

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>