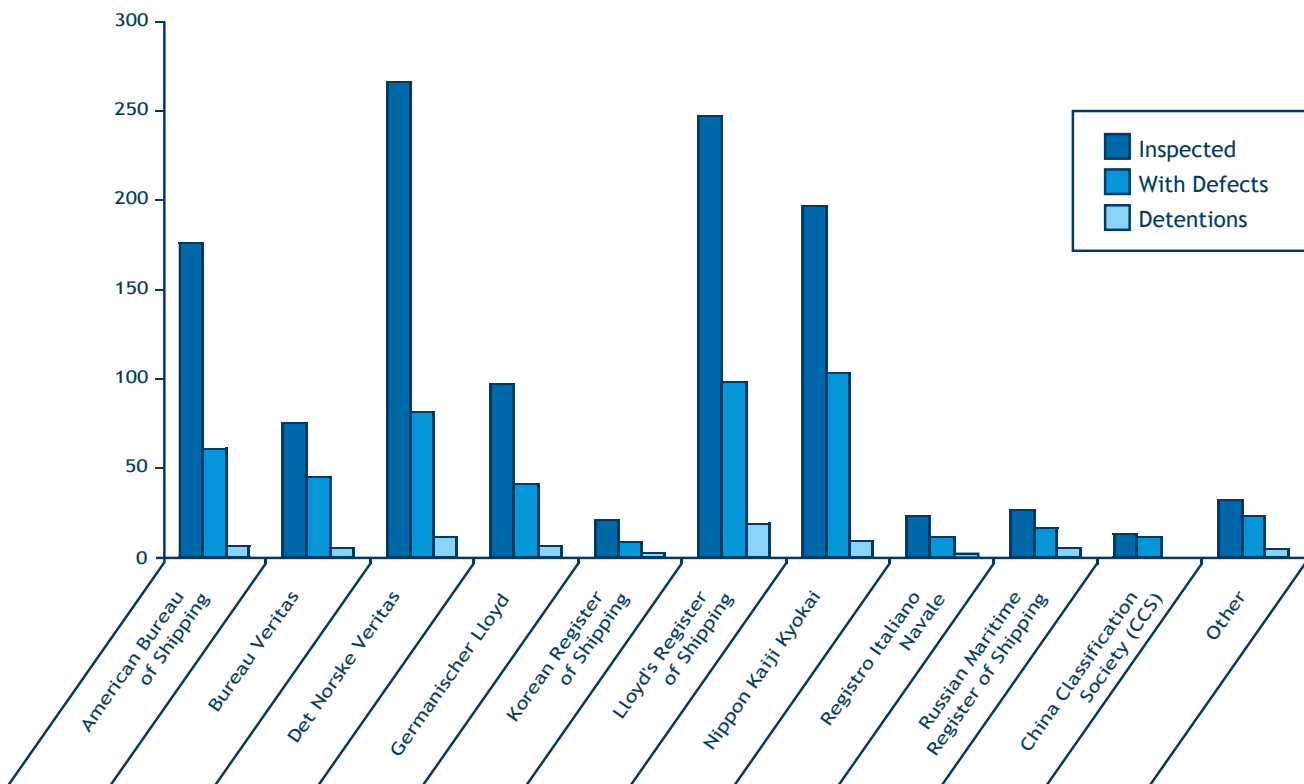
Washroom facilities

Classification Societies

Vessels inspected in Canada in 2004 were mostly classed by 10 major recognized organizations. Figure 3 below shows the statistics on the performance of those Classification Societies.

Det Norske Veritas inspected the most ships (266), followed closely by Lloyd's Register of Shipping (247), Nippon Kaiji Kyokai (197) and the American Bureau of Shipping (176).

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



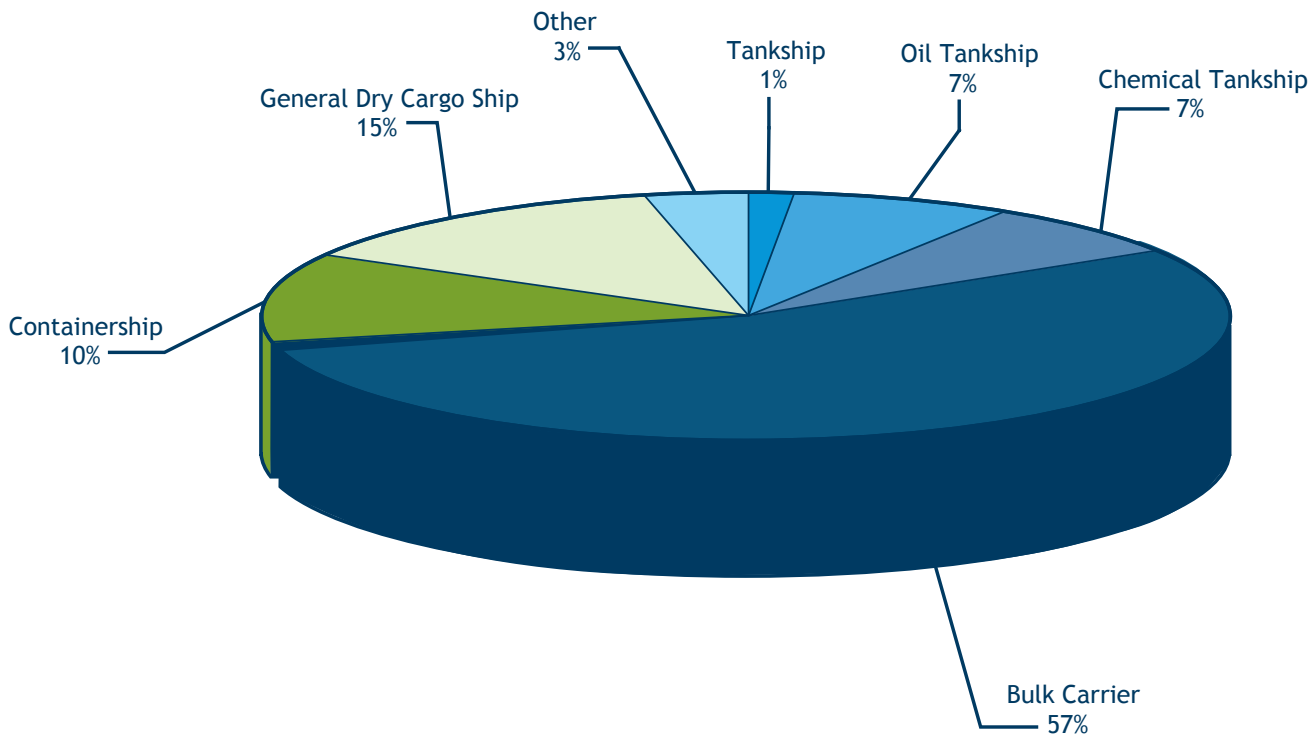
Detentions by Type of Ship

Of the 68 detentions, 38 were bulk carriers, which made up 57 per cent of detentions. This trend of bulk carriers comprising approximately 60 per cent of total detentions in Canada remains the same. As in past years, the type of vessel with the second highest detention rate is general dry cargo, which is 42 per cent lower than bulk carriers. It is interesting to note that, in line with TC's commitment to inspect and detain high-risk vessels, the combined tankship detention rate is also 42 per cent lower than the bulk carriers. This continuing trend shows that, with Canada's large export and import of raw materials being mainly transported by ship in bulk, there is a higher percentage of bulk carriers trading in Canadian ports and thus a higher detention rate for this type of ship.



Boiler valve

FIGURE 4: Ships detained by type



Summary

Although the number of inspections undertaken by Canada in 2004 (1,173) was lower than the previous year (1,277), there was a slight increase in ships with deficiencies (498 in 2004 compared to 495 in 2003) and a disappointing two per cent increase in the number of detained vessels (68 in 2004 compared to 59 in 2003). The long battle against sub-standard shipping is not over; the need for effective Port State Control continues.

Transport Canada Marine Safety believes the action items emanating from the Ministerial Declaration are the foundation for strengthening the Port State Control regime globally in the coming years. Transport Canada Marine Safety, through its ongoing work with both the Paris and Tokyo MOU Committees, is particularly committed to increasing harmonization between the MOUs. This will be demonstrated through such activities as the implementation of a completely harmonized inspection regime and the continuing practice of technical cooperation between Port State Control regions and administrations wishing to improve their capabilities. There will also be ongoing provision and enhancement of regional training programs for Port State Control Officers to ensure that they are trained to the same high standards.

Specific actions that will be taken and reported on in the future include review of the compliance of ships and companies with the ISPS Code, and the development of a common inspection system that targets high-risk ships and rewards those ships that operate to a high standard. Further planned joint CICs that will employ the common inspection approach are planned on Global Maritime Distress and Safety Systems (GMDSS), MARPOL Annex 1,

the control of operational requirements, and on the new ILO Consolidated Maritime Labour Convention when it comes into force.

The issue of demonstrated transparency and accessibility of information on detained ships, including the names of owners and charterers, is one that Canada is determined to pursue.

Other areas of common interest to the two MOUs, and of particular concern to Canada, are the need for in-depth analysis of ship deficiencies to identify weaknesses and to advise the ILO and IMO of where regulatory enhancements may be required; the living and working conditions of seafarers; and the investigation of the feasibility of cost-recovery for the inspection of sub-standard ships that have persistently poor records.

In a perfect world there would be no marine incidents, which often result in the needless loss of life, pollution of the world's oceans and substantial economic loss. In fact, most of these incidents are preventable. Canada believes that by working in concert and continually renewing the collective commitment to the environment and to safety and security, the parties involved in the "Circle of Responsibility" - ship owners, flag States, classification societies and port States - can have a significant impact on eliminating sub-standard shipping around the world.

For more information on Port State Control, please visit our website at: <http://tcinfo/MarineSafety/ships-and-operations-standards/Inspection-Oper-Stan/Port-State-Control/menu.htm>