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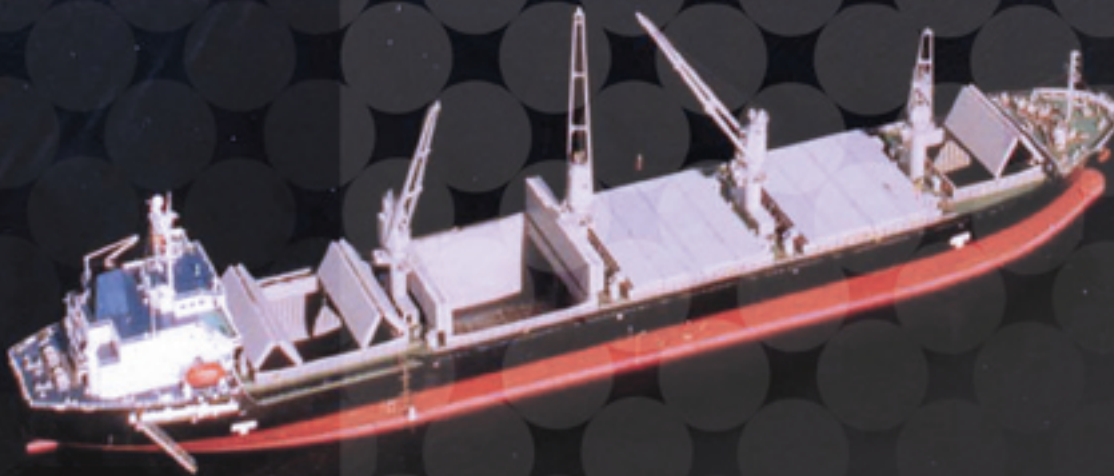
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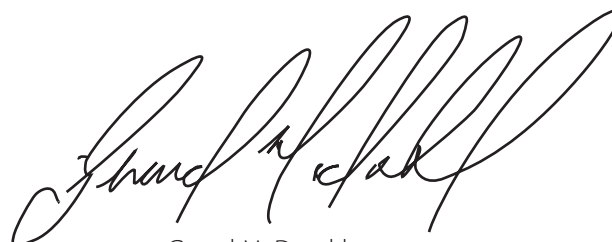


I am pleased to report that, during 2005, there was considerable progress in the effectiveness of port State control in Canada with a marked improvement in both the number of ships with deficiencies and those that were detained.

Ship owners, flag States, classification societies, and port States who contravene the rules on the safety and security of ships' crews and the environment are confronted by an increasingly vigilant port State control system. The pressure will continue as the regions of the two Memoranda of Understanding (MOUs)—Paris and Tokyo—followup on the list of actions defined by the Ministerial Declaration signed in November 2004 at the Second Joint Ministerial Conference on Port State Control. Canada continues to serve as the focal point in coordinating actions taken by the two MOUs, as directed by the ministers of the member countries, toward the elimination of sub-standard shipping.

One important initiative resulting from the Ministerial Declaration was the development of a draft Code of Good Practice for Port State Control Officers (PSCOs). The Code more clearly defines the standards to which the officers conduct their inspections for the purpose of consistency and cohesiveness. Canada and Spain collaborated on the preparation of this Code, which is to be considered by the Paris MOU in 2006.

Transport Canada's Marine Safety group is confident that the commitment of the Paris and Tokyo MOUs and of our PSCOs will continue to shrink the seas for those who profit by operating sub-standard ships, and that our global port State control efforts will play a key role in achieving this objective.



Gerard McDonald
Director General, Marine Safety

Canada's Role in 2005 Port State Control Initiatives

As a signatory to the Paris and Tokyo MOUs, Canada participates in the Port State Control Committee (PSCC) meetings for both MOUs each year. At these meetings, member countries further their efforts to ensure compliance with international rules on safety, pollution prevention and seafarers' living and working conditions. In 2005, Canada took part in the following initiatives:

- During the Paris MOU Committee meeting in Helsinki in May, Canada agreed to lead a task force in the development of draft inspection guidelines to verify compliance with the new International Maritime Organization (IMO) Ballast Water Management Convention 2004. Since the Committee meeting, the draft inspection guidelines have been reviewed by the Paris MOU Technical Evaluation Group and will be considered at the next Paris MOU Committee meeting.
- In Helsinki, Transport Canada also agreed to participate in the work of the Paris MOU Task Force on the development of draft inspection guidelines regarding the new Maritime Labour Convention. The draft guidelines should be adopted by the members of the International Labour Organization (ILO) in early 2006.



Air pipes

- Taking into consideration the experience gained during the development of the Canadian Port State Control System (CPSCS), Transport Canada agreed to participate in the work of the Paris MOU technical group responsible for overseeing the development of the new Paris MOU Information System.
- In response to the decision taken during the Second Joint Ministerial Conference of the Paris and Tokyo MOUs on Port State Control, Transport Canada reported back to the two PSCCs with an updated list of followup actions to be considered in addressing sub-standard shipping in the next few years. The list was agreed upon and included in the Ministerial Declaration signed in November 2004 in Vancouver.

- Between September 1 and November 30, 2005, Canada participated in the Paris MOU's Concentrated Inspection Campaign (CIC) of the Global Maritime Distress and Safety Systems (GMDSS) and in the Tokyo MOU's CIC on Operational Controls. During these campaigns, the PSCOs targeted specific aspects of ships' radio distress and safety systems as well as maintenance and operating procedures for fire systems and life-saving appliances, and crew familiarity with drills and emergency duties.
- In addition, Transport Canada was a member of the Fact Finding Mission tasked by the Paris MOU Committee to review and evaluate the structure of the organization as well as the inspection regime established by the Maritime Administration of Cyprus. The Mission will report back to the Committee on the level of readiness of the Administration to become a full member of the Paris MOU.
- Transport Canada also participated in:
 - a Paris MOU SIRENaC Users Workshop in The Hague to discuss the Paris MOU computer database and its operation.
 - two Paris MOU Technical Evaluation Group meetings in Brussels to discuss the various task forces created by the Paris MOU Committee. Canada is leading one of the task forces on the Ballast Water Management Convention and is a member of several other task forces, including Improvement of the Information System, PSCO Manual, and the ILO Consolidated Convention.
 - two Paris MOU Seminars (40th and 41st) in June and December 2005 in Rotterdam and Copenhagen, respectively.



Anchor damage

At the 40th Seminar, the main topics included:

- the introduction of the CIC on MARPOL Annex 1 for 2006;
- Inspection of Lifesaving Appliances; and
- training for the CIC in late 2005 on GMDSS.

At the 41st Seminar, the main topics included:

- training for the CIC on MARPOL Annex 1;
- discussion on harmonization of regional inspections;
- data recording in the Paris MOU; and
- a case study on port State control procedures.



Cracked transverse

- a Tokyo MOU Seminar (12th) in May 2005 in Macao, China. Topics included:
 - training for the CIC on Operational Controls in late 2005;
 - Tokyo MOU database usage;
 - a case study on port State control procedures; and
 - MARPOL Annex VI regarding port State control.
- a Tokyo MOU exchange in October 2005. Canada hosted a Port State Control Officer from the Maritime Authority of Japan. The officer spent approximately two weeks in the Vancouver office and attended vessel inspections with Canadian PSCOs. He also visited Ottawa for two days to oversee headquarters activity on port State control and to be introduced to Canadian domestic inspection procedures.
- At the national level, Transport Canada held two sessions of its Port State Control Training Course to ensure that new and existing Canadian PSCOs are knowledgeable of and updated on the procedures of the Paris and Tokyo MOUs, and specific Canadian requirements regarding port State control inspections.

Memoranda News and Initiatives

PARIS MOU

At its 38th session in Helsinki in May 2005, the Paris MOU Port State Control Committee:

- confirmed its commitment to move forward with a new approach regarding port State control inspections in the Paris MOU region. The Paris MOU Committee continued to work towards the implementation of a new inspection regime that will introduce a risk-based management approach. Under the new inspection regime, ships with a good safety record will experience less frequent port State control inspections while ships with high-risk profiles can expect strict control measures conducted on a regular basis.
- agreed to hold a CIC to verify compliance with the requirements of MARPOL Annex I in 2006, as well as one on the International Safety Management Code in 2007.
- committed to work on terms of agreement with the IMO to obtain Inter Governmental Organization status at IMO. Such status would allow the Paris MOU to take a more active role in the work of IMO.

Intersessionally, the Paris MOU members worked on numerous task forces and created a draft Code of Good Practice for PSCOs for approval at PSCC39. As well, members continued to work on the development of a new Inspection Regime and specifications for a new Computer Inspection System.

The Paris MOU held a CIC on GMDSS in the fall of 2005. The purpose of the CIC was to ensure that ships' radio stations comply with GMDSS in the sea area in which the vessel is certified to operate, and ships' GMDSS operators demonstrate their knowledge of the system.

TOKYO MOU

During its 15th Committee meeting held in Bangkok in November 2005, the Tokyo MOU PSCC members:

- considered the list of followup actions emanating from the Ministerial Declaration signed at the Second Joint Ministerial Conference on Port State Control.
- in response to the Declaration the Committee agreed to hold CICs on:
 - MARPOL Annex 1 in 2006; and
 - the International Safety Measurement (ISM) Code in 2007.
- were informed by Transport Canada that Canada will host the 16th Committee meeting in September 2006 in Victoria, British Columbia.
- were informed that Mr. Yoshio Sasamura, Secretary of the Tokyo MOU since its creation in 1993, had decided to retire after the meeting. Mr. Sasamura has been a key player in the establishment and development of the Tokyo MOU. He was instrumental to the success and the recognized leadership of the Tokyo MOU. Transport Canada thanks Mr. Sasamura for his hard work, professionalism and wisdom during his years as Secretary, and we sincerely wish him all the best for the future.



Electrical panel

In 2005, the Tokyo MOU held a CIC on Operational Control from September 1 to November 30. The CIC targeted operational control provisions of MARPOL and SOLAS on all vessels.

Intersessionally, work was undertaken by the MOU's Standing Working Groups on Operational Requirements, Batch Protocol, Information System, Statistics, Technical Cooperation and others.

International Initiatives

CARIBBEAN MOU

In response to one of the actions identified in the 2004 Ministerial Declaration regarding the technical assistance to developing port State control MOUs, Transport Canada entered into an agreement with the Caribbean MOU on Port State Control and provided the MOU with a web version copy of the *Canadian Port State Control System (CPSCS)*. Port State Control Officers from the Caribbean MOU can now share information regarding inspections conducted in the Caribbean with their fellow MOU members. The implementation of the new Caribbean MOU Information Centre (CMIC) is an important milestone for the MOU, which can now share inspection results via the CMIC.

Transport Canada has provided training to the Caribbean MOU Port State Control Officers on the use of the new system and additional training sessions were being considered during 2006.



Galley tiles

Statistical Data on Canadian Port State Control for 2005

Canadian port State control inspections are conducted under the auspices of the *Canada Shipping Act* and the Paris and Tokyo MOUs to assess the compliance of foreign vessels with international conventions. The 1,277 inspections performed in 2005 equalled the 2003 level, and represented 103 more inspections than in 2004. Of the ships inspected in 2005, 38 per cent had deficiencies, an improvement over the 42 per cent in 2004. An improvement is also seen in the 10 per cent of ships with deficiencies being detained compared to 14 per cent in 2004.

TABLE 1

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

Ships	2005	2004	2003	2002	2001
Inspections	1,277	1,174	1,277	1,159	1,197
with Deficiencies	482	498	495	525	634
Detained	49	68	59	49	92

Corroded frame



TABLE 2

Ships inspected by Flag in Canada over the past five years

Country	2005	2004	2003	2002	2001
Algeria	1	0	3	0	0
Antigua and Barbuda	21	16	19	17	16
Antilles, Netherlands	4	3	4	3	1
Bahamas	102	101	105	102	102
Bahrain	1	1	0	0	0
Barbados	11	13	10	15	13
Belgium	3	1	0	0	0
Belize	1	2	1	0	0
Bermuda	10	17	15	9	18
Brazil	1	3	1	4	0
Bulgaria	6	5	2	2	4
Cambodia	0	0	1	0	1
Cameroon, United Rep. of	0	0	0	0	1
Cayman Islands	11	13	9	4	9
Chile	1	0	0	1	1
China, Peoples Rep.	8	4	6	5	2
Colombia	0	0	0	0	1
Comores	2	0	0	0	0
Croatia	10	4	6	5	4
Cyprus	59	70	82	83	82
Denmark	14	14	14	7	11
Dominican Republic	0	1	0	0	0
Egypt	1	1	2	2	2
Faeroe Islands	0	0	1	0	0
Finland	2	1	1	2	1
France	3	8	8	9	7
Germany	26	17	11	14	11
Gibraltar	4	8	1	1	2
Greece	92	71	98	62	66
Honduras	0	3	0	0	0
Hong Kong	76	60	58	40	31
India	7	7	7	15	13
Indonesia	1	0	1	0	0
Iran	1	2	1	0	3
Ireland	1	0	0	0	0
Israel	8	6	4	4	4
Italy	19	15	14	16	8
Japan	3	3	4	2	5
Korea, Rep. of	7	8	10	10	19
Kuwait	2	0	0	0	0
Latvia	1	0	0	0	0
Liberia	137	123	142	133	142
Lithuania	7	2	6	4	4

Country	2005	2004	2003	2002	2001
Luxemburg	3	0	6	0	0
Malaysia	4	12	9	5	3
Maldives	2	0	0	0	0
Malta	51	66	55	64	74
Man, Isle of	17	13	14	7	3
Marshall Islands	107	66	56	48	38
Mauritius	0	0	0	1	1
Mexico	1	0	0	0	0
Mongolia	1	0	0	0	0
Morocco	0	0	0	0	1
Myanmar, Union of	0	0	0	3	2
Netherlands, The	16	18	30	31	21
Norway	47	51	80	76	71
Panama	197	184	207	194	235
Philippines	13	12	12	13	20
Poland	0	0	3	1	2
Portugal	1	2	0	4	2
Qatar	0	3	1	1	0
Russian Federation	6	7	10	12	11
St. Vincent & Grenadines	6	8	10	4	13
Sao Tome & Principe	0	0	0	0	1
Saudi Arabia	3	3	3	1	3
Seychelles	3	0	0	0	0
Singapore	53	40	43	27	40
Spain	0	0	0	2	1
Sweden	14	9	7	6	3
Switzerland	0	2	6	1	2
Taiwan	1	1	2	2	1
Thailand	4	6	3	0	5
Tonga	0	0	0	0	1
Tunisia	0	0	1	0	0
Turkey	7	10	10	8	9
Tuvalu	0	0	0	0	2
Ukraine	1	4	1	3	0
United Kingdom	19	26	28	27	22
United States of America	27	20	24	35	15
Vanuatu	9	8	9	12	11

For the most part, the flag States' vessels most inspected in 2005 are consistent with previous years: Panama (197), Liberia (137), Bahamas (102), Greece (92), Hong Kong (76), Cyprus (59), Malta (51), and Norway (47). These eight flag States represent 59 per cent of all inspections. Flag State vessels from Panama accounted for 15 per cent of total inspections.

In 2005 there was a significant increase in the inspection of ships from Marshall Islands (107 compared to 66 in 2004) and from Singapore (53 compared to 40 in 2004).

TABLE 3

Inspections by Transport Canada Centres over the past five years

Office	2005	2004	2003	2002	2001
Atlantic Region					
St. John's, NL	135	100	165	143	57
Marystown	0	3	1	0	0
Lewisporte	0	0	1	1	1
Corner Brook	2	0	3	0	1
Dartmouth	109	145	106	113	106
Sydney	1	1	1	3	8
Yarmouth	2	1	2	6	6
Charlottetown	1	3	6	4	6
Saint John NB	151	132	128	152	104
Port Hawkesbury	151	133	132	107	134
Bathurst	8	12	6	23	29
Atlantic Total	560	530	551	552	452
Quebec Region					
Montreal	108	63	57	32	71
Baie-Comeau	4	1	2	1	1
Rimouski	8	0	1	1	4
Gaspé	1	1	0	3	6
Quebec City	143	113	155	127	107
Sept-Îles	13	26	16	4	6
Port-Cartier	12	6	1	2	1
Quebec Total	289	210	232	170	196
Ontario Region					
Toronto	3	3	11	3	0
Kingston	0	0	0	0	1
St. Catharines	4	6	0	1	3
Collingwood	0	0	0	0	0
Thunder Bay	23	19	27	18	24
Sarnia	17	12	19	19	7
Ontario Total	47	40	57	41	35
Pacific Region					
Vancouver	360	369	419	360	477
Victoria	12	3	5	1	3
Prince Rupert	0	14	8	29	29
Nanaimo	2	0	2	0	0
Pacific Total	374	386	434	390	509
Prairie & Northern Region					
Western Arctic	2	3	0	1	1
Eastern Arctic	5	5	1	1	3
Prairie & Northern Total	7	8	1	2	4
St. Lawrence Seaway					
Seaway	0	0	2	4	1
Seaway Total	0	0	2	4	1
Total	1,277	1,174	1,277	1,159	1,197

As in the past, three regions—Atlantic (560), Pacific (374), and Quebec (289)—account for most of the inspections: 96 per cent.

TABLE 4

Ships detained in Canada by Flag over the past five years

Flag State	2005	2004	2003	2002	2001
Algeria	0	0	1	0	0
Antigua and Barbuda	1	1	0	0	1
Bahamas	1	0	4	3	7
Belize	0	0	1	0	0
Bermuda	1	1	0	0	3
Brazil	0	1	0	0	0
Bulgaria	0	1	0	0	1
Cayman Islands	1	1	1	0	3
Chile	0	0	0	0	1
Comoros	1	0	0	0	0
Croatia	0	1	1	1	0
Cyprus	3	5	5	6	13
Egypt	1	0	2	1	0
Germany	0	1	0	0	1
Gibraltar	0	2	0	0	0
Greece	1	2	3	3	6
Hong Kong	4	2	3	2	1
India	0	1	2	1	1
Iran	0	0	0	0	1
Italy	1	0	0	1	0
Korea, Rep. of	0	1	1	1	0
Liberia	5	5	2	8	12
Lithuania	2	0	1	0	0
Malaysia	0	1	0	1	1
Malta	4	8	6	2	13
Man, Isle of	0	2	0	0	0
Marshall Islands	1	2	0	1	3
Mexico	1	0	0	0	0
Mongolia	1	0	0	0	0
Morocco	0	0	0	0	1
Netherlands, The	1	1	2	0	0
Norway	1	5	3	0	1
Panama	14	17	13	10	17
Philippines	0	0	1	1	2
Poland	0	0	0	1	0
Portugal	0	0	0	1	0
Russia Federation	0	1	0	0	0
St. Vincent & Grenadines	1	2	2	2	1
Singapore	2	1	1	0	1
Sweden	1	0	0	0	0
Switzerland	0	0	1	0	0
Thailand	0	1	0	0	0
Turkey	0	0	3	2	1
Ukraine	0	2	0	1	0

Panama remains the flag State with most ships detained with 14 in 2005, followed by Liberia (5), Malta (4), Hong Kong (4), and Cyprus (3).

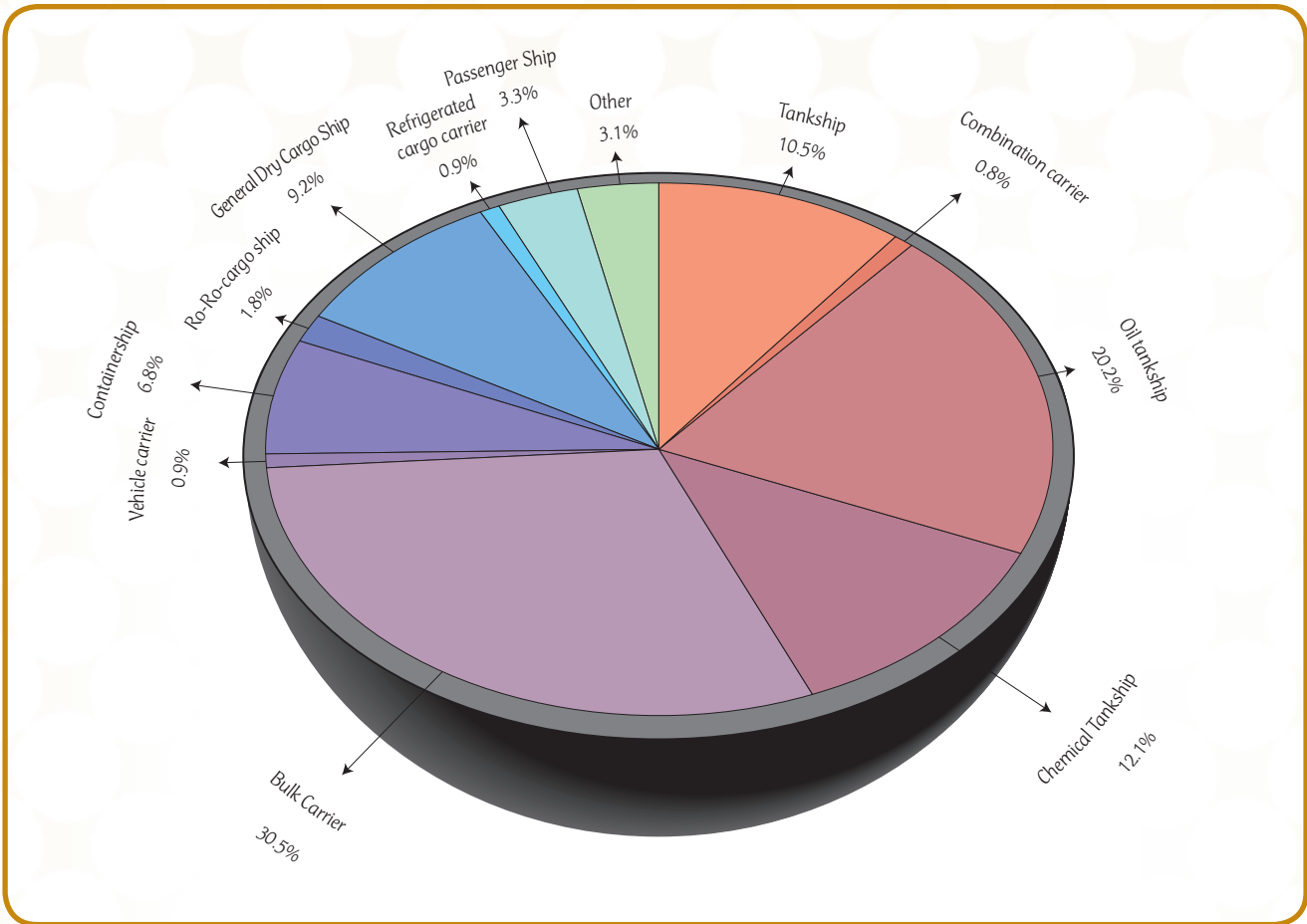


Figure 1: Ships inspected by type



Leaky lines

As was the case in 2004, the combined total number of all tankship inspections, including chemical tankships, tankers and oil tankers (42.8 per cent), exceeded bulk carrier inspections (35.3 per cent). This inspection rate reflects Transport Canada's ongoing commitment to target high-risk vessels entering Canadian ports.

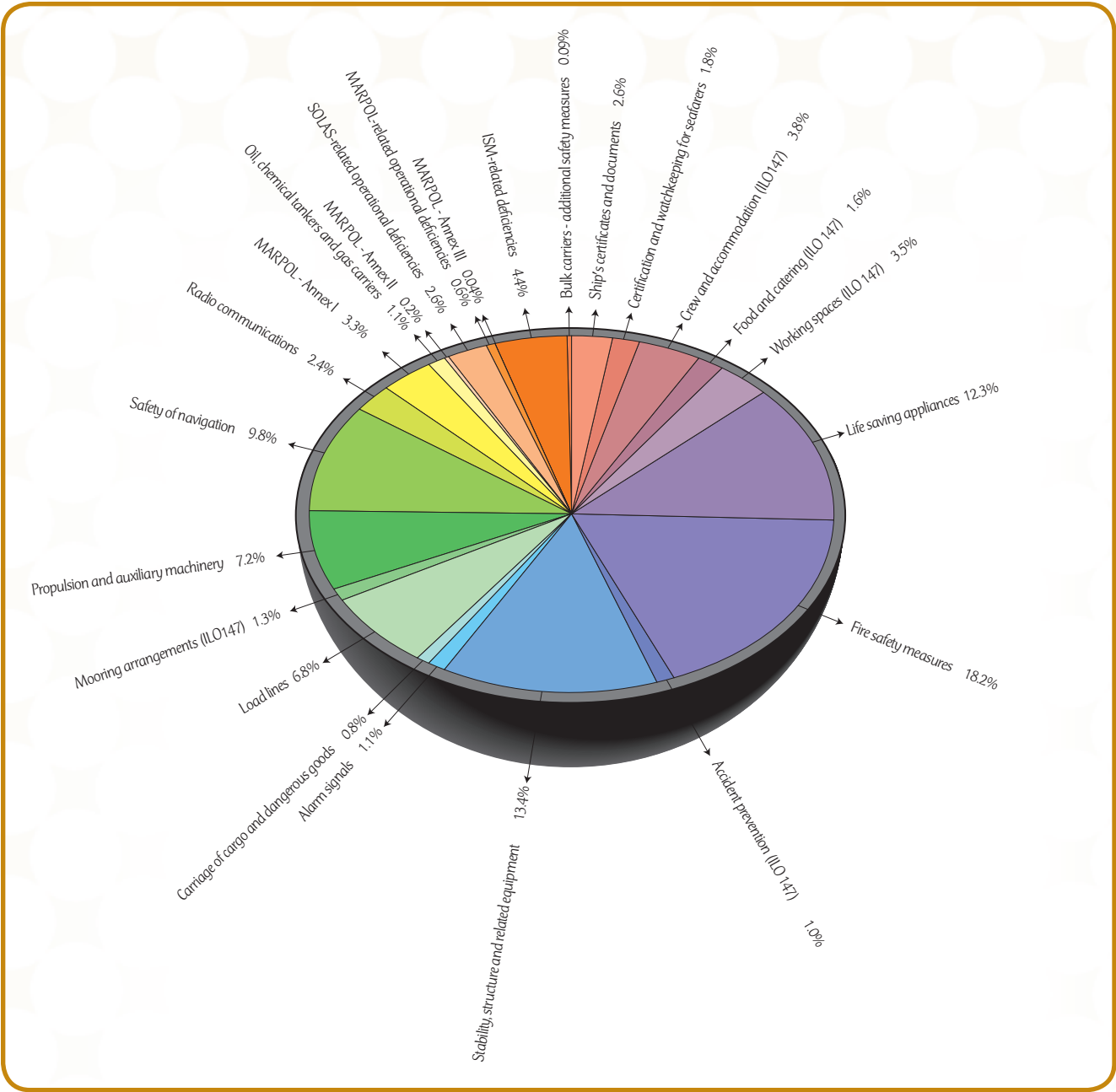


Figure 2: Deficiencies by category

The 482 ships with deficiencies had a total of 2,303 defects. Some improvements were noted in “crew and accommodation” as well as “food and catering”. However, the categories highest in deficiencies continue to be those related to essential equipment and structure.



Oil cans in working space

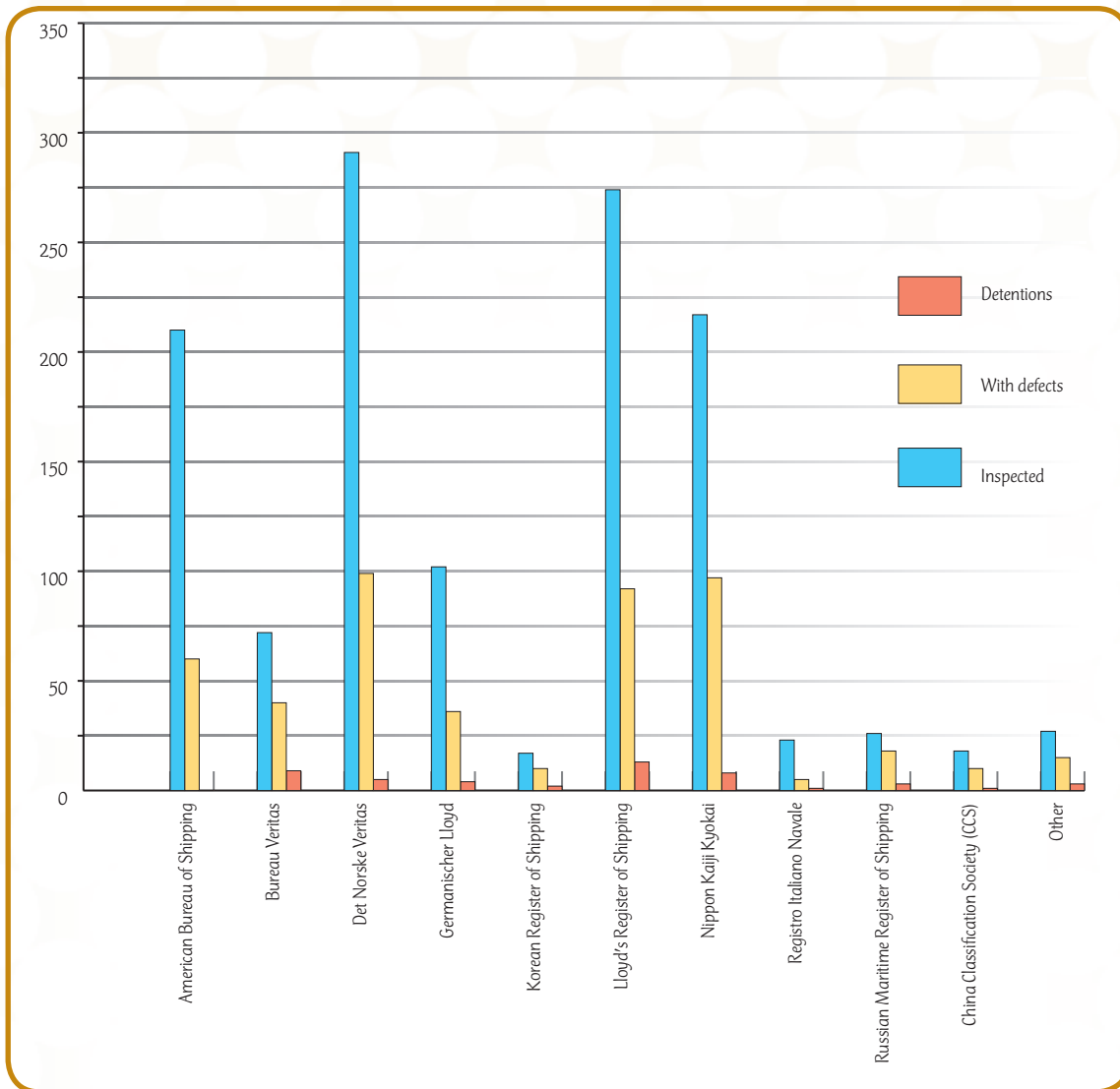


Figure 3: Ships inspected, ships with deficiencies, and ship detentions, by Classification Society

Ships inspected in Canada were mostly classed by 10 classification societies, as indicated above. As in 2004, the majority of inspections were performed by Det Norske Veritas (291), followed by Lloyd's Register of Shipping (274), Nippon Kaiji Kyokai (217), and American Bureau of Shipping (210).



PSC training

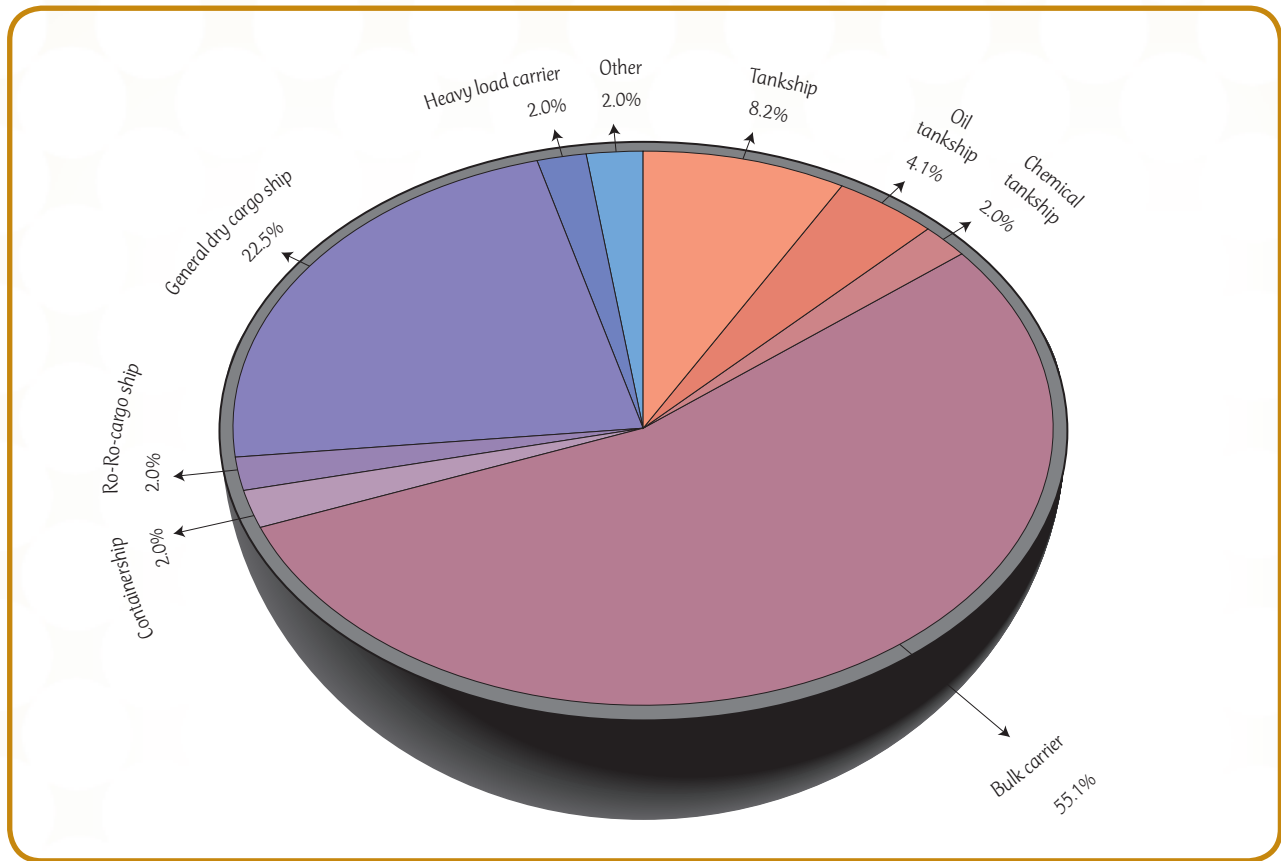


Figure 4: Detentions by type of ship

Consistent with previous years, bulk carriers made up 56 per cent of detentions. In 2005 the rate of detention for general dry cargo ships increased, and there was a decrease in the detentions of container ships, oil and chemical tankships.



Rusted deck plating



Wasted frame

Notes

