




Transport Transports
Canada Canada

TP13595

An aerial photograph of a coastal city, likely Vancouver, with a large cargo ship in the foreground. The ship is dark-hulled with a white superstructure and is moving through the water, leaving a white wake. The city skyline is visible in the background, including several tall buildings. The water is a deep blue, and the sky is clear.

**Marine Safety
Port State Control
2000 Annual Report**

Canada 

**PORT STATE CONTROL
2000 ANNUAL REPORT**

Foreword	1
Port State Control in Canada	2
Canadian Initiatives in 2000	3
MOU News and Initiatives	4
International Initiatives	5
Statistical Data on Port State Control - 2000	6
Conclusion	18

FOREWORD

As one of only three countries which borders on three oceans, Canada takes its commitment to the preservation of the marine environment very seriously. We are also very cognisant of the fact that 90% of global trade is done by sea. The responsibility for ensuring compliance with the provisions of international law as it relates to shipping rests with the owners, masters, flag States and classification societies. Unfortunately some States fail to fulfill their commitments and therefore there are some ships sailing the world's seas in an unsafe condition, threatening the lives of persons on board and the marine environment.

Our port State control program is one of the ways in which we affirm our commitment. The regime involves thorough inspections, the highlighting of deficiencies, and detentions for more serious offences.

The year 2000 signaled the end of the twentieth century, and we hope the end of the line for substandard shipping. A new era has dawned, and in this new day we can no longer condone this dangerous practice. Canada has long exercised its right to inspect foreign-flagged ships entering our ports. Our commitment to port State control is further enhanced as a member of both the Paris and Tokyo Memoranda. The MOUs cover both the Atlantic and Pacific coasts of Canada, as well as the Arctic Region.

Through these agreements, Transport Canada continues its efforts to remove sub-standard ships from sailing not only Canada's territorial waters, but also all oceans around the world. In order to ensure that port State control makes the world a smaller place for substandard ships to operate, Canada collaborates with many of its neighbours as well as the other signatories to the MOUs. Canada has many partners with whom it shares information and expertise on the port State control program.

Transport Canada is also working on the harmonisation of port State control regimes within the MOUs. We do this by participating in international initiatives, national and international training programs. A number of our projects conducted last year are highlighted in this report

All parties involved in shipping have a responsibility regarding the protection of life, property and the marine environment, and port State control is the last line in fighting substandard ships. There is little doubt that port State control inspections, if effectively conducted, indisputably contribute towards the attainment of quality shipping.

Bud Streeter
Director General
Marine Safety

PORT STATE CONTROL IN CANADA

Port State Control (PSC) is a ship inspection program whereby foreign vessels entering a sovereign state's waters are boarded and inspected to ensure compliance with various major international maritime conventions. Some of these include the International Convention for the Safety of Life at Sea (SOLAS), International Convention for the Prevention of Pollution from Ships (MARPOL), International Convention on Standards of Training Certification and Watchkeeping for Seafarers (STCW) and International Labour Organization Convention No. 147 (ILO 147) amongst others.

PSC programs are of a regional nature; that is, several countries sharing common waters grouped together under a Memorandum of Understanding (MOU) to ensure that vessels trading in their area conform to international standards.

There are two MOUs to which Canada is signatory: the Paris MOU comprising 19 European countries, and the Tokyo MOU comprising 18 Asia/Pacific countries.

Canada became an associate member to the Paris MOU in April 1988, and was accepted as full member in May 1994 - the first non-European member to be so accepted. Furthermore, Canada was a driving force in the creation of the Tokyo MOU and has been a member since its inception in December 1993.

Transport Canada, Safety and Security, is responsible for all PSC activities within Canada, and foreign ship inspections are carried out at all major ports by ship inspectors of the Marine Safety Branch.



Foreign Tankers calling in Canadian ports are inspected during their initial visit and on an annual basis afterward.

CANADIAN INITIATIVES IN 2000

Marine transport is essential to today's global economy and the sustainable development of the shipping industry is crucial not just to world trade but also to the marine environment. Canada is committed to working with its neighbours and trading partners to ensure the preservation of the marine ecosystem while transporting goods in as efficient a way as possible. Canada collaborates with many other countries to achieve this goal. To this end, Transport Canada Marine Safety (TCMS) has completed a number of projects over the past year.

Under one such initiative, Transport Canada Marine Safety has completed the development of its new Internet based computer information system for inspections and statistics. The new Canadian Port State Control Information System (CPSCS) gives more detailed information regarding vessels inspected by MOU members as well as in Canadian ports. The information allows for better targeting of vessels for inspection. The Marine Safety directorate has also conducted several national port State control training sessions during the year. These courses were delivered by experienced Port State Control Officers (PSCOs), and their aim was to harmonize national inspection procedures and update the inspectors on new developments within the MOUs.

One achievement of which Transport Canada is particularly proud is that the department has maintained its focus on Bulk Carrier Safety via the Canadian Bulk Carrier Inspection Regime. Under the port State control Program, the structure of bulk carriers is inspected to ensure compliance with international conventions. During the last year forty-seven percent of inspections were carried out on bulk carriers, the largest percentage for any one kind of ship inspected in 2000. Four hundred and eighty-nine bulk carriers were inspected. This percentage represents an increase of three percent over 1999 and 1998. In those years, forty-four percent of ships inspected were bulk carriers. Sixty bulk carriers were detained in 2000, which represented fifty-seven percent of the total detentions for that year.

Transport Canada Marine Safety (TCMS) has developed a national port State control network to ensure that all PSCOs are kept updated in a timely manner. With five regions in our port network, our aim is to make sure all inspectors are familiar with our inspection regimes and practices.



Severe corrosion found in way of the collision bulkhead inside the fore peak tank of a bulk carrier.

MOU NEWS AND INITIATIVES

The annual worldwide cost of vessel incidents, which are almost all avoidable, is conservatively estimated to be nearly six billion U.S dollars per annum. This clearly shows that it is cheaper to prevent accidents, and one of the ways Canada does this is by its participation in regional Memoranda of Understanding (MOUs) on Port State Control.

Thirty-five port State control States make up the Paris and Tokyo MOUs. Regional agreements on port State control have been concluded in Latin America, Caribbean, Mediterranean, Indian Ocean and Central and Western African regions. This year as always, Canada maintained an active role within the Paris and Tokyo Memoranda.

In 2000, representatives from Canada continued their association with the other members of the MOUs by participating in several activities. Transport Canada Marine Safety participated at the Paris MOU Committee meeting, the Technical Evaluation Group, the Advisory Board, PSCO exchange programs and surveyor seminars. Canada was also the leader of a Paris MOU Task Force on the Improvement of the inspection reporting system. Transport Canada Marine Safety also participated in one of the two Tokyo MOU Committee meetings held in the year 2000, Expert Missions and surveyors seminars. The PSCO Exchange Programme also saw Canadian inspectors being stationed in Australia, and Japanese inspectors in Vancouver. Canada is also a member of three of the intersessional working groups of the Committee.

INTERNATIONAL INITIATIVES

Canada participated in a number of international programs in the year 2000. A meeting was held with the United States Coast Guard and the Mexican Authority to discuss the exchange of inspection data, exchange of PSCOs, and harmonization of procedures between the three countries.

During 2000, Transport Canada Marine Safety also hosted inspectors from Chile, Mexico and the USCG. In this way we hope to promote more consistent global inspections. Three Vietnamese inspectors underwent fellowship training in Vancouver.

Canadian PSCOs also doubled as lecturers at the IMO/IMA Academy in Trieste, Italy, and we provided instructors to conduct a port State control course in Chile.



Transport Canada Marine Safety Inspectors ensure during port State control inspections that crewmembers have adequate working and living conditions.

STATISTICAL DATA ON PORT STATE CONTROL - 2000**INSPECTIONS**

In Canada, port State control inspections are conducted under the Canada Shipping Act to determine compliance with international conventions. During the past four years, the number of inspections has fluctuated, reaching its highest in 1998, when 1191 inspections were carried out. These numbers correspond with the number of ships calling at Canadian ports. As a result of improved targeting of ships, less substandard ships seem to be trading in Canadian waters. In 2000, the number of ships with deficiencies were fifty-four percent (54%) of total inspections, and those which were detained were ten percent (10%) of total inspections. In 1999, deficiencies made up fifty-two percent (52%) of total inspections, while detentions made up eleven percent (11%).



Lifeboat support bracket found heavily corroded during a port State control inspection.

TABLE 1

Represents a comparison of ships inspected, ships with deficiencies and ships detained in Canada over the last six years

Year	2000	1999	1998	1997	1996	1995
Inspections	1070	1076	1191	1011	1184	1348
with Deficiencies	583	563	587	470	568	692
Detained	103	125	142	118	118	149

TABLE 2

Ships inspected by Flag in Canada over the last six years

COUNTRY	2000	1999	1998	1997	1996	1995
ALGERIA	4	2	4	3	1	0
ANTILLES NETHERLANDS	4	4	5	3	3	11
ANTIGUA AND BARBUDA	15	11	12	6	11	15
BAHAMAS	77	87	102	84	102	113
BAHRAIN	0	0	1	0	0	0
BARBADOS	22	16	16	18	16	10
BELARUS	0	0	0	0	2	0
BELIZE	1	1	5	3	4	1
BERMUDA	8	17	12	17	8	18
BOLIVIA	0	1	0	0	0	0
BRAZIL	2	2	2	2	6	2
BULGARIA	6	4	4	4	4	2
CAYMAN ISLANDS	9	9	10	4	8	7
CHILE	0	1	1	1	0	1
CHINA PEOPLE'S REP.	9	3	14	12	19	23
CROATIA	3	12	7	3	3	1
CUBA	0	0	6	11	2	9
CYPRUS	69	75	93	78	108	131
CZECHOSLOVAKIA	0	0	0	0	0	2
DENMARK	16	10	17	21	21	25
EGYPT	0	4	2	3	4	3
ESTONIA	0	1	2	1	1	2
FAEROE ISLANDS	0	0	0	1	0	1
FINLAND	2	2	1	1	3	7
FRANCE	5	3	4	4	8	2
GERMANY	13	13	8	13	14	14
GHANA	0	0	0	0	3	0

GIBRALTAR	3	1	2	0	0	0
-----------	---	---	---	---	---	---

COUNTRY	2000	1999	1998	1997	1996	1995
GREECE	49	57	67	50	76	102
HONDURAS	0	0	1	0	1	0
HONG KONG	28	19	18	21	19	33
HUNGARY	0	0	0	1	0	0
ICELAND	0	0	0	2	0	1
INDIA	9	13	3	19	25	20
INDONESIA	1	0	3	1	2	1
IRAN	0	1	1	2	1	2
ISRAEL	3	0	6	4	5	8
ITALY	7	8	2	5	8	7
JAPAN	9	5	11	1	5	7
KOREA REPUBLIC OF	8	9	7	4	14	11
KUWAIT	0	1	0	0	1	0
LATVIA	0	0	3	4	2	3
LEBANON	0	0	0	1	0	0
LIBERIA	113	145	149	107	119	154
LITHUANIA	10	3	5	5	5	7
LUXEBURG	0	0	0	1	0	2
MALAYSIA	6	5	9	5	12	5
MALTA	64	65	66	60	62	68
MAN ISLE OF	4	1	4	1	2	1
MARSHALL ISLANDS	15	17	21	16	13	10
MAURITIUS	0	0	2	3	1	4
MEXICO	1	1	0	0	0	1
MOROCCO	0	1	0	0	0	0
MYANMAR UNION OF	2	4	3	6	4	3
NETHERLANDS THE	27	29	26	20	18	19
NORWAY	69	72	80	68	67	74
PAKISTAN	0	1	0	1	0	1
PANAMA	198	178	189	121	164	158
PERU	0	0	0	0	1	0
PHILIPPINES	32	23	20	18	32	42
POLAND	4	3	7	5	18	12
PORTUGAL	0	0	3	1	1	1
QATAR	2	0	1	0	0	0
ROMANIA	0	0	0	0	8	4
RUSSIA	10	13	19	23	21	35
ST VINCENT&GRENADINES	18	15	19	14	20	13
SAUDI ARABIA	2	0	2	2	4	2

SINGAPORE	35	34	36	43	32	30
SOUTH AFRICA	3	1	0	0	0	0
SPAIN	1	0	0	0	1	1

COUNTRY	2000	1999	1998	1997	1996	1995
SRI LANKA	1	0	0	0	0	0
SWEDEN	5	8	10	13	18	21
SWITZERLAND	1	1	1	1	0	1
SYRIAN ARAB REPUBLIC	0	0	0	1	0	1
TAIWAN	3	3	1	2	3	7
THAILAND	4	7	3	8	4	7
TRINIDAD AND TOBAGO	0	0	0	0	0	1
TUNISIA	0	0	0	1	0	0
TURKEY	7	11	17	17	10	13
UKRAINE	6	3	8	11	8	17
UNITED ARAB EMIRATES	0	0	1	0	0	0
UNITED KINGDOM	14	13	15	13	7	2
U.S.A	17	22	12	9	10	24
VANUATU	14	5	8	7	6	11
VENEZUELA	0	0	2	0	1	0
VIETNAM	0	0	0	0	1	0
OTHER	0	0	0	0	1	1
TOTAL	1070	1076	1191	1011	1184	1348

The majority of ships inspected in the year 2000 came from the Bahamas, Cyprus, Greece, Liberia, Malta, Panama and Norway.

TABLE 3

Inspections by Port/Office 1995 - 2000

Office	2000	1999	1998	1997	1996	1995
Atlantic Region						
ST JOHN'S	41	56	53	54	60	80
MARYSTOWN	0	0	0	0	1	0
LEWISPORT	3	3	5	9	5	5
CORNER BROOK	4	4	9	11	15	21
DARTMOUTH	124	109	122	87	106	143
SYDNEY	12	9	11	6	8	9
YARMOUTH	2	8	4	10	5	1
CHARLOTTETOWN	8	12	17	18	18	24
SAINT JOHN N.B.	53	48	149	125	137	125
PORT HAWKESBURY	74	66	68	63	59	53
BATHURST	18	37	17	9	10	19
Quebec Region						
MONTREAL	72	101	67	75	86	97
BAIE-COMEAU	13	26	23	6	7	12
RIMOUSKI	3	3	2	3	2	20
GASPÉ	6	10	9	13	12	6
QUEBEC CITY	119	132	129	112	100	140
SEPT-ILES	8	2	4	6	11	28
PORT-CARTIER	7	7	8	10	11	55
Ontario Region						
TORONTO	7	8	19	27	20	16
KINGSTON	2	2	3	3	1	1
ST. CATHARINES	10	15	25	13	43	49
COLLINGWOOD	0	0	2	0	0	0
THUNDER BAY	45	46	38	72	64	48
SARNIA	11	9	11	5	9	1
Pacific Region						
VANCOUVER	410	347	187	267	389	384
VICTORIA	1	3	0	1	2	5
PRINCE RUPERT	9	0	0	0	0	2
Prairie & Northern Region						
WESTERN ARCTIC	5	4	1	0	0	0
EASTERN ARCTIC	2	8	4	2	3	2
St. Lawrence Seaway						
SEAWAY	1	1	4	4	0	2
Total	1070	1076	991	1011	1184	1348

The Pacific region led the way in inspections in Canada for 2000, performing 420 inspections. The Atlantic region was next with 339, followed by Quebec with 228. These three regions of Canada account for 92% of inspections in Canada.

Over the past six years, ships from Cyprus, Liberia, Malta and Panama have been detained more than those of any other countries. They represent 53.4% of all detentions. These vessels also represent 41.5% of vessels inspected in 2000.

TABLE 4

Ships detained by Flag 1995 - 2000

Flag State	2000	1999	1998	1997	1996	1995
ALGERIA	3	0	2	1	1	0
ANTIGUA AND BARBUDA	1	3	1	0	0	0
ANTILLES NETHERLANDS	1	0	0	0	0	1
BAHAMAS	4	3	7	7	4	8
BARBADOS	1	0	0	0	0	0
BELIZE	0	0	3	2	0	1
BERMUDA	0	0	1	0	0	0
BRAZIL	1	1	1	0	2	1
BULGARIA	1	1	0	0	0	0
CAYMAN ISLANDS	2	0	0	0	0	0
CHINA PEOPLE'S REP.	1	2	1	2	3	2
CROATIA	0	0	0	1	0	1
CUBA	0	0	0	4	0	1
CYPRUS	10	18	27	21	24	29
DENMARK	0	0	0	1	0	0
EGYPT	0	3	0	2	1	0
FINLAND	0	0	0	0	0	1
FRANCE	0	0	0	1	0	0
GERMANY	0	1	0	0	0	0
GIBRALTAR	1	0	0	0	0	0
GREECE	4	7	7	6	11	15
HONDURAS	0	0	0	0	1	0
HONG KONG	2	4	1	3	2	4
INDIA	0	5	0	6	1	1
INDONESIA	0	0	1	0	0	0
IRAN	0	0	1	0	0	0
ITALY	2	0	0	1	0	1
JAPAN	1	0	0	0	1	0
KOREA REPUBLIC OF	1	2	1	0	0	2

LATVIA	0	0	0	1	1	0
LEBANON	0	0	0	1	0	0
LIBERIA	13	18	23	8	8	7

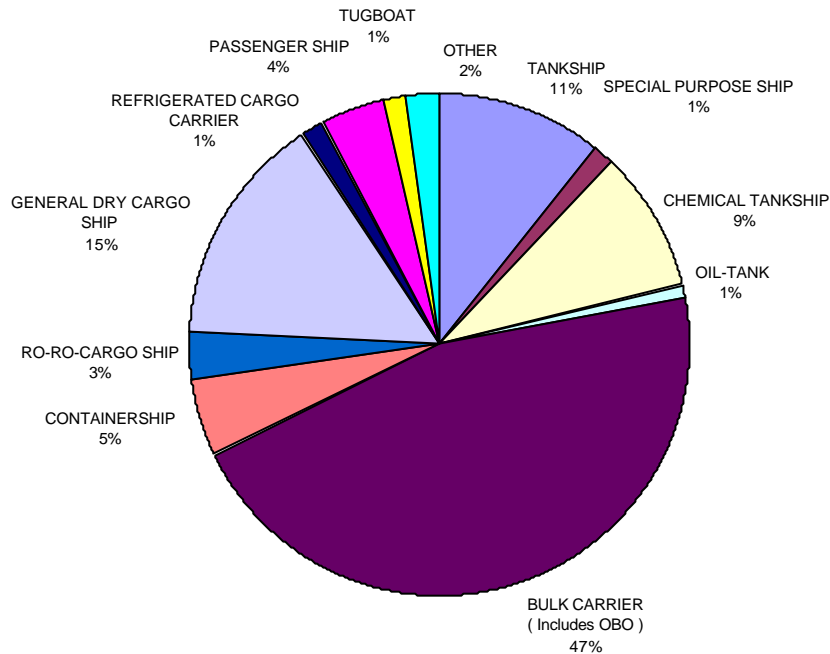
Flag State	2000	1999	1998	1997	1996	1995
LITHUANIA	1	1	1	0	0	1
LUXEMBURG	0	0	0	1	0	0
MALAYSIA	1	0	1	2	3	0
MALTA	15	12	18	10	14	21
MARSHALL ISLANDS	0	0	2	0	1	1
MAURITIUS	0	0	1	0	0	0
MEXICO	0	0	0	0	0	1
NETHERLANDS THE	4	1	1	0	1	1
NORWAY	6	2	1	3	2	5
PAKISTAN	0	1	0	0	0	0
PANAMA	17	18	18	17	21	23
PHILIPPINES	3	2	4	0	0	2
POLAND	0	0	0	0	0	1
QATAR	1	0	0	0	0	0
ROMANIA	0	0	0	0	4	0
RUSSIA	0	4	2	1	2	6
ST. VINCENT & GRENADINES	3	2	4	4	1	1
SINGAPORE	1	2	1	3	0	0
SWEDEN	0	2	0	1	0	1
SYRIAN ARAB REPUBLIC	0	0	0	1	0	0
TAIWAN	1	1	0	0	1	0
THAILAND	0	2	2	2	1	2
TURKEY	0	4	7	4	3	4
UKRAINE	1	0	1	1	2	2
U.S.A.	0	3	0	0	1	0
VANUATU	0	0	0	0	0	2
VENEZUELA	0	0	1	0	0	0

In detentions, Panama lead the way with seventeen ships detained in 2000, which were 8.6% of Panamanian vessels inspected. This country was closely followed by Malta with fifteen, which was 23.4% of Maltese flagged ships inspected; and Liberia with thirteen detained representing 11.5% of Liberian flagged vessels inspected.

As in past years, bulk carriers have been the most inspected type of vessel in Canada (47%), and as a result they are also the type of vessel which has the highest detention percentage at 57%. Figures 1 and 4 show these values in a graphical format.

FIGURE 1

Ships inspected by type



DEFICIENCIES

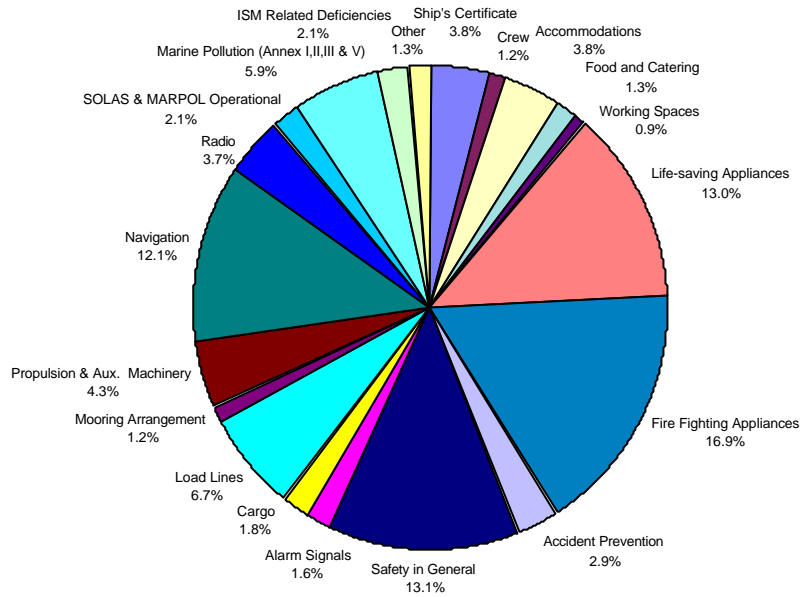
There are many different categories of deficiencies which can be found on any ship. However, firefighting appliances accounted for the single largest reason for deficiencies on ships in 2000. Life saving appliances and Navigational equipment were second and third respectively. All three of these categories represent essential equipment for any voyage, and it is quite alarming that these were trouble spots in 2000.



Lifeboat drills are performed occasionally during PSC inspections.

FIGURE 2

Deficiencies by category



Galley drain filled with grease and infested with insects



Looking at the light of day through a hatch cover

ISM DEFICIENCIES

The year 2000 was the second year of full implementation of the International Safety Management (ISM) code. Since July 1, 1998, all passenger ships and tankers, bulk carriers, gas carriers and cargo high speed craft of 500 gross tonnes or more must have a valid Safety Management Certificate on board and a copy of their company's Document of Compliance. The following table gives the figures, in different categories, of ISM deficiencies found during 2000.

TABLE 5**ISM DEFICIENCIES**

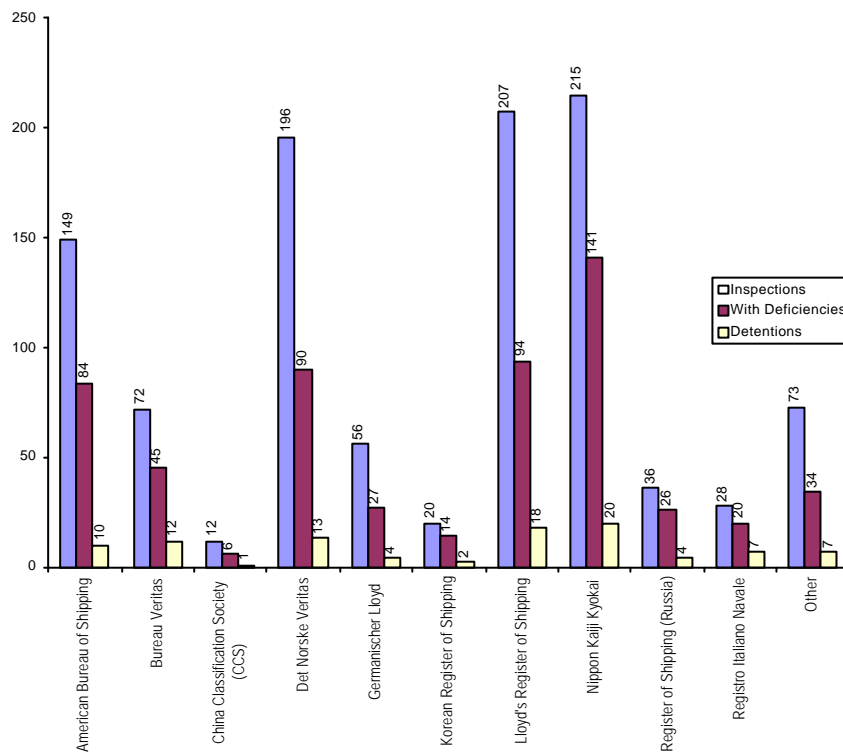
ISM Defect Description	No. Defects 2000	Percentage of Defects 2000	No. Defects 1999	Percentage of Defects 1999
Safety and Environmental Policy	2	2.98	7	8.05
Company Responsibility and Authority	5	7.46	1	1.15
Master Responsibility and Authority	1	1.49	4	4.59
Resources and Personnel	3	4.48	4	4.59
Development and Plans for Shipboard Operations	6	8.96	0	0
Emergency Preparedness	19	28.35	48	55.17
Report and Analysis of Non-Conformity, Accidents, and Hazardous Occurrences	3	4.48	3	3.45
Maintenance of Ship Equipment	16	23.88	7	8.05
Documentation	7	10.45	5	5.75
Company Verification, Review and Evaluation	3	4.48	2	2.30
Certification, Verification and Control	0	0	6	6.90
Other	2	2.98	0	0

CLASSIFICATION SOCIETIES

Ten major Classification Societies and a grouping of “other” are represented on this chart shown in Figure 3. The Nippon Kaiji Kyokai Classification Society had the most ships inspected in Canada last year. The American Bureau of Shipping had the lowest percentage of detentions for 2000.

FIGURE 3

Ships inspected, ships with deficiencies and ships detained by Classification Society

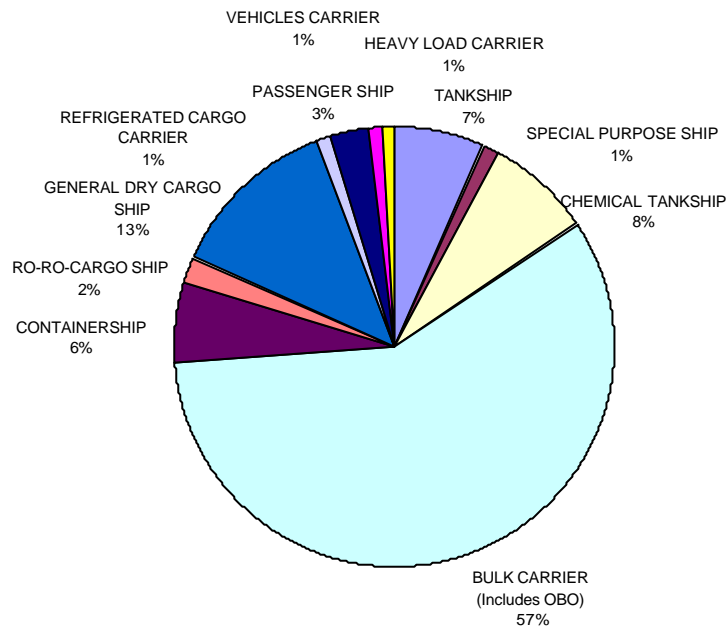


DETENTIONS BY TYPE OF SHIP

Figure 4 shows ships detained by type. Of the one hundred and three detentions in 2000, sixty of them were bulk carriers, which made up fifty-seven percent (57%) of detentions for that year. This trend is similar to previous years where approximately 50% of inspections were of bulk carriers. The detention rate of bulk carriers in Canada has been in the vicinity of 60% over the past six years.

FIGURE 4

Ships detained by type



CONCLUSION

The year 2000 brought little deviation from the trends observed in port State control in Canada over the last six years.

In many ways, this is not ideal. The most effective measures of port State control MOUs in weeding out substandard ships are detention of ships found with deficiencies, and publishing the data of the ships detained. The number of inspections remained constant, but the total number of detentions decreased by twenty-two ships this year, which is less than two percent of the inspections carried out. However, we at Transport Canada Marine Safety would like to see a further decrease in detentions, and are striving for a year in which there are no detentions in our port State control programme.

Bulk carriers still constituted the majority of ship inspections by type, and unfortunately, the majority of detentions.

In the new year 2001, Transport Canada Marine Safety hopes to continue the trend of quality inspections over quantity inspections. The directorate will be concentrating on training for Port State Control Officers (PSCOs), regional exchanges of expertise, and assisting other nations to effectively implement port State control regimes.

By continuing our international cooperation initiatives and by raising the standard of training for our inspectors, Transport Canada Marine Safety hopes to tighten the net on substandard shipping and make the waters of the earth, particularly those around Canada, safe for life, property and the marine environment.

For more information on Port State Control, please visit our website :

- http://www.tc.gc.ca/MarineSafety/Port_State_Control/index.htm