

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