



M a r i n e S a f e t y

P O R T S T A T E C O N T R O L

2 0 0 2 A n n u a l R e p o r t

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Foreword

I am pleased to present Transport Canada's Annual Report on Port State Control for the year 2002. This has been a very busy year internationally, as well as within Canada. The year was marked by the development and the entry into force of new requirements relevant to port State control activities.

At the international level, the year was impacted by the entry into force of new instruments such as the STCW 95 Convention on training and certification of seafarers and the second phase of the ISM Code which respectively entered into force on February 1st and July 1st 2002, providing new tools to the marine industry, which assist in improving the focus on the human element aboard ships.

In Canada, our Minister of Transport, the Honorable David Collenette, announced in the spring that Canada will host the Second Joint Ministerial Conference of the Paris and Tokyo MOUs on port State control in September 2004. The conference will be a follow up to the First Joint Ministerial Conference, which was held in Vancouver in 1998 under the theme of *"Tightening the Net" Inter-Regional Action to Eliminate Sub-Standard Shipping*. The conference will provide the opportunity to review actions taken by the two MOUs and will further decide on additional steps to be taken by them to continue working towards the elimination of sub-standard ships.

In May, Transport Canada hosted the 35th session of the Paris MOU Committee in Halifax. The Paris MOU was established in 1982 and celebrated its 20th anniversary in 2002. During the session, the Committee agreed on important changes to the text of the Memorandum, including future banning

procedures for ships with bad inspection records and the addition of the International Labour Organization's Protocol to ILO 147, among others.

The end of 2002 was marred by the sinking of the tanker PRESTIGE which created an environmental disaster on the coast of Spain after the vessel, carrying around 77 000 tonnes of oil, broke in two and sank off the Spanish coast. This disaster demonstrates, once more, the importance of the port State control regime and the need to perform inspections on foreign vessels calling in our ports. To ensure that foreign tankers calling in Canadian ports meet international standards, Transport Canada's Marine Safety Executive reconfirmed, in July 2002, a decision taken in the early 1990's to inspect every foreign tanker on its first visit to Canada and to inspect them at least once a year thereafter.

The year 2002 ended with the International Maritime Organization's Diplomatic Conference on Marine Security, which approved the new International Ship & Port Facility Security Code that will enter into force in July 2004. The ISPS Code will have an impact on our port State control activities and Transport Canada will monitor international developments to ensure everything is in place for July 2004.

Transport Canada's commitment to the protection of life, property and the marine environment remains top priority. Through our participation within the Paris and Tokyo MOUs on port State control, our work with the United State Coast Guard and the implementation of our national programmes, we will continue to work towards the elimination of sub-standard shipping to ensure that vessels visiting our ports are safe and environmentally friendly.

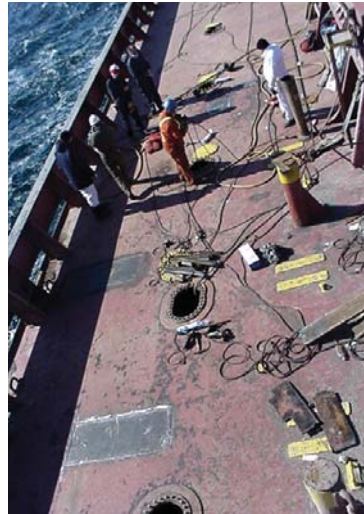
Gerard McDonald, Director General

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 major international maritime conventions. These include the International Convention for the Safety of Life at Sea (SOLAS), the International Convention for the Prevention of Pollution from Ships (MARPOL), the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) and the International Labor Organization Convention No. 147 (ILO 147).

PSC programmes are of a regional nature; that is, several countries sharing common waters are 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 countries (18 European and Canada) 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 a full member in May 1994, the first non-European



Port State Control Inspections often lead to major repairs prior to the vessel being allowed to sail from Canadian ports.

member to be so accepted. Canada was one of the driving forces in the creation of the Tokyo MOU and has been a member since its inception in December 1993.

The Safety and Security group within Transport Canada 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.

Canadian Initiatives in 2002

Being surrounded by three oceans and having a coastline of over 200 000 km, Canada relies heavily on the shipping industry. Transport Canada has continued, in 2002, to collaborate with many other countries to maintain the highest level of safety for life, properties and the marine environment. Transport Canada Marine Safety (TCMS) has completed a number of projects over the past year to enhance its port State control programme and to improve procedures in place.

The Marine Safety Directorate conducted a national port State control training session during the year. Experienced Port State Control Officers (PSCOs) give this course, which aims to continue striving for harmonization in the regions and accordingly, achieve national harmonization.

During the last year, Transport Canada has maintained its focus on bulk carrier safety via the Canadian Bulk Carrier Inspection Programme. The programme was established in 1992, in response

to international concerns about the increasing number of bulk carrier losses with a high number of fatalities. Since 1992 and in addition to the regular port state control inspection, Transport Canada performed, under its bulk inspection programme, structural inspections of bulk carriers to ensure compliance with international conventions. In 2002, thirty percent (30%) of inspections carried out in Canada were conducted on bulk carriers. The year 2002 has marked the 10th anniversary of the Canadian Bulk Inspection Programme and results of such an initiative have shown an important improvement in the quality of bulk carriers calling in our ports since the beginning of the programme.



Structural inspection on board bulk carriers has continued to be the focus of Transport Canada Inspectors during port State control inspections in 2002.

The International Maritime Organization (IMO) Maritime Safety Committee (MSC) agreed, during its 76th session in December 2002, to a number of recommendations to improve bulk carrier safety. Among the recommendations, the MSC instructed the Flag State Implementation (FSI) Sub-Committee to develop an MSC circular, recommending that port States and the various PSC Memoranda of Understanding established world-wide, develop specialized training for Port State Control Officers in bulk carrier design and operation, thus pinpointing the vulnerable areas within the ship's structure, particularly in older

vessels. Canada fully supports such an initiative, which will result in improving the safety of bulk carriers.

In addition to the Bulk Carrier Inspection Programme, Transport Canada's inspectors have targeted foreign tankers calling at Canadian ports. In July 2002, the Marine Safety Executive (MSE) agreed on the need to further harmonize its national procedures related to inspection of foreign tankers. MSE confirmed Transport Canada's commitment to inspect all foreign tankers during their initial visit and on an annual basis thereafter. The Foreign Tanker Inspection Programme was established in the early 1990's, in response to the *Public Review Panel on Tanker Safety and Marine Spills Response Capability Report* also known as the "*Brander Smith Report*". The sinking of the tanker PRESTIGE off the coast of Spain, in November 2002, demonstrates the importance of monitoring such vessels on a regular basis.



Foreign tankers calling in Canadian ports are inspected on their first visit and at least once a year thereafter.

In the spring and summer of 2002, Transport Canada had resumed its seasonal campaign on board foreign cruise ships calling in Canada. During these inspections, a team of Transport Canada inspectors performed operational control onboard targeted vessels, focusing on the human element onboard these passenger ships. During

these inspections, crewmembers had to demonstrate their ability to perform exercises in simulated emergency situations, such as fire, abandoning ship and damage control. In performing such control, Transport Canada inspectors are preparing for a Concentrated Inspection Campaign on passenger vessels, which will be held within the Paris MOU between May 1 and July 31, 2003.



Crewmembers on board passenger ships had to demonstrate their ability to perform emergency drills during port State control inspection.

MOU News and initiatives

This year, as always, Canada maintained an active role within the Paris and Tokyo Memoranda, which are formed by 19 and 18 members, respectively. Canada hosted the 35th session of the Paris MOU Committee, in Halifax, in May 2002. The meeting was extremely productive and the Committee approved major amendments to the Memorandum. Among these changes, the Committee adopted banning procedures for sub-standard ships flying the flag of countries appearing on the Paris MOU Black List. Furthermore, the Committee agreed on a trial period where port State control officers will record the name of charterers for vessels carrying liquid and solid bulk cargoes. Canada agreed to collect the information during the trial period, which was held from October 1 to December 31, 2002.

The Committee also agreed on changes regarding action to be taken with regard to vessels not complying with the requirements to carry a voyage data recorder, and further agreed to inspect ships in relation to ILO requirements regarding working and rest hours. In addition, the MOU welcomed Latvia as its new cooperative member during the meeting in Halifax.

After six years as a member of the Paris MOU Advisory Board (MAB), Canada was replaced by Poland as one of the non European Union members. The MAB meets intersessionally and advises the Committee, the Technical Evaluation Group (TEG) and the MOU Secretariat.



Mr. Marc Gregoire, Associate Assistant Deputy Minister for Safety and Security, Transport Canada officially opened the 35th session of the Paris MOU Committee.

In addition, Transport Canada Marine Safety participated in other Paris MOU meetings such as the Technical Evaluation Group, the Port State

Control Officer Seminars, as well as the specialized training provided by the MOU.

Transport Canada Marine Safety also participated in the Tokyo MOU Committee meeting, which was held in Manila, Philippines. During the eleventh session of the Committee, members agreed to establish a targeting factor system. Such a scheme will assist Port State Control Officers in targeting vessels for inspection and would be established on a trial basis in early 2003. In addition, the Tokyo MOU Committee agreed on the publication of PSC Inspection on its Internet web site and considered a new format for its MOU manual presented by Canada. The Committee further agreed on a proposal to hold a Concentrated Inspection Campaign on Bulk Carriers in the fall of 2003. Canada agreed to co-ordinate the CIC and to report to the Committee in 2004. Finally, the Committee welcomed the Authority of Chile as its eighteenth member. Chile has become the first South American country to join the Tokyo MOU.

During 2002, Transport Canada also participated in Expert Missions and Surveyor Seminars. The PSCO Exchange Programme saw Canadian inspectors being stationed in Japan, Hong Kong PSCO being stationed in Canada and Chilean PSCO being stationed in Canada. Canada is also a member of three of the intersessional working groups of the Committee.

In 2002, Transport Canada participated in two Inspection Campaigns held within the MOUs. Following the entry into force of the new International Convention on Standards for Training, Certification and Watchkeeping for Seafarers (STCW) 1995, the Paris MOU held an Inspection Campaign on STCW 95 in early 2002. During the campaign, several seafarers were found non-compliant with the new requirements of the convention, showing that several States were not ready for the February 1, 2002 deadline and that there was a need for improvement with regards to issuance of appropriate documents by flag State administrations.

The second campaign, the CIC on the International Safety Management (ISM) Code, was held in parallel by the two memoranda between July 1 and September 30, 2002. Once again, the campaign demonstrated that, despite the fact that most vessels carried the required certificates, in many cases the Safety Management System (SMS) was basically nonexistent onboard. Once more the campaign demonstrated that there was room for improvement.

For more information on the Paris and Tokyo MOUs, please visit the following websites:

- Paris: www.parismou.org
- Tokyo: www.tokyo-mou.org

International Initiatives

In the spring of 2002, the Canadian Minister of Transport, David Collenette announced that Canada will host the Second Joint Ministerial Conference of the Paris and Tokyo MOU on Port State Control. The second conference, which will be held in Vancouver on September 21 and 22, 2004, will be a follow up to the first Ministerial conference, which was hosted by Canada in 1998.

The Ministers will review the actions taken by the MOUs in response to the 1998 Ministerial declaration *"Tightening the Net" Inter-Regional Action to Eliminate Sub-Standard Shipping* and will discuss and identify additional actions to be taken to combat sub-standard ships.

Transport Canada has continued its cooperation with its neighbours from the south. During 2002, representatives from Marine Safety and the United States Coast Guard (USCG) met on several occasions to discuss port State control activities. The two countries will continue to work closely and exchange expertise related to port State control activities.

In 2002, Transport Canada also assisted several MOUs on port State control by providing experienced Port State Control Officers to assist in the

training sessions in Australia (Tokyo MOU), Eritrea and India (Indian Ocean MOU). Transport Canada further participated, as an observer, at the Caribbean MOU Committee meeting.

These international initiatives demonstrate Transport Canada's commitment to assist in the development of a new port State control regime which will lead, once more, to tightening the net on sub-standard shipping and, in turn, lead to safer ships and cleaner seas.

Statistical Data on Port State Control – 2002

STATISTICAL DATA ON PORT STATE CONTROL – 2002

INSPECTIONS

Canadian port State control inspections are conducted under the auspices of the *Canada Shipping Act* and Paris/Tokyo Memoranda of Understanding on port State control, to determine foreign vessel compliance with international conventions. During the past five years the number of inspections has fluctuated, reaching its highest in the year 2001, when 1197 inspections were performed. These inspection numbers correspond to the number of vessels calling

at Canadian ports. As a result of our improved targeting and our special programs (namely Bulk Carrier and Tanker inspection) Canada appears to have seen a decrease in the number of substandard ships trading in Canadian ports.

In 2002, the number of ships with deficiencies was forty-five percent (45%) of total inspections, which is a reduction of seven percent (7%) in comparison with the 2001 figure. Of those vessels with deficiencies, four percent (4%) of total inspections were detained. Compared with detentions from 2001, the percentage was higher with a detention rate of eight percent (8%).

TABLE 1: Comparison of ships inspected, ships with deficiencies and ships detained in Canada over the past five years

Year	2002	2001	2000	1999	1998
Inspections	1159	1197	1070	1076	1191
with Deficiencies	525	634	583	563	587
Detained	49	92	103	125	142

MARINE SAFETY - PORT STATE CONTROL

TABLE 2: Ships inspected by Flag in Canada over the last five years

Country	2002	2001	2000	1999	1998
Algeria	0	0	4	2	4
Antigua and Barbuda	17	16	15	11	12
Antilles Netherlands	3	1	4	4	5
Bahamas	102	102	77	87	102
Bahrain	0	0	0	0	1
Barbados	15	13	22	16	16
Belize	0	0	1	1	5
Bermuda	9	18	8	17	12
Bolivia	0	0	0	1	0
Brazil	4	0	2	2	2
Bulgaria	2	4	6	4	4
Cambodia	0	1	0	0	0
Cameroon, United Rep of	0	1	0	0	0
Cayman Islands	4	9	9	9	10
Chile	1	1	0	1	1
China, Peoples Rep.	5	2	9	3	14
Colombia	0	1	0	0	0
Croatia	5	4	3	12	7
Cuba	0	0	0	0	6
Cyprus	83	82	69	75	93
Denmark	7	11	16	10	17
Egypt	2	2	0	4	2
Estonia	0	0	0	1	2
Finland	2	1	2	2	1
France	9	7	5	3	4
Germany	14	11	13	13	8
Gibraltar	1	2	3	1	2
Greece	62	66	49	57	67

MARINE SAFETY - PORT STATE CONTROL

TABLE 2: (continued)

Country	2002	2001	2000	1999	1998
Honduras	0	0	0	0	1
Hong Kong	40	31	28	19	18
India	15	13	9	13	3
Indonesia	0	0	1	0	3
Iran	0	3	0	1	1
Israel	4	4	3	0	6
Italy	16	8	7	8	2
Japan	2	5	9	5	11
Korea, Rep. Of	10	19	8	9	7
Kuwait	0	0	0	1	0
Latvia	0	0	0	0	3
Liberia	133	142	113	145	149
Lithuania	4	4	10	3	5
Malaysia	5	3	6	5	9
Malta	64	74	64	65	66
Man, Isle of	7	3	4	1	4
Marshall Islands	48	38	15	17	21
Mauritius	1	1	0	0	2
Mexico	0	0	1	1	0
Morocco	0	1	0	1	0
Myanmar, Union of	3	2	2	4	3
Netherlands, The	31	21	27	29	26
Norway	76	71	69	72	80
Pakistan	0	0	0	1	0
Panama	194	235	198	178	189
Philippines	13	20	32	23	20
Poland	1	2	4	3	7
Portugal	4	2	0	0	3

MARINE SAFETY - PORT STATE CONTROL

TABLE 2: (continued)

Country	2002	2001	2000	1999	1998
Qatar	1	0	2	0	1
Russia	12	11	10	13	19
St. Vincent & Grenadines	4	13	18	15	19
Sao Tome & Principe	0	1	0	0	0
Saudi Arabia	1	3	2	0	2
Singapore	27	40	35	34	36
South Africa	0	0	3	1	0
Spain	2	1	1	0	0
Sri Lanka	0	0	1	0	0
Sweden	6	3	5	8	10
Switzerland	1	2	1	1	1
Taiwan	2	1	3	3	1
Thailand	0	5	4	7	3
Tonga	0	1	0	0	0
Turkey	8	9	7	11	17
Tuvalu	0	2	0	0	0
Ukraine	3	0	6	3	8
United Arab Emirates	0	0	0	0	1
United Kingdom	27	22	14	13	15
U.S.A.	35	15	17	22	12
Vanuatu	12	11	14	5	8
Venezuela	0	0	0	0	2
Total	1159	1197	1070	1076	1191

The majority of ships inspected in 2002 were the same as in previous years, namely ships flagged by Panama, Liberia, Bahamas, Cyprus, Norway, Malta and Greece. These seven flag States represent sixty-one percent (61%) of total inspections conducted. As in the past, Panama had the most vessels inspected, with 194, which represents sixteen percent (16%) of total inspections. This year, there was a noticeable increase in the number of United States of America flagged vessels inspected in Canada.

MARINE SAFETY - PORT STATE CONTROL

TABLE 3: Inspections by TC Centres over the past five years

Office	2002	2001	2000	1999	1998
Atlantic Region					
St. John's	143	57	41	56	53
Lewisporte	1	1	3	3	5
Cornerbrook	0	1	4	4	9
Dartmouth	113	106	124	109	122
Sydney	3	8	12	9	11
Yarmouth	6	6	2	8	4
Charlottetown	4	6	8	12	17
Saint John, N.B.	152	104	53	48	149
Port Hawkesbury	107	134	74	66	68
Bathurst	23	29	18	37	17
Quebec Region					
Montreal	32	71	72	101	67
Baie Comeau	1	1	13	26	23
Rimouski	1	4	3	3	2
Gaspe	3	6	6	10	9
Quebec City	127	107	119	132	129
Sept Iles	4	6	8	2	4
Port Cartier	2	1	7	7	8
Ontario Region					
Toronto	3	0	7	8	19
Kingston	0	1	2	2	3
St. Catherines	1	3	10	15	25
Collingwood	0	0	0	0	2
Thunder Bay	18	24	45	46	38
Sarnia	19	7	11	9	11
Pacific Region					
Vancouver	360	477	410	347	187

MARINE SAFETY - PORT STATE CONTROL

TABLE 3: (continued)

Office	2002	2001	2000	1999	1998
Victoria	1	3	1	3	0
Prince Rupert	29	29	9	0	0
Prairie & Northern Region					
Western Arctic	1	1	5	4	1
Eastern Arctic	1	3	2	8	4
St. Lawrence Seaway					
Seaway	4	1	1	1	4
Total	1159	1197	1070	1076	1191

In 2002, the Atlantic region led the way, for the first time, performing 552 inspections, followed by the Pacific Region with 390, Quebec with 170, Ontario with 41, the St. Lawrence Seaway Authority with 4 and Prairie and Northern region with 2. The regions of Atlantic, Pacific and Quebec, combined, performed ninety-six percent (96%) of all inspections carried out in Canada for 2002.

TABLE 4: Ships detained by flag over the past five years

Flag State	2002	2001	2000	1999	1998
Algeria	0	0	3	0	2
Antigua and Barbuda	0	1	1	3	1
Antilles Netherlands	0	0	1	0	0
Bahamas	3	7	4	3	7
Barbados	0	0	1	0	0
Belize	0	0	0	0	3
Bermuda	0	3	0	0	1
Brazil	0	0	1	1	1
Bulgaria	0	1	1	1	0
Cayman Islands	0	3	2	0	0
Chile	0	1	0	0	0
China, People's Rep.	0	0	1	2	1

MARINE SAFETY - PORT STATE CONTROL

TABLE 4: (continued)

Flag State	2002	2001	2000	1999	1998
Croatia	1	0	0	0	0
Cyprus	6	13	10	18	27
Egypt	1	0	0	3	0
Germany	0	1	0	1	0
Gibraltar	0	0	1	0	0
Greece	3	6	4	7	7
Hong Kong	2	1	2	4	1
India	1	1	0	5	0
Indonesia	0	0	0	0	1
Iran	0	1	0	0	1
Italy	1	0	2	0	0
Japan	0	0	1	0	0
Korea, Republic of	1	0	1	2	1
Liberia	8	12	13	18	23
Lithuania	0	0	1	1	1
Malaysia	1	1	1	0	1
Malta	2	13	15	12	18
Marshall Islands	1	3	0	0	2
Mauritius	0	0	0	0	1
Morocco	0	1	0	0	0
Netherlands, The	0	0	4	1	1
Norway	0	1	6	2	1
Pakistan	0	0	0	1	0
Panama	10	17	17	18	18
Philippines	1	2	3	2	4
Poland	1	0	0	0	0
Portugal	1	0	0	0	0
Qatar	0	0	1	0	0

TABLE 4: (continued)

Flag State	2002	2001	2000	1999	1998
Russia	0	0	0	4	2
St. Vincent & Grenadines	2	1	3	2	4
Singapore	0	1	1	2	1
Sweden	0	0	0	2	0
Thailand	0	0	0	2	2
Turkey	2	1	0	4	7
Ukraine	1	0	1	0	1
U.S.A.	0	0	0	3	0
Venezuela	0	0	0	0	1

As in the past, the vessels flying the flags of Panama, Liberia and Cyprus constitute forty-nine percent (49%) of the total detentions in Canada for 2002. These flag States also represent thirty-five percent (35%) of the vessels inspected in 2002 by Canadian Port State Control Officers.

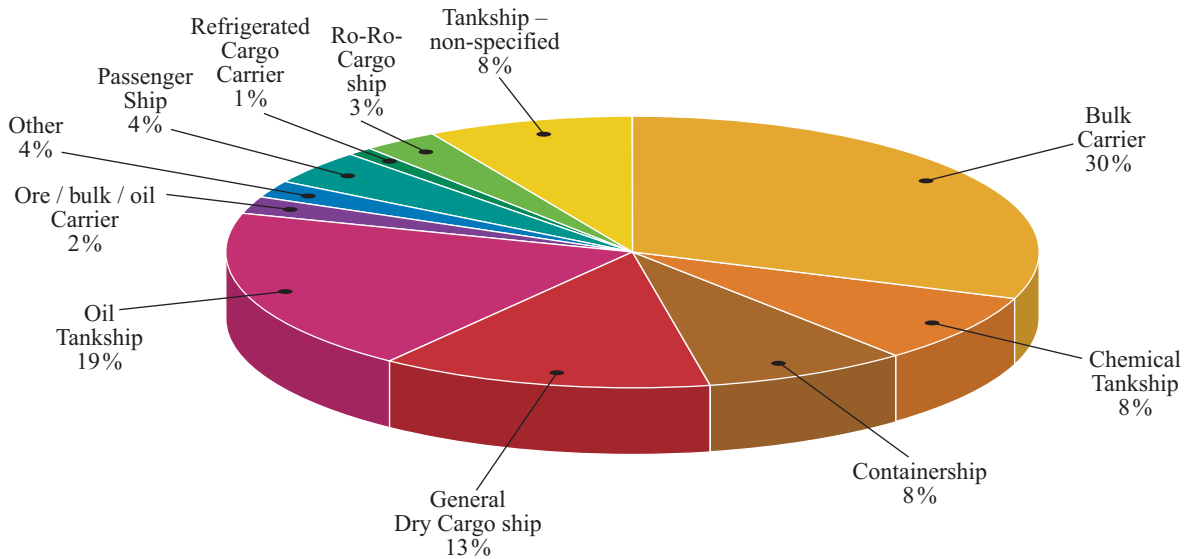
Panama led the way, in 2002, with ten vessels detained, which represents five percent (5%) of the total Panamanian vessels inspected. This was followed closely by Liberia with eight detentions, constituting six percent (6%) of its total inspections and Cyprus with six detentions, representing seven percent (7%) of its total inspections.



Watertight door missing

In Canada, the largest number of inspections by type of vessel has always been the bulk carrier. Bulk Carrier inspections have been consistent representing around 40% of total vessels inspected. In 2002, total inspections on Bulk Carriers was well below the forty percent (40%) mark of inspections performed; this was mainly due to the priority placed on Tanker inspections as a direct result of the "PRESTIGE" sinking. In 2002, the number of Tankers (all types) inspected was 398; this was an increase of twelve percent (12%) from 2001.

FIGURE 1: Ships inspected by type



DEFICIENCIES

Many categories of deficiencies can be found on vessels. Again the largest percentage of defects, by category, was in "Fire Fighting Appliances", accounting for seventeen point five percent (17.5%) of the total number of deficiencies. There were 525 vessels inspected in Canada with deficiencies totaling 2540 in all.

"Safety in General" category had the second highest number of deficiencies discovered, representing seventeen point one percent (17.1%) of total deficiencies. "Safety in General" includes, among other deficiencies, structural defects and corrosion of the ship's structure.

"Lifesaving Appliances" and "Navigation Equipment" categories represented the third and fourth highest percentage of deficiencies at eleven point one percent (11.1%) and ten point one percent (10.1%), respectively.



Corroded/Detached Bracket

MARINE SAFETY - PORT STATE CONTROL



Hole in Lifeboat

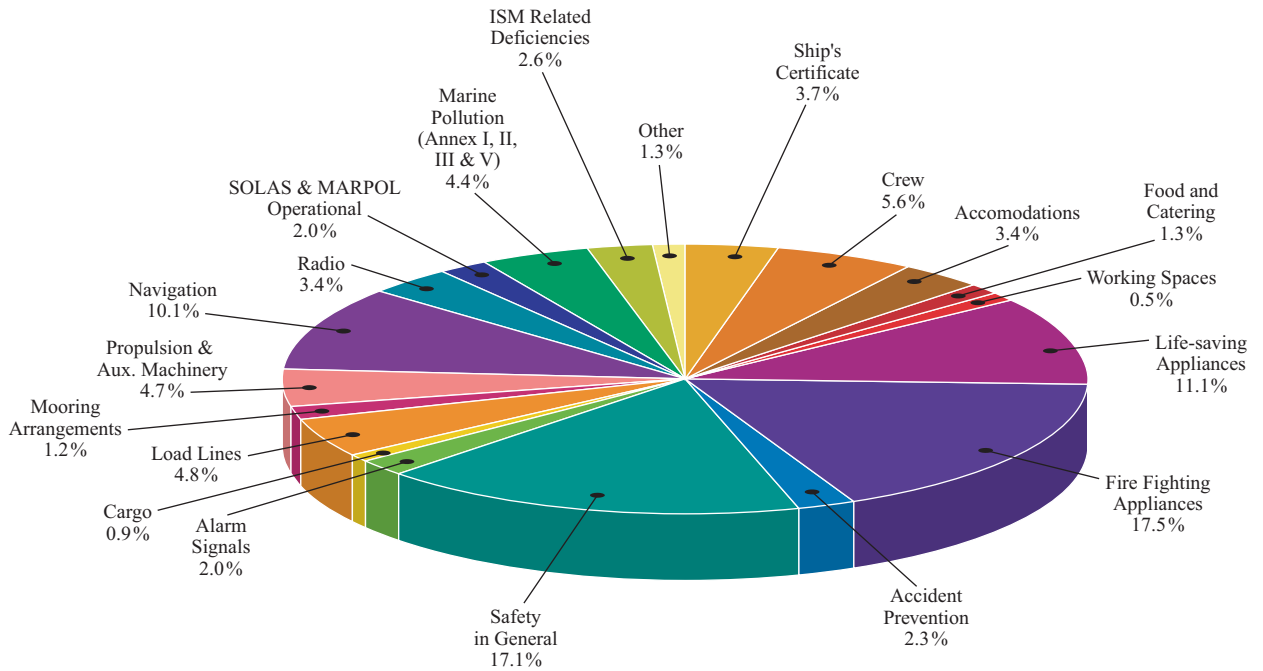
These four categories of deficiencies represent essential equipment and structure for any voyage and it is alarming that they remain, once again, in 2002, at the top of the list of trouble spots.

Crew related deficiencies have increased by three percent (3%) from 2001; it is assumed that this is a direct result of STCW 95 coming into force.



Unclean galley/No control valve for faucet

FIGURE 2: Deficiencies by category



MARINE SAFETY - PORT STATE CONTROL

ISM DEFICIENCIES

The year 2002 was the fourth year for full implementation of the International Safety Management (ISM) Code on all passenger ships, tankers, bulk carriers, gas carriers and high speed craft of 500 gross tonnes or more. On July 1, 2002, the ISM Code was implemented for the remainder of the shipping fleet, which must have a valid Safety Management Certificate onboard and a copy of the company's Document of

Compliance. With reference to the ISM deficiencies found in performing port State control inspections in Canada over the past four years, the defects related to "Emergency Preparedness" category still have the highest number of ISM deficiencies with a total of 32 defects. This number of defects represents forty nine percent (49%) of the total ISM deficiencies.

TABLE 5: ISM Deficiencies

ISM Defect Description	No. Defects 2002	Percentage of Defects 2002	No. Defects 2001	Percentage of Defects 2001
Safety and Environmental Policy	0	0.00	1	1.10
Company Responsibility and Authority	1	1.53	1	1.10
Designated Person(s)	1	1.53	0	0.00
Master Responsibility and Authority	3	4.62	0	0.00
Resources and Personnel	2	3.08	7	7.69
Development and Plans for Shipboard Operations	5	7.70	7	7.69
Emergency Preparedness	32	49.23	44	48.35
Report and Analysis of Non-Conformity, Accidents, and Hazardous Occurrences.	2	3.08	5	10.62
Maintenance of Ship Equipment	7	10.77	16	17.58
Documentation	5	7.70	7	7.69
Company Verification, Review and Evaluation	2	3.08	1	1.10
Certification, Verification and Control	1	1.53	0	0.00
Other	4	6.15	2	2.20

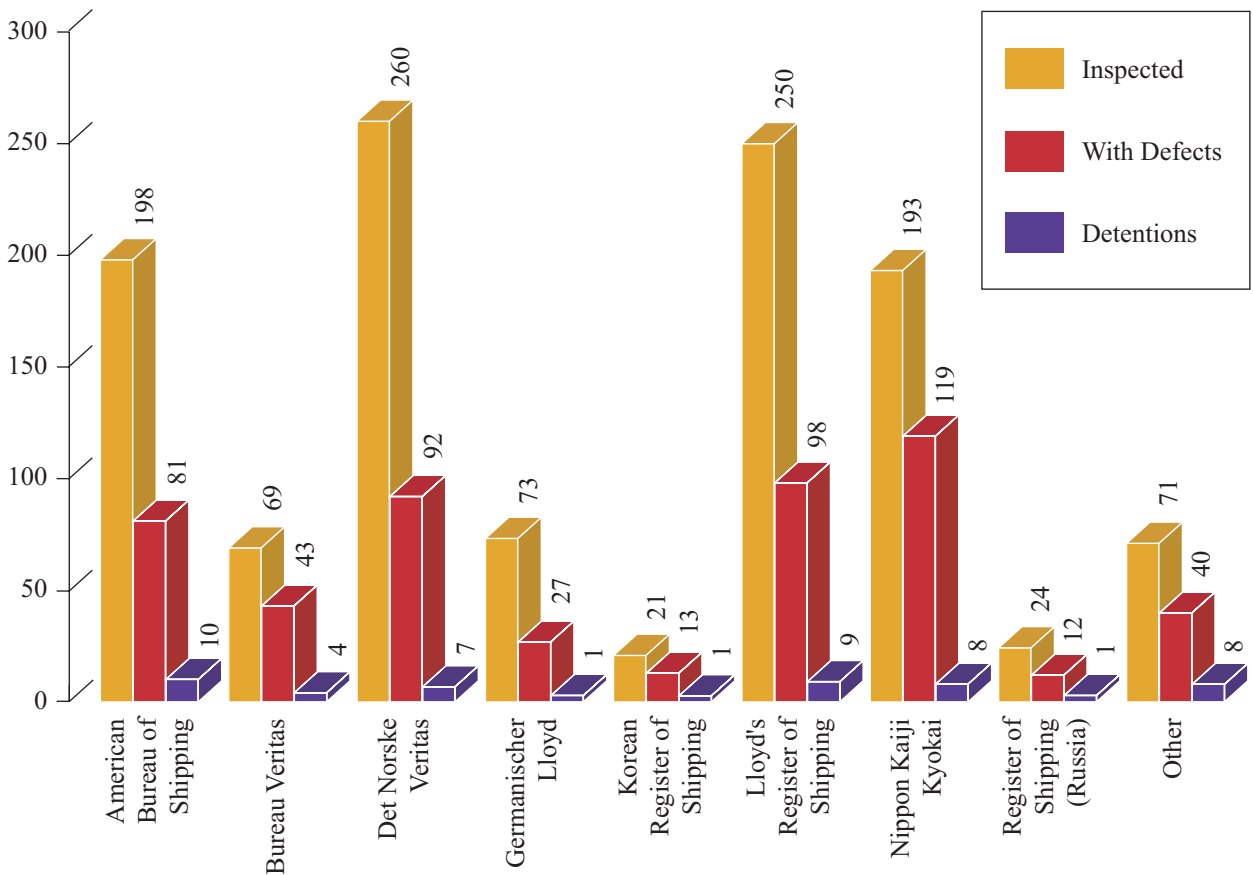
CLASSIFICATION SOCIETIES

Vessels inspected in 2002 were mainly classed by eight major delegated organizations. Figure 3 shows the statistics on the performance of those Classification Societies.

Det Norske Veritas (260) inspected the most ships, followed closely by Lloyd's Register of Shipping (250), American Bureau of Shipping (198) and

Nippon Kaiji Kyokai (193). The representation of detentions shown in Figure 3 does not indicate if the detention was Classification Society related or not. In Figure 3, Bureau Veritas had the highest percentage of detentions related to the number of their inspections at five point eight percent (5.8%), while Germanischer Lloyd had the lowest percentage at one point four percent (1.4%).

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

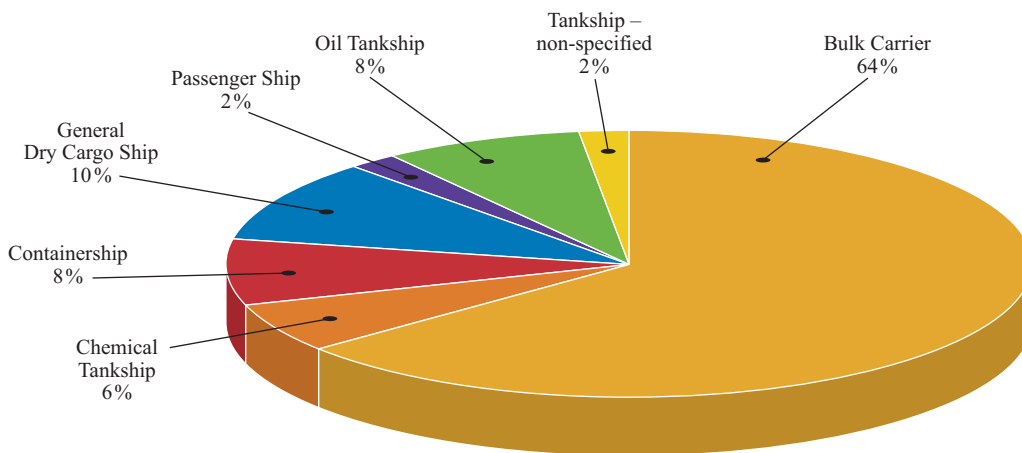


DETENTIONS BY TYPE OF SHIP

Of the forty-nine detentions, thirty (30) of these were Bulk Carriers, which made up sixty-four percent (64%) of total detentions. This trend of approximately sixty percent (60%) of total detentions in Canada remains the same for Bulk Carriers. The next highest detention rate, by type of vessel, is General Dry Cargo, which

is fifty four percent (54%) lower. This shows that with Canada's large export and import of raw materials being mainly transported via shipping in bulk, there are a higher percentage of bulk carriers trading in Canadian ports and thus a higher detention rate for this type of ship.

FIGURE 4: Ships Detained by Type



Corroded Lifeboat Buoyancy Tanks

Summary

The 1159 inspections performed on foreign ships calling in Canadian ports in 2002 were slightly higher than the average of the last four years. However statistics show that the number of vessels found with deficiencies in 2002 has decreased by seven percent (7%) in comparison with the average percentage for the last four years. In addition, 2002 has seen the number of vessels detained reach an all time low of 49 vessel detentions, which represents four percent (4%) of the vessels inspected. The detention rate, which was close to twelve percent (12%) in 1998, has decreased to nine point six percent (9.6%) in 2000 and to seven point seven percent (7.7%) in 2001. Transport Canada believes that this positive trend proves that the overall improvement in the quality of vessels calling in Canadian ports is due largely to the port State control inspection programme.

Transport Canada Marine Safety wishes to see a continued decrease in detentions in order to eventually reach its ultimate goal of zero detentions in our port State control programme. To achieve such a goal, we believe that all parties involved in shipping; that is, owners, operators, flag States, Classification Societies, Charterers, Shippers, Cargo Owners, Insurers, and Bankers must work together to eliminate sub-standard operations. For the upcoming year, Transport Canada will continue to target vessels with poor safety records and will continue to focus on the quality of its inspections

over quantity. Transport Canada is also supportive of the development of a system rewarding quality ships and will continue to work with MOU Members to establish a system that will recognize quality ships and their operators.

In 2003, the directorate will monitor the development of maritime security, will hold training sessions for Port State Control Officers (PSCOs), will continue to work within the Paris and Tokyo MOUs, will push for the exchange of regional expertise and will assist other nations in effectively implementing port State control regimes.

By maintaining our national and international initiatives, Transport Canada Marine Safety wishes to continue the long battle against substandard ships. The continuous commitment of port States, however, must never replace the work that should be done by the flag State authorities. Nevertheless, until all flag States have demonstrated their willingness to act as responsible flags, port State control will remain the last line of defense to ensure that the waters of the world are safe for life, property and the marine environment.

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

www.tc.gc.ca/MarineSafety/Ships-and-operations-standards/Inspection/Port-State-Control/menu.htm