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# Port State Control

Annual Report 2009



TC-1004144



Canada

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## **Table of Contents**

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Canadian Initiatives .....	1
Statistical Data on Canadian Port State Control for 2009.....	2
Table 1: Comparison of ships inspected, ships with deficiencies, and ships detained in Canada over the past five years.....	2
Figure 1: Inspections by type.....	3
Table 2: Ships inspected by flag in Canada over the past five years .....	4
Table 3: Inspections by Transport Canada Centres over the past five years.....	5
Table 4: Concentrated Inspection Campaign inspections by Transport Canada Centres.....	6
Figure 2: Types of inspection completed by region In 2009.....	7
Table 5: Ships detained in Canada by flag over the past five years.....	8
Figure 3: Ships inspected by type .....	9
Figure 4: Deficiencies by category .....	10
Figure 5: Ships inspected, ships with deficiencies and ships detained by recognized organization .....	11
Figure 6: Detentions by type of ship.....	12

## **Canadian Initiatives**

In 2009, Canada participated in committee meetings of the Paris Memorandum of Understanding (MOU) PSCC42 and the Tokyo MOU PSCC19. Canada was represented at two Port State Control Officer (PSCO) Seminars of the Paris MOU and one of the Tokyo MOU, and actively participated in Paris MOU Technical Evaluation Group (TEG) meetings. Canada also joined the members of the Paris and Tokyo MOU in the Concentrated Inspection Campaign (CIC) on the Lifeboat Launching Arrangements from September 1 to November 30, 2009. Canada participates in the Tokyo MOU's PSCO Exchange Program, and hosted a PSCO from the New Zealand Maritime Administration in April 2009.

Each year, Transport Canada Marine Safety (TCMS) conducts two (2) Port State Control courses in Vancouver, British Columbia. Participants range from new-entry to experienced inspector, and on occasion, members of the US Coast Guard and inspectors from other PSC MOU member countries. The course includes six days in a classroom setting and one day on a practical ship visit, providing marine inspectors with the knowledge and skills they need to effectively carry out the duties and responsibilities of a PSCO. In fact, they must successfully complete the course before they may conduct inspections of foreign vessels in accordance with the Paris and Tokyo MOUs.

This year's two PSCO courses were:

1. February 13 to 21, and included 11 TCMS inspectors and 2 observers, one from Transport Canada Marine Security and other from Bermuda.
2. October 27 to November 4, and included 12 TCMS inspectors and 2 observers one from Transportation Safety Board and other from Chile.



The instructors were Mr. Roy Alemao, Manager, Port State Inspection Standards, and Mr. Gordie Mann, Senior Marine Safety Inspector from the Pacific Region's Transport Canada Centre, located in Vancouver.

**Statistical data on Canadian port State control for 2009**

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Canadian port State control inspections assess the compliance of foreign vessels with international conventions under the authority of the *Canada Shipping Act, 2001* and the Paris and Tokyo MOUs. The 1005 inspections performed in 2009 were below the 2008 level. Of the ships inspected in 2009, 40 percent had deficiencies — which was slightly higher than in 2008. However, we saw a decrease in the number of vessels with deficiencies being detained from 2008. Ships are detained when the condition of the ship or its crew presents unreasonable threat of harm to the marine environment.

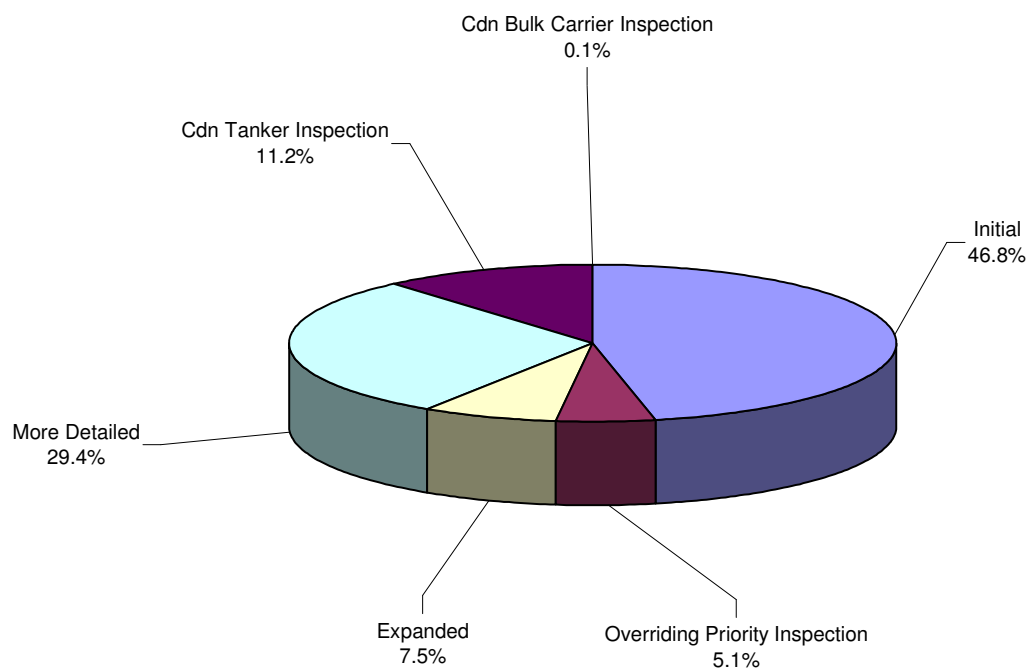
**Table 1: Comparison of ships inspected, ships with deficiencies, and ships detained in Canada over the past five years**

SHIPS	2009	2008	2007	2006	2005
Inspections	1005	1099	1,134	1,237	1,277
With Deficiencies	401	426	434	513	482
Detained	26	31	43	27	49

In 2009, the average age of vessels inspected in Canada was 24 years.

**Figure 1: Inspections by type**

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In 2009, the number of initial inspections was 46.8 percent, which is a slight increase from the 45.3 percent achieved in 2008. An initial inspection checks the documentation and the overall conditions of the ship and the crew.

During 2009, expanded inspections increased from 5.8 percent (2008) to 7.5 percent (2009), while more detailed inspections also increased 4 percent from 2008. There was a decrease in overriding priority inspections from 11.6 percent (2008) to 5.1 percent (2009). Figure 1 shows that the 2009 percentage has remained fairly constant after the drastic increase from 2007 to 2008. The Canadian Tanker policy, under the Port State Control program, requires that all foreign tankers be inspected on their first visit to Canada and yearly thereafter.

**Table 2: Ships inspected by flag in Canada over the past five years**

COUNTRY	2009	2008	2007	2006	2005
Afghanistan	0	1	0	0	0
Algeria	0	0	1	1	1
Antigua and Barbuda	19	25	21	23	21
Antilles, Netherlands	2	0	5	3	4
Bahamas	94	84	128	125	102
Bahrain	0	0	0	0	1
Barbados	7	7	8	3	11
Belgium	1	1	0	2	3
Belize	0	0	0	0	1
Bermuda	16	18	14	12	10
Brazil	0	0	0	0	1
Bulgaria	0	1	2	2	6
Cambodia	0	0	2	0	0
Cayman Islands	6	11	11	6	11
Chile	0	0	0	0	1
China, Peoples Rep.	17	15	13	8	8
Comores	0	0	0	0	2
Cook Islands	1	1	0	0	0
Croatia	2	3	2	4	10
Cyprus	40	34	37	52	59
Denmark	20	10	14	9	14
Egypt	0	1	3	1	1
Finland	1	1	3	3	2
France	1	2	2	6	3
Germany	13	10	13	20	26
Gibraltar	2	4	0	5	4
Greece	55	67	72	64	92
Grenada	0	0	1	0	0
Hong Kong	68	65	51	81	76
India	3	11	4	7	7
Indonesia	0	0	0	0	1
Iran	0	1	0	0	1
Ireland	1	2	2	2	1
Israel	1	2	2	2	8
Italy	19	18	13	18	19
Jamaica	2	0	3	1	0
Japan	6	1	3	3	3
Korea, Dem. Rep. of	0	0	0	1	0
Korea, Rep. Of	10	12	14	12	7
Kuwait	0	0	0	0	2
Latvia	0	0	0	0	1

COUNTRY	2009	2008	2007	2006	2005
Liberia	114	121	125	130	137
Libya	1	0	0	0	0
Lithuania	2	0	3	2	7
Luxemburg	1	0	3	3	3
Malaysia	8	3	5	4	4
Maldives	0	0	0	0	2
Malta	50	46	47	34	51
Man Isle of	16	15	17	14	17
Marshall Islands	81	99	80	98	107
Mexico	0	0	0	0	1
Mongolia	0	0	0	0	1
Myanmar Union of	0	0	0	2	0
Netherlands, The	24	20	22	24	16
Norway	27	31	42	50	47
Panama	168	219	209	249	197
Philippines	4	7	6	9	13
Poland	0	0	0	1	0
Portugal	0	0	0	0	1
Qatar	1	1	2	2	0
Russian Federation	2	5	5	10	6
St. Kitts/Nevis	0	1	0	0	0
St. Vincent and the Grenadines	2	4	4	4	6
Saudi Arabia	2	1	3	2	3
Seychelles	3	3	0	0	3
Singapore	53	65	52	44	53
Slovakia	0	0	0	1	0
Spain	1	0	0	0	0
Sweden	1	10	12	15	14
Switzerland	2	1	2	0	0
Taiwan	1	2	1	1	1
Thailand	3	1	3	4	4
Turkey	3	4	1	3	7
Tuvalu	0	0	0	1	0
United Arab Emirates	0	0	1	0	0
Ukraine	0	0	0	1	1
United Kingdom	13	10	15	15	19
U.S.A.	6	13	20	30	27
Vanuatu	8	7	9	10	9
Venezuela	0	1	0	0	0
Vietnam	1	1	0	0	0

The flag State vessels most inspected in 2009 are mainly consistent with previous years: Panama (168), Liberia (114), Bahamas (94), Marshall Islands (81), Hong Kong (68), Greece (55), Singapore (53), Malta (50), Cyprus (40) and Norway (27). These 10 flag States represent 74.6 percent of all inspections. Flag State vessels from Panama accounted for 16.7 percent of total inspections.



**Table 3: Inspections by Transport Canada Centres over the past five years**

Office	2009	2008	2007	2006	2005
<b>Atlantic Region</b>					
St. John's	99	120	118	92	135
Marystown	0	0	2	1	0
Lewisporte	0	0	0	0	0
Corner Brook	1	2	4	0	2
Dartmouth	59	100	84	100	109
Sydney	1	0	1	1	1
Yarmouth	1	1	2	1	2
Charlottetown	3	6	10	6	1
Saint John NB	29	29	74	132	151
Port Hawkesbury	132	157	179	177	151
Bathurst	6	2	5	5	8
<b>Atlantic Total</b>	<b>331</b>	<b>417</b>	<b>479</b>	<b>515</b>	<b>560</b>
<b>Quebec Region</b>					
Montreal	95	101	78	77	108
Baie-Comeau	0	0	1	6	4
Rimouski	4	4	10	5	8
Gaspé	0	1	2	0	1
Quebec City	116	98	126	121	143
Sept-Îles	6	6	4	10	13
Port-Cartier	2	6	6	7	12
<b>Quebec Total</b>	<b>223</b>	<b>216</b>	<b>227</b>	<b>226</b>	<b>289</b>
<b>Ontario Region</b>					
Toronto	8	0	5	0	3
Kingston	0	1	1	0	0
St. Catharines	8	3	1	0	4
Collingwood	0	0	0	0	0
Thunder Bay	1	0	1	11	23
Sarnia	8	13	15	23	17
<b>Ontario Total</b>	<b>25</b>	<b>17</b>	<b>23</b>	<b>34</b>	<b>47</b>
<b>Pacific Region</b>					
Vancouver	383	420	368	435	360
Victoria	1	0	3	1	12
Prince Rupert	34	25	29	20	0
Nanaimo	1	0	0	0	2
<b>PACIFIC TOTAL</b>	<b>419</b>	<b>445</b>	<b>400</b>	<b>456</b>	<b>374</b>
<b>Prairie &amp; Northern Region</b>					
Western Arctic	1	2	3	2	2
Eastern Arctic	6	2	1	2	5
<b>Prairie &amp; Northern Total</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>7</b>
<b>St. Lawrence Seaway</b>					
Seaway	0	0	0	2	0
<b>Seaway Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>
<b>Total</b>	<b>1005</b>	<b>1099</b>	<b>1133</b>	<b>1237</b>	<b>1,277</b>

As in the past, three regions – Pacific (419), Atlantic (331) and Quebec (223) – account for most of the inspections, that is 96.8 percent.

**Table 4: Concentrated Inspection Campaign inspections by Transport Canada Centres**

Office	2009
<b>Atlantic Region</b>	
St. John's	17
Marystown	0
Lewisporte	0
Corner Brook	1
Dartmouth	9
Sydney	0
Yarmouth	0
Charlottetown	0
Saint John NB	7
Port Hawkesbury	27
Bathurst	3
<b>Atlantic Total</b>	<b>64</b>
<b>Quebec Region</b>	
Montreal	24
Baie-Comeau	0
Rimouski	1
Gaspé	0
Quebec City	26
Sept-Îles	1
Port-Cartier	0
<b>Quebec Total</b>	<b>52</b>
<b>Ontario Region</b>	
Toronto	2
Kingston	0
St. Catharines	4
Collingwood	0
Thunder Bay	0
Sarnia	1
<b>Ontario Total</b>	<b>7</b>
<b>Pacific Region</b>	
Vancouver	95
Victoria	0
Prince Rupert	11
Nanaimo	1
<b>Pacific Total</b>	<b>107</b>
<b>Prairie &amp; Northern Region</b>	
Western Arctic	0
Eastern Arctic	4
<b>Prairie &amp; Northern Total</b>	<b>4</b>

In 2009 Canada performed a joint Concentrated Inspection Campaign (CIC) on Life Boat Launching Arrangements for the Paris and Tokyo MOUs. The following table shows CIC inspection results by district offices. Pacific Region performed 45.7 percent of the CICs for Canada followed by Atlantic region at 27.4 percent and closely by Quebec region at 22.2 percent. Every year, Canada performs CICs as requested by the MOUs, on the subjects of concern to the MOUs that they want to gather statistics on or bring to the attention of industry.

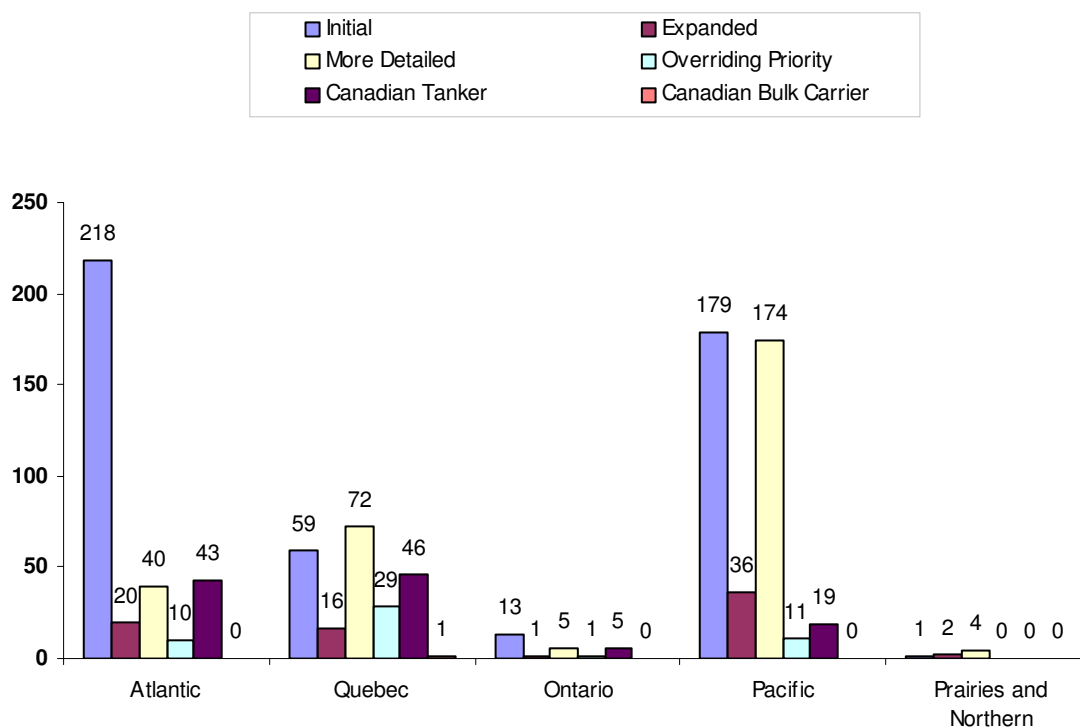
**Figure 2: Types of inspection completed by region in 2009**

Figure 2 shows that the number of more detailed inspections for the Atlantic region is 12 percent of the total inspections in that region, up from last year's 11 percent. In the Pacific region, 42 percent are more detailed inspections, which is an increase from 2008. The Quebec region also has an increase from 2008, with more detailed inspections at 32 percent.

Again in 2009, 75 expanded inspections were completed. Of these, 68 percent (51) had deficiencies and 6.7 percent (5) were detained. The detention rate of vessels requiring expanded inspections is above the Canadian average of 2.5 percent because expanded inspections are more in-depth.

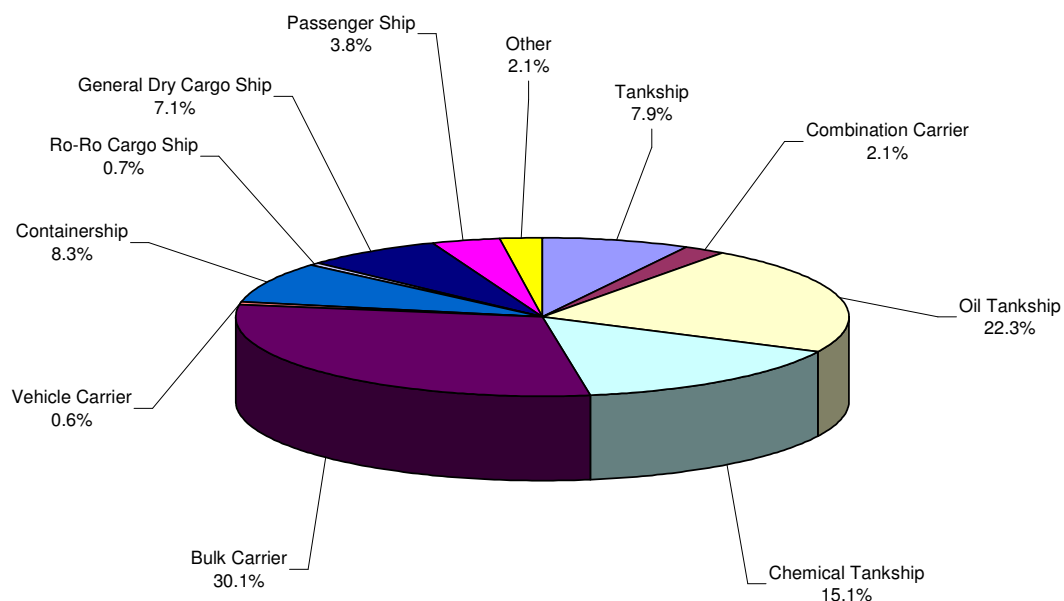
**Table 5: Ships detained in Canada by flag over the past five years**

FLAG STATE	2009	2008	2007	2006	2005
Antigua and Barbuda	2	2	0	1	1
Bahamas	0	1	7	2	1
Barbados	1	0	0	0	1
Bermuda	0	0	0	0	1
Bulgaria	0	0	1	0	0
Cayman Islands	0	0	0	0	1
Comoros	0	0	0	0	1
Cyprus	1	0	2	1	3
Egypt	0	0	1	1	1
Gibraltar	0	0	0	1	0
Greece	2	1	0	1	1
Hong Kong	1	3	0	2	4
Italy	0	0	0	0	1
Jamaica	0	0	1	0	0
Japan	0	0	0	1	0
Liberia	3	3	1	1	5
Lithuania	1	0	1	0	2
Malaysia	0	0	1	0	0
Malta	6	4	4	2	4
Man, Isle of	0	0	0	1	0
Marshall Islands	2	7	2	1	1
Mexico	0	0	0	0	1
Mongolia	0	0	0	0	1
Netherlands, The	0	1	0	0	1
Norway	1	0	1	0	1
Panama	4	6	15	8	14
Russia Federation	0	0	0	2	0
St. Vincent & Grenadines	1	1	1	1	1
Saudi Arabia	0	0	1	0	0
Singapore	0	0	1	1	2
Sweden	0	0	0	0	1
Switzerland	0	0	1	0	0
Taiwan	1	0	0	0	0
Turkey	0	1	0	0	0
United Kingdom	0	0	1	0	0
United States of America	0	1	0	0	0

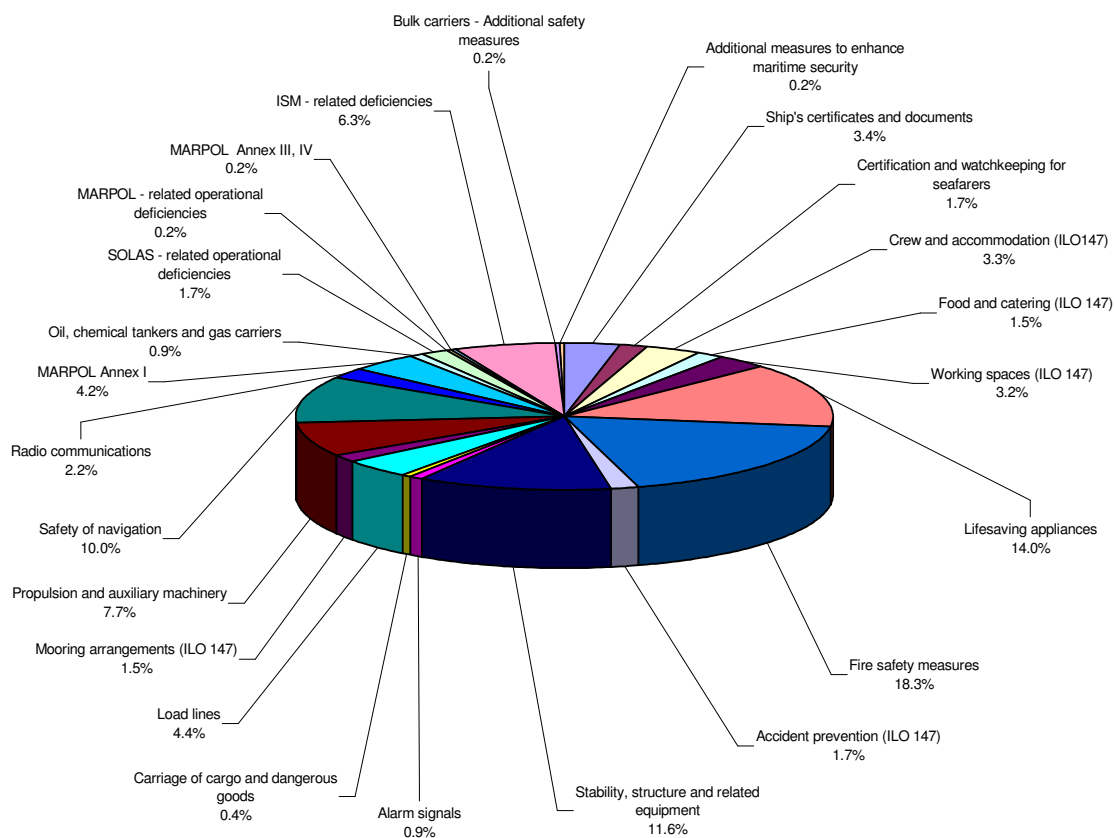
Malta takes over the top spot as the flag State with most ships detained (6), up from 4 in 2008, followed by Panama (4), Liberia (3) and with two detentions each are Antigua and Barbuda, Greece and Marshall Islands.

**Figure 3: Ships inspected by type**

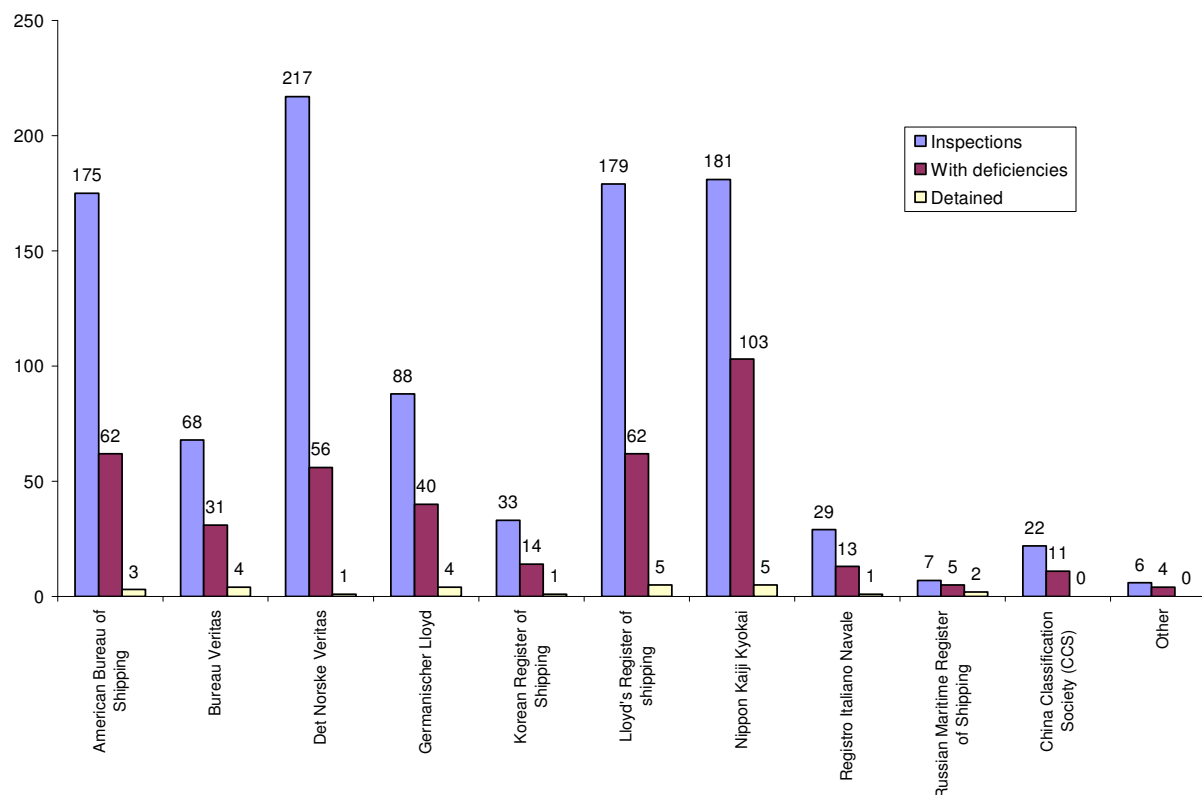
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As in the three previous years, the total number of all tankship inspections, including chemical tankships, tankers and oil tankers (45.3 percent), exceeded bulk carrier inspections (30.1 percent). This inspection rate reflects Transport Canada's ongoing commitment to target high-risk vessels entering Canadian ports.

**Figure 4: Deficiencies by category**

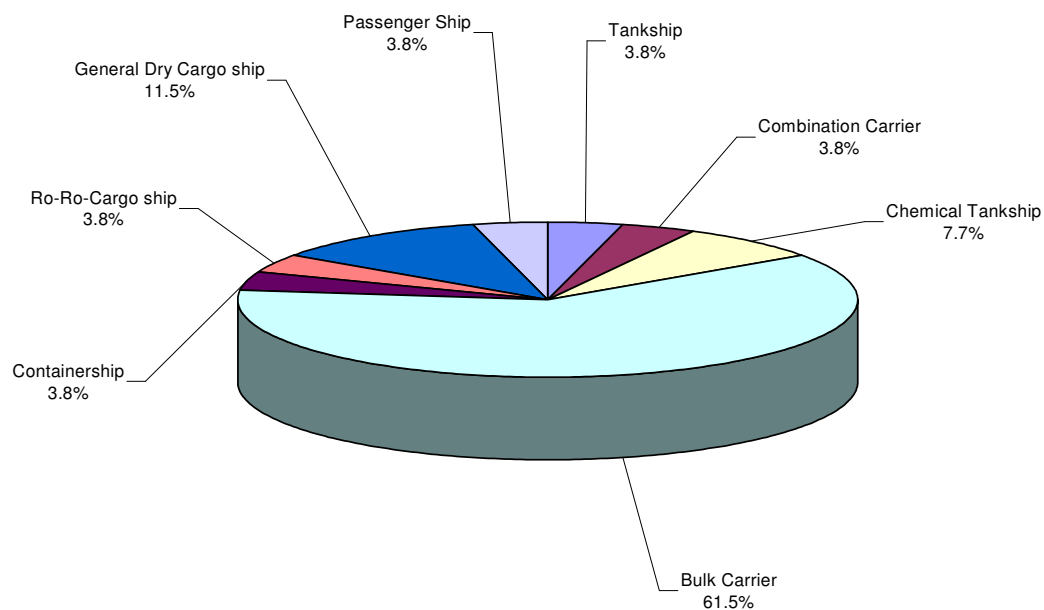
The 401 ships with deficiencies had a total of 1615 defects, which is fewer than in 2008. While some improvements were noted in “fire safety measures”, there was an increase in the “lifesaving appliances” related deficiencies due to the CIC on launching arrangements conducted during 2009. However, most deficiencies (61.6 percent) continue to relate to essential equipment and vessel structure.

**Figure 5: Ships inspected, ships with deficiencies and ships detained by recognized organization**

Most ships inspected in Canada were classed by 10 recognized organizations (classification societies), as shown above. In 2009, five recognized organizations classed 89.3 percent of inspections. They are Det Norske Veritas (217), Nippon Kaiji Kyokai (181), Lloyd's Register of Shipping (179), American Bureau of Shipping (171), and Germanischer Lloyd (88).

**Figure 6: Detentions by type of ship**

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Consistent with previous years, bulk carriers made up the largest number of detentions (61.5 percent), a drastic increase from 38.7 percent in 2008. In 2009, the rate of detention for all other types of vessels except Passenger ships has decreased. In 2009, detention percentage rate for passenger ships increased to 3.8 percent from zero in 2008.