

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

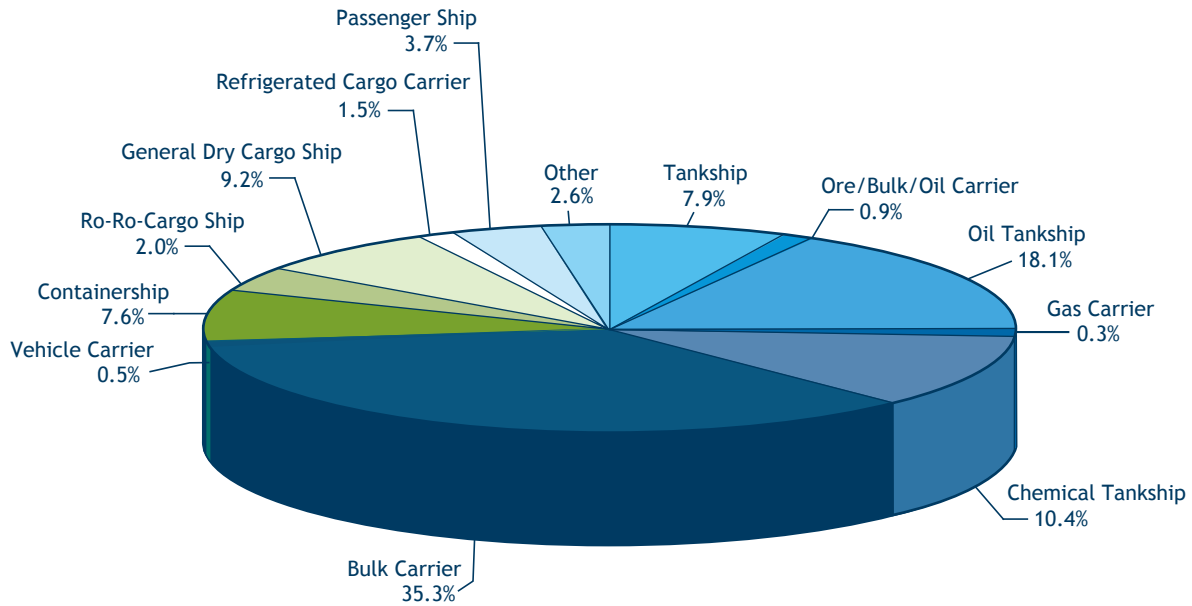
FLAG STATE	2004	2003	2002	2001	2000
Thailand	1	0	0	0	0
Turkey	0	3	2	1	0
Ukraine	2	0	1	0	1

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



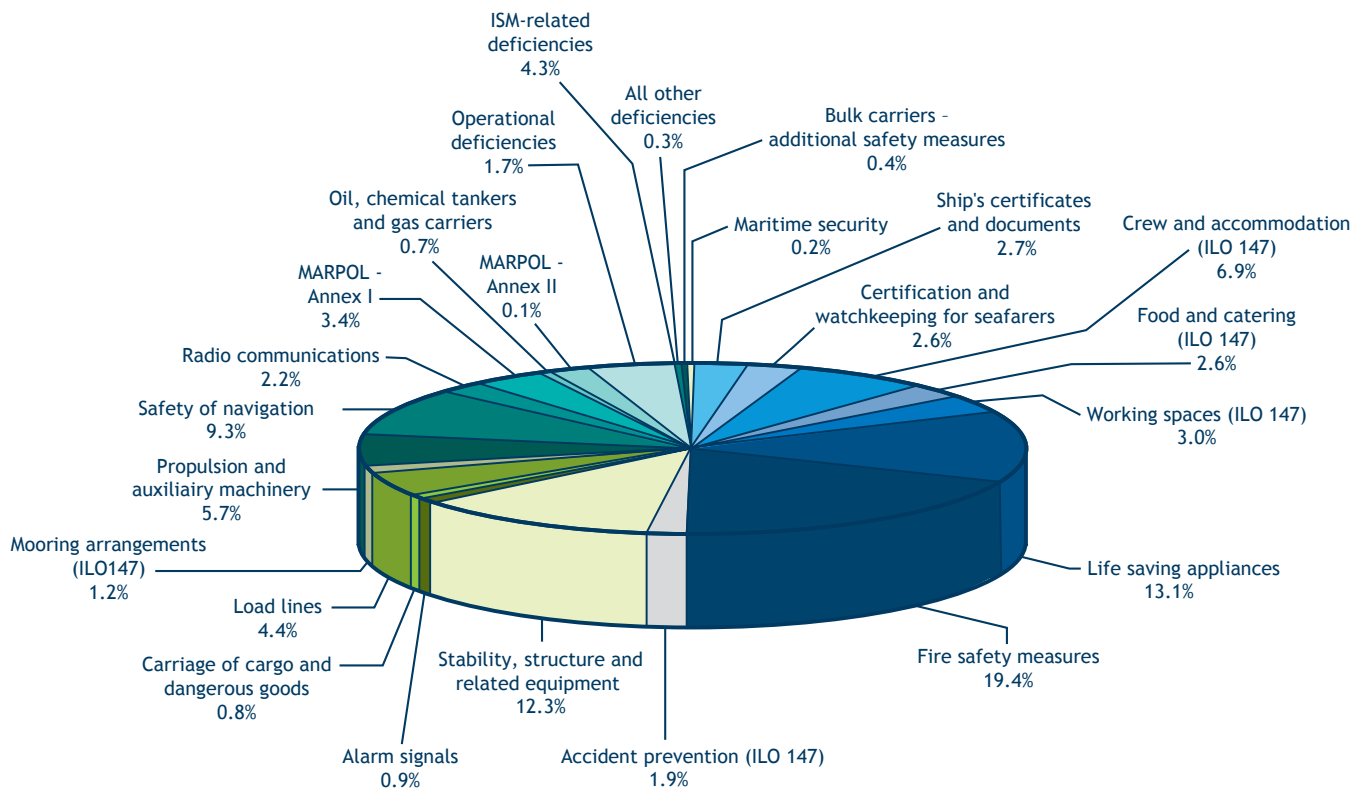
In Canada, the largest number of inspections (414) by type of vessel has always been the bulk carrier. Bulk carrier inspections have been consistent, representing around 35 per cent of the total vessels inspected. This past year, combining all tankship (oil tankers, chemical tankers and tankships) inspections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



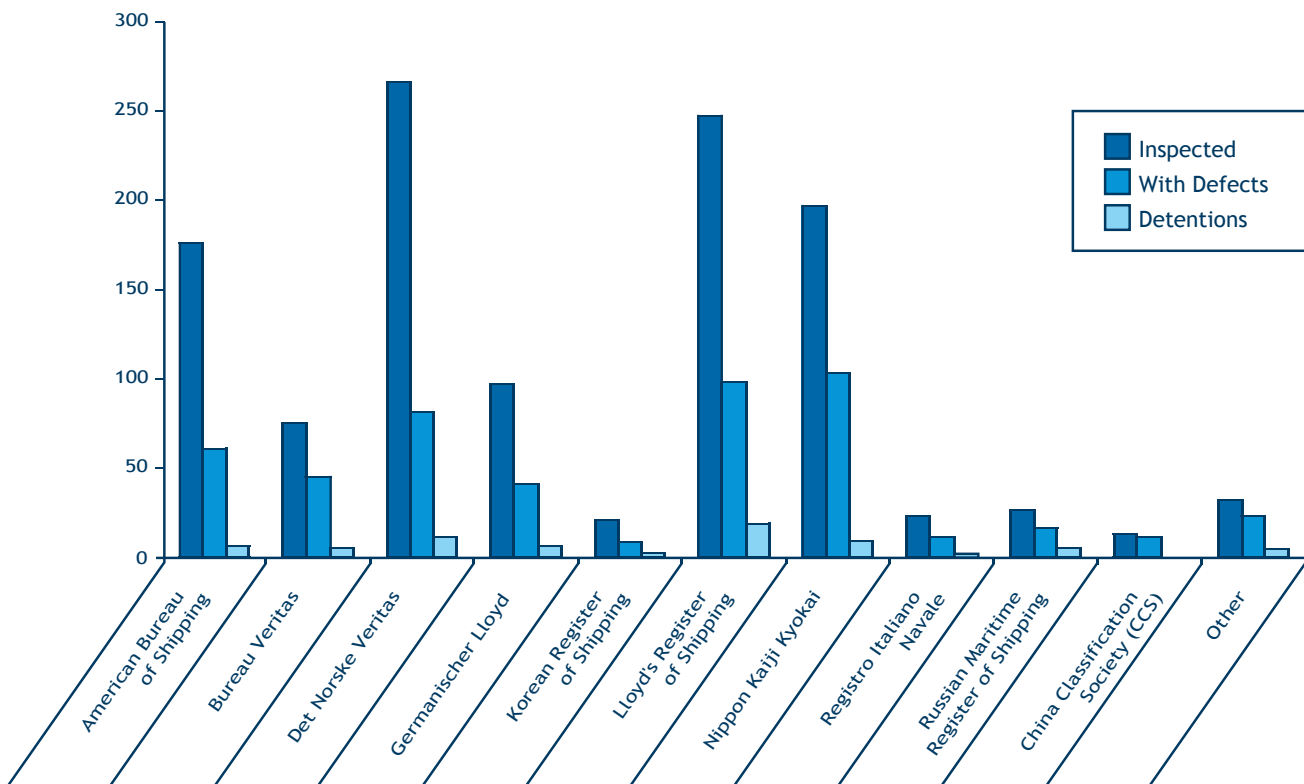
Washroom facilities

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

