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1.0 CANADIAN INITIATIVES

In May 2007, Canada participated in committee meetings of the Paris Memorandum of Understanding (MOU) and in September, the Tokyo MOU. In March, Canada hosted a Paris MOU Marine Advisory Board (MAB) meeting in Montreal. In addition, 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 two 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 Implementation of the International Safety Management (ISM) Code from September 1 to November 30, 2007, and was host to one Port State Control Officer from Hong Kong Maritime Authority as part of the Tokyo MOU PSCO Exchange Program.

Each year, Transport Canada Marine Safety (TCMS) conducts two (2) Port State Control courses in Vancouver, British Columbia. Participants range from new-entry inspectors and experienced inspectors, and include members of the US Coast Guard and, on occasion, inspectors from member regions of the Tokyo MOU. 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 required to effectively carry out the duties and responsibilities of a PSCO.

Successful course completion is required to conduct inspections of foreign vessels in accordance with the Paris and Tokyo MOUs.

There was only one PSCO course held from October 10 to 18, and included 10 TCMS participants from Vancouver.



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

2.0 **STATISTICAL DATA ON CANADIAN PORT STATE CONTROL FOR 2007**

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 1,134 inspections performed in 2007 were below the 2006 level. Of the ships inspected in 2007, 38 per cent had deficiencies — which was a decrease from 41 per cent in 2006. However, an improvement was seen in the number of ships with deficiencies, although the number of vessels with deficiencies being detained was nearly double from 2006. 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	2007	2006	2005	2004	2003
Inspections	1,134	1,237	1,277	1,174	1,277
With Deficiencies	434	513	482	498	495
Detained	43	27	49	68	59

The average age of vessels inspected in Canada in 2007 was 20 years.

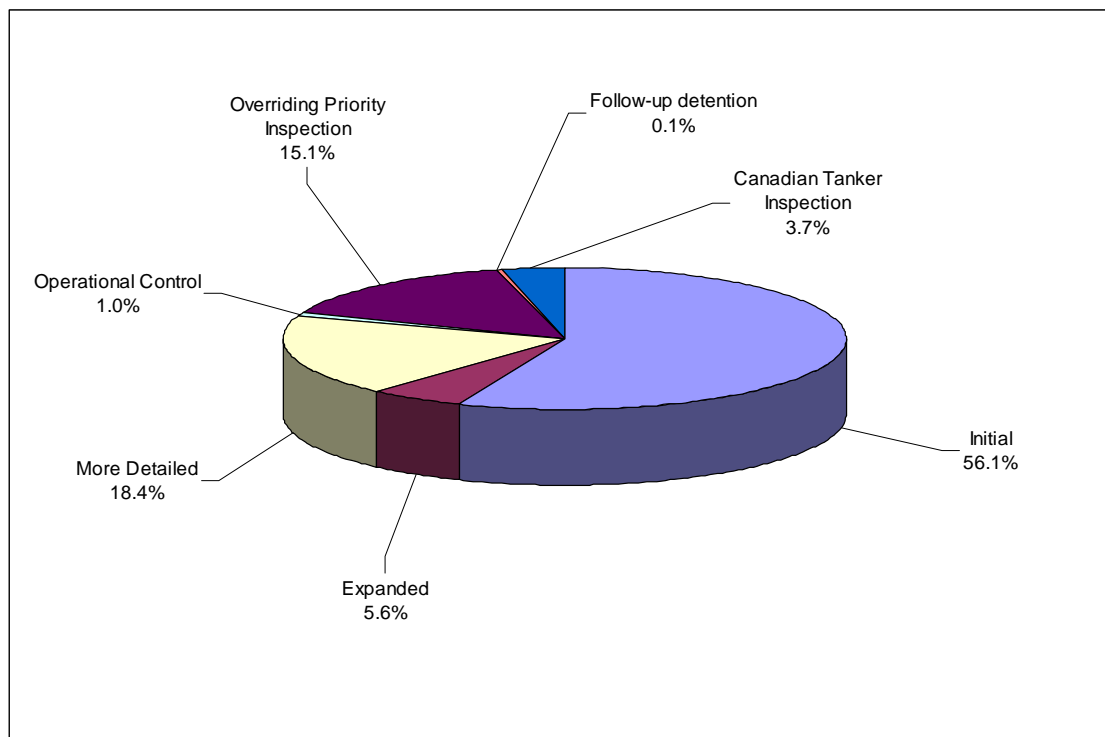


Figure 1: Inspections by type

In 2007, the number of initial inspections reached 56.1 per cent, which is a slight decrease from the 66.3 per cent achieved in 2006. An initial inspection checks the documentation and the overall conditions of the ship and the crew.

During 2007, Expanded Inspections increased from 3.2 per cent (2006) to 5.6 per cent (2007), while More Detailed Inspections remained about the same. There was an increase in Overriding Priority Inspections from 10 per cent (2006) to 15.1 per cent (2007). Figure 1 also shows, for the first time, Canadian Tanker Inspections at 3.7 per cent. This Canadian policy, under the auspices of Port State Control program, requires the inspection of all foreign tankers on their first visit to Canada and yearly thereafter.

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

<u>COUNTRY</u>	2007	2006	2005	2004	2003
Algeria	1	1	1	0	3
Antigua and Barbuda	21	23	21	16	19
Antilles Netherlands	5	3	4	3	4
Bahamas	128	125	102	101	105
Bahrain	0	0	1	1	0
Barbados	8	3	11	13	10
Belgium	0	2	3	1	0
Belize	0	0	1	2	1
Bermuda	14	12	10	17	15
Brazil	0	0	1	3	1
Bulgaria	2	2	6	5	2
Cambodia	2	0	0	0	1
Cayman Islands	11	6	11	13	9
Chile	0	0	1	0	0
China, Peoples Rep.	13	8	8	4	6
Comores	0	0	2	0	0
Croatia	2	4	10	4	6
Cyprus	37	52	59	70	82
Denmark	14	9	14	14	14
Dominican Republic	0	0	0	1	0
Egypt	3	1	1	1	2
Faeroe Islands	0	0	0	0	1
Finland	3	3	2	1	1
France	2	6	3	8	8
Germany	13	20	26	17	11
Gibraltar	0	5	4	8	1
Greece	72	64	92	71	98
Grenada	1	0	0	0	0
Honduras	0	0	0	3	0
Hong Kong	51	81	76	60	58
India	4	7	7	7	7
Indonesia	0	0	1	0	1
Iran	0	0	1	2	1
Ireland	2	2	1	0	0
Israel	2	2	8	6	4
Italy	13	18	19	15	14
Jamaica	3	1	0	0	0
Japan	3	3	3	3	4
Korea, Dem. Peoples Rep. of	0	1	0	0	0
Korea, Rep. Of	14	12	7	8	10
Kuwait	0	0	2	0	0
Latvia	0	0	1	0	0
Liberia	125	130	137	123	142
Lithuania	3	2	7	2	6
Luxemburg	3	3	3	0	6

<u>COUNTRY</u>	2007	2006	2005	2004	2003
Malaysia	5	4	4	12	9
Maldives	0	0	2	0	0
Malta	47	34	51	66	55
Man Isle of	17	14	17	13	14
Marshall Islands	80	98	107	66	56
Mexico	0	0	1	0	0
Mongolia	0	0	1	0	0
Myanmar, Union of	1	2	0	0	0
Netherlands, The	22	24	16	18	30
Norway	42	50	47	51	80
Panama	209	249	197	184	207
Philippines	6	9	13	12	12
Poland	0	1	0	0	3
Portugal	0	0	1	2	0
Qatar	2	2	0	3	1
Russian Federation	5	10	6	7	10
St. Vincent & Grenadines	4	4	6	8	10
Saudi Arabia	3	2	3	3	3
Seychelles	0	0	3	0	0
Singapore	52	44	53	40	43
Slovakia	0	1	0	0	0
Sweden	12	15	14	9	7
Switzerland	2	0	0	2	6
Taiwan	1	1	1	1	2
Thailand	3	4	4	6	3
Tunisia	0	0	0	0	1
Turkey	1	3	7	10	10
Tuvalu	0	1	0	0	0
United Arab Emirates	1	0	0	0	0
Ukraine	0	1	1	4	1
United Kingdom	15	15	19	26	28
U.S.A.	20	30	27	20	24
Vanuatu	9	10	9	8	9

The flag State vessels most inspected in 2007 are mainly consistent with previous years: Panama (209), Bahamas (128), Liberia (125), Marshall Islands (80), Greece (72), Singapore (52), Hong Kong (51), Malta (47), Norway (42) and Cyprus (37). These 10 flag States represent 74 per cent of all inspections. Flag State vessels from Panama accounted for 18 per cent of total inspections.

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

Office	2007	2006	2005	2004	2003
Atlantic Region					
St. John's	118	92	135	100	165
Marystown	2	1	0	3	1
Lewisporte	0	0	0	0	1
Corner Brook	4	0	2	0	3
Dartmouth	85	100	109	145	106
Sydney	1	1	1	1	1
Yarmouth	2	1	2	1	2
Charlottetown	10	6	1	3	6
Saint John NB	74	132	151	132	128
Port Hawkesbury	179	177	151	133	132
Bathurst	5	5	8	12	6
Atlantic Total	480	515	560	530	551
Quebec Region					
Montreal	78	77	108	63	57
Baie-Comeau	1	6	4	1	2
Rimouski	10	5	8	0	1
Gaspé	2	0	1	1	0
Quebec City	126	121	143	113	155
Sept-Îles	4	10	13	26	16
Port-Cartier	6	7	12	6	1
Quebec Total	227	226	289	210	232
Ontario Region					
Toronto	5	0	3	3	11
Kingston	1	0	0	0	0
St. Catharines	1	0	4	6	0
Collingwood	0	0	0	0	0
Thunder Bay	1	11	23	19	27
Sarnia	15	23	17	12	19
Ontario Total	23	34	47	40	57
Pacific Region					
Vancouver	368	435	360	369	419
Victoria	3	1	12	3	5
Prince Rupert	29	20	0	14	8
Nanaimo	0	0	2	0	2
Pacific Total	400	456	374	386	434

Prairie & Northern Region					
Western Arctic	3	2	2	3	0
Eastern Arctic	1	2	5	5	1
Prairie & Northern Total	4	4	7	8	1
St. Lawrence Seaway					
Seaway	0	2	0	0	2
Seaway Total	0	2	0	0	2
Total	1134	1237	1,277	1,174	1,277

As in the past, three regions — Atlantic (480), Pacific (400) and Quebec (227) — account for most of the inspections, that is 97 per cent.

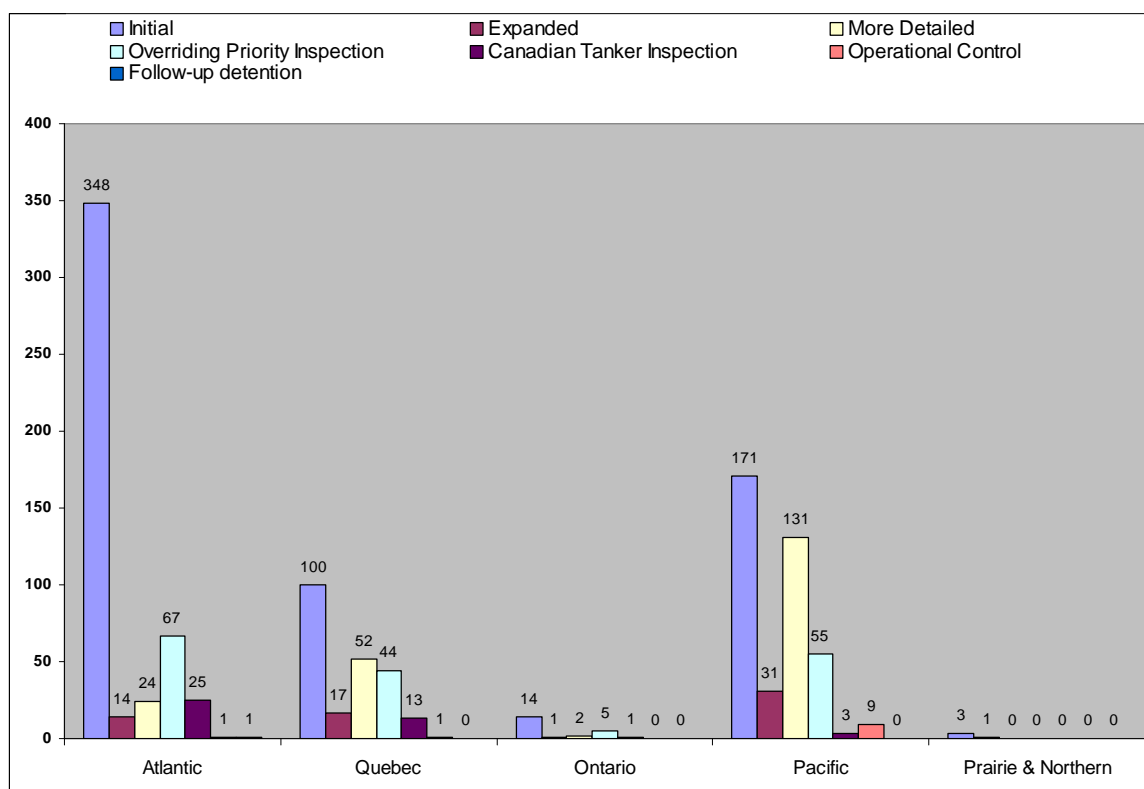


Figure 2: Types of inspection completed by region in 2007

Figure 2 shows that the number of More Detailed Inspections for the Atlantic region is 5 per cent of the total inspections in that region, representing a decrease from the previous year's 12.6 per cent. In the Pacific region, 32.7 per cent are More Detailed Inspections, which is an increase from 2006. The Quebec region also has an increase from 2006, with More Detailed Inspections at 22.9 per cent.

In 2007, 64 Expanded Inspections were completed. Of these, 76 per cent (49) had deficiencies and 22 per cent (11) were detained. This shows that vessels requiring Expanded Inspections are at a higher risk for detentions, as their detention rate is well above the Canadian average.

Table 4: Ships detained in Canada by Flag over the past five years

Flag State	2007	2006	2005	2004	2003
Algeria	0	0	0	0	1
Antigua and Barbuda	0	1	1	1	0
Bahamas	7	2	1	0	4
Belize	0	0	0	0	1
Bermuda	0	0	1	1	0
Brazil	0	0	0	1	0
Bulgaria	1	0	0	1	0
Cayman Islands	0	0	1	1	1
Comoros	0	0	1	0	0
Croatia	0	0	0	1	1
Cyprus	2	1	3	5	5
Egypt	1	1	1	0	2
Germany	0	0	0	1	0
Gibraltar	0	1	0	2	0
Greece	0	1	1	2	3
Hong Kong	0	2	4	2	3
India	0	0	0	1	2
Italy	0	0	1	0	0
Jamaica	1	0	0	0	0
Japan	0	1	0	0	0
Korea, Rep. of	0	0	0	1	1
Liberia	1	1	5	5	2
Lithuania	1	0	2	0	1
Malaysia	1	0	0	1	0
Malta	4	2	4	8	6
Man, Isle of	0	1	0	2	0
Marshall Islands	2	1	1	2	0
Mexico	0	0	1	0	0
Mongolia	0	0	1	0	0
Netherlands, The	0	0	1	1	2
Norway	1	0	1	5	3
Panama	15	8	14	17	13
Philippines	0	0	0	0	1
Poland	0	0	0	0	0
Russia Federation	0	2	0	1	0
St. Vincent & Grenadines	1	1	1	2	2
Saudi Arabia	1	0	0	0	0
Singapore	1	1	2	1	1
Sweden	0	0	1	0	0
Switzerland	1	0	0	0	1
Thailand	0	0	0	1	0
Turkey	0	0	0	0	3
Ukraine	0	0	0	2	0
United Kingdom	1	0	0	0	0

Panama remains the flag State with most ships detained (15), up from eight in 2006, followed by Bahamas (7), Malta (4), Cyprus and Marshall Islands with two detentions each.

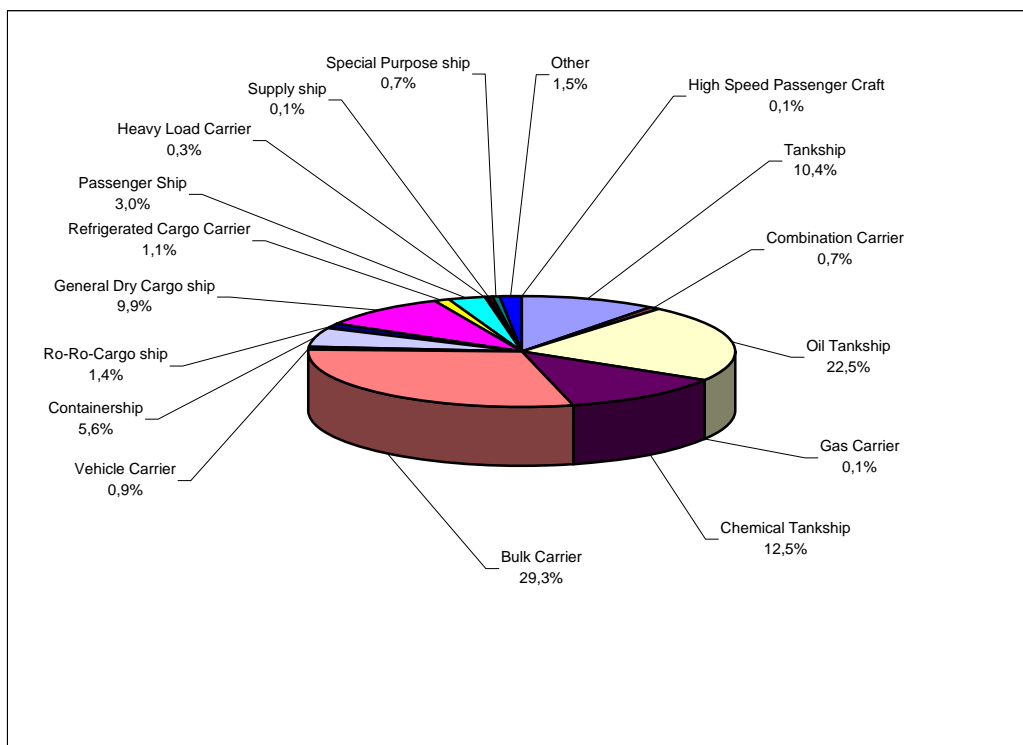


Figure 3: Ships inspected by type

As in 2005 and 2006, the combined total number of all tankship inspections, including chemical tankships, tankers and oil tankers (45.4 per cent), exceeded bulk carrier inspections (29.3 per cent). This inspection rate reflects Transport Canada's ongoing commitment to target high-risk vessels entering Canadian ports.

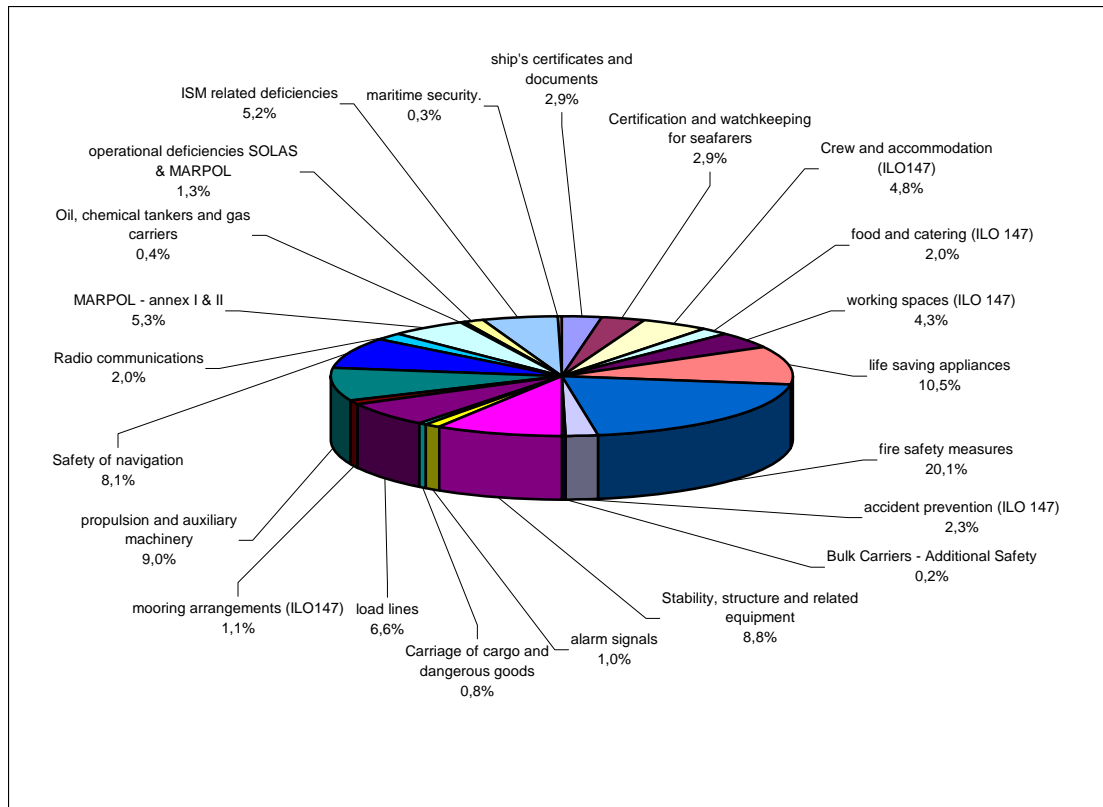


Figure 4: Deficiencies by category

The 434 ships with deficiencies had a total of 2,098 defects. Some improvements were noted in “lifesaving appliances” as well as “safety of navigation”, although there was an increase in the ISM-related deficiencies due to the CIC on ISM conducted during 2006. However, most deficiencies continue to be related to essential equipment and vessel structure.

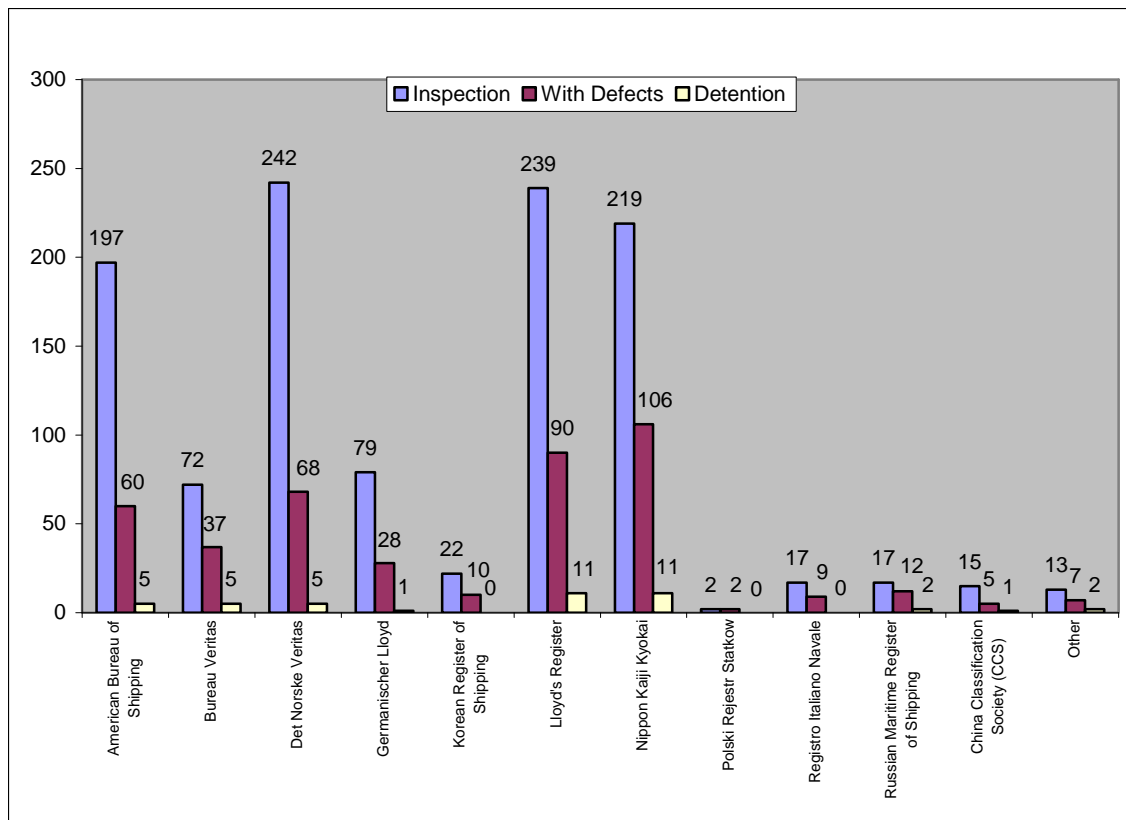


Figure 5: Ships inspected, ships with deficiencies and ships detained by Recognized Organization

Most ships inspected in Canada were classed by 11 recognized organizations (classification societies), as indicated above. In 2007, the majority of inspections were performed by Det Norske Veritas (242), followed by Lloyd's Register of Shipping (239), Nippon Kaiji Kyokai (219) and American Bureau of Shipping (197).

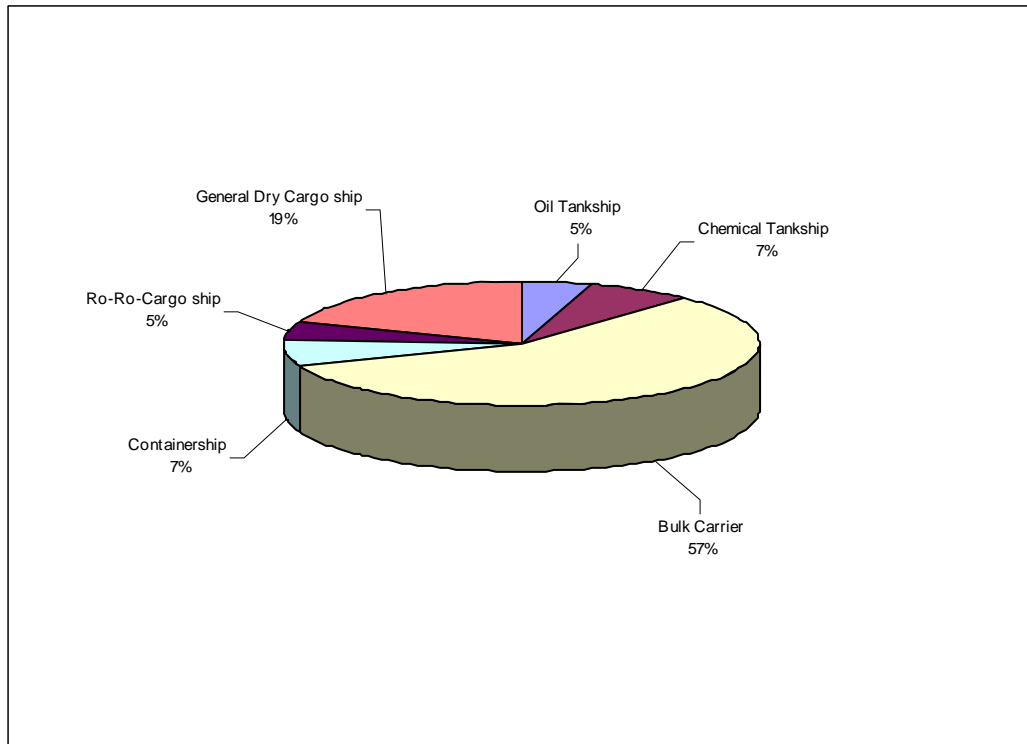


Figure 6: Detentions by type of ship

Consistent with previous years, bulk carriers made up the largest number of detentions (57 per cent), a slight increase from 49 per cent in 2006. In 2007, the rate of detention for general dry cargo ships remained the same as in 2006. There was small decrease of one per cent in the detentions of chemical tankships and three per cent of oil tankships. While no refrigerated cargo carriers were detained in 2007, there was a five per cent increase in Ro-Ro cargo ship detention.