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(06/2011)

# Port State Control

2010 Annual Report



Canada

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<b>Originator</b>	Operations and Environmental Programs (AMSE)	<b>Telephone</b>	613-991-3137	
	Tower C, Place de Ville	<b>Fax</b>	613-993-8196	
	330 Sparks Street, 11th Floor	<b>E-mail</b>	<a href="mailto:marinesafety-securitemaritime@tc.gc.ca">marinesafety-securitemaritime@tc.gc.ca</a>	
	Ottawa, Ontario K1A 0N8	<b>URL</b>	<a href="http://www.tc.gc.ca/MarineSafety">http://www.tc.gc.ca/MarineSafety</a>	

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## **CANADIAN INITIATIVES**

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In 2010, Canada participated in committee meetings of Paris MOU PSCC43 in Ireland, and the Tokyo MOU PSCC20 in Vietnam. Canada was represented at two Port State Control Officers (PSCO) seminars of Paris MOU and Tokyo MOU, and actively participated and attended the Paris MOU Technical Evaluation Group (TEG) meeting.

Canada also participated in the Paris MOU Concentrated Inspection Campaign on Tanker Damage Stability and the Tokyo MOU Concentrated Inspection Campaign on Harmful Substances (Marine Pollutants) carried in Packaged Form (MARPOL Annex III, SOLAS VI and IMDG Code). Both campaigns were held from September 1 to November 30, 2010.

In 2010, the Maritime Authority of Hong Kong, China was a host to a PSCO from Canada under the Tokyo MOU PSCO exchange program.

Every year, the National Training Program carries out a Port State Control course in Vancouver, B.C. Participants range from new-entry inspectors to Senior Marine Safety inspectors and, on occasion, inspectors from Marine Security, the Transportation Safety Board, and inspectors from a foreign country. The course is based on the IMO module course on Port State Control, and includes six days in a classroom setting and one day on a practical ship visit. This provides marine inspectors with the knowledge and skills they need to effectively carry out their duties and responsibilities.

The National Training Program also offered a total of five Port State Refresher courses in the Atlantic (2), Ontario (1) and Pacific (2) regions.

Canada will adopt the Paris MOU Professional Development Scheme for PSC Officers, which will further harmonize the competence of the officers. Inspections, training and development activities relating to Port State are weighted for a five year period.

Canada is upgrading the Canadian Port State Control System (CPSCS) to meet the requirements of the New Inspection Regime of the Paris MOU, which came into effect on January 1, 2011.

## **PORT STATE CONTROL PHOTOS**

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### **NATIONAL PSC COURSE IN VANCOUVER**



### **PARIS MOU COMMITTEE MEETING IN NAPLES, ITALY**



### **TOKYO MOU COMMITTEE MEETING IN BUSAN, SOUTH KOREA**



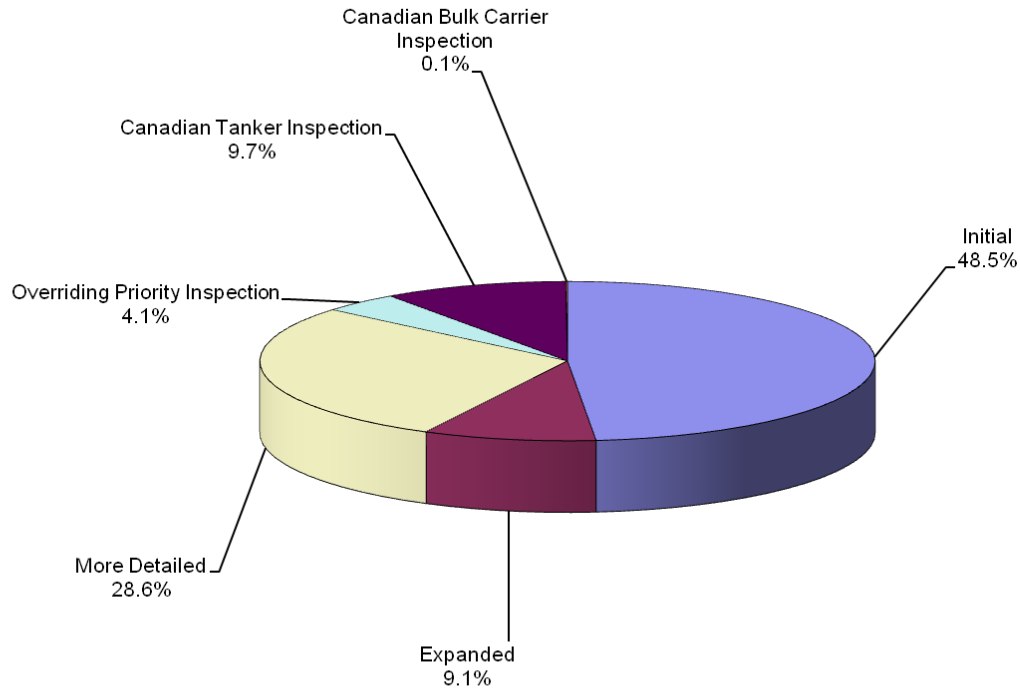
## STATISTICAL DATA ON PORT STATE CONTROL FOR 2010

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**TABLE 1: COMPARISON OF SHIPS INSPECTED, SHIPS WITH  
DEFICIENCIES, AND SHIPS DETAINED IN CANADA OVER  
THE PAST FIVE YEARS**

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 1082 inspections performed in 2010 were above the 2009 level. Of the ships inspected in 2010, 40 per cent had deficiencies, which was slightly higher than in 2009. However, we saw an improvement in the number of ships being detained, which dropped from 2.6 per cent (2009) to 1.9 per cent (2010). Ships are detained when the condition of the ship or its crew presents unreasonable threat of harm to the marine environment.

SHIPS	2010	2009	2008	2007	2006
Inspections	1082	1005	1099	1134	1237
With Deficiencies	442	401	426	434	513
Detained	20	26	31	43	27

**FIGURE 1: INSPECTIONS BY TYPE**

In 2010, the number of initial inspections was 48.5 per cent, which is a slight increase from the 46.8 per cent achieved in 2009. An initial inspection consists of a visit onboard the ship in order to check the documentation and overall conditions of the ship and crew.

During 2010, expanded inspections increased from 7.5 per cent (2009) to 9.1 per cent (2010), while more detailed inspections decreased 0.8 per cent from 2009. There was a decrease in overriding priority inspections from 5.1 per cent (2009) to 4.1 per cent (2010), as well.

The 2010 percentage has remained fairly constant after the drastic increase from 2007 to 2008. The Port State Control program applies the Canadian Tanker policy which requires all foreign tankers to be inspected on their first visit to Canada and every year thereafter. The Canadian Tanker inspection policy was implemented following the Brander-Smith Report on Tanker Safety and Marine Spills response capabilities. The number of tanker inspections has decreased 1.5 per cent from the 2009 figure.

**TABLE 2: SHIPS INSPECTED BY FLAG IN CANADA OVER THE PAST 5 YEARS**

COUNTRY	2010	2009	2008	2007	2006	2005	COUNTRY	2010	2009	2008	2007	2006	2005
Afghanistan	0	0	1	0	0	0	Liberia	116	114	121	125	130	137
Algeria	0	0	0	1	1	1	Libya	2	1	0	0	0	0
Antigua and Barbuda	22	19	25	21	23	21	Lithuania	0	2	0	3	2	7
Bahamas	82	94	84	128	125	102	Luxemburg	2	1	0	3	3	3
Bahrain	0	0	0	0	0	1	Malaysia	5	8	3	5	4	4
Bangladesh	1	0	0	0	0	0	Maldives	0	0	0	0	0	2
Barbados	4	7	7	8	3	11	Malta	57	50	46	47	34	51
Belgium	2	1	1	0	2	3	Man, Isle of	14	16	15	17	14	17
Belize	0	0	0	0	0	1	Marshall Islands	77	81	99	80	98	107
Bermuda	17	16	18	14	12	10	Mexico	0	0	0	0	0	1
Brazil	0	0	0	0	0	1	Mongolia	0	0	0	0	0	1
Bulgaria	0	0	1	2	2	6	Myanmar, Union of	0	0	0	0	2	0
Cambodia	0	0	0	2	0	0	Netherlands, The	21	24	20	22	24	16
Cayman Islands	2	6	11	11	6	11	Norway	38	27	31	42	50	47
Chile	0	0	0	0	0	1	Panama	221	168	219	209	249	197
China, Peoples Rep.	15	17	15	13	8	8	Philippines	5	4	7	6	9	13
Comores	0	0	0	0	0	2	Poland	0	0	0	0	1	0
Cook Islands	0	1	1	0	0	0	Portugal	1	0	0	0	0	1
Croatia	0	2	3	2	4	10	Qatar	0	1	1	2	2	0
Curacao	2	2	0	5	3	4	Russian Federation	3	2	5	5	10	6
Cyprus	39	40	34	37	52	59	St. Kitts/Nevis	0	0	1	0	0	0
Denmark	13	20	10	14	9	14	St. Vincent and the Grenadines	2	2	4	4	4	6
Egypt	2	0	1	3	1	1	Saudi Arabia	0	2	1	3	2	3
Finland	2	1	1	3	3	2	Seychelles	1	3	3	0	0	3
France	1	1	2	2	6	3	Singapore	52	53	65	52	44	53
Germany	20	13	10	13	20	26	Slovakia	0	0	0	0	1	0
Greece	52	55	67	72	64	92	Spain	2	1	0	0	0	0
Grenada	0	0	0	1	0	0	Sweden	5	1	10	12	15	14
Hong Kong	84	68	65	51	81	76	Switzerland	4	2	1	2	0	0
India	6	3	11	4	7	7	Taiwan	1	1	2	1	1	1
Indonesia	1	0	0	0	0	1	Thailand	1	3	1	3	4	4
Iran	0	0	1	0	0	1	Turkey	5	3	4	1	3	7
Ireland	0	1	2	2	2	1	Tuvalu	0	0	0	0	1	0
Israel	1	1	2	2	2	8	United Arab Emirates	0	0	0	1	0	0
Italy	18	19	18	13	18	19	Ukraine	0	0	0	0	1	1
Jamaica	1	2	0	3	1	0	United Kingdom	19	13	10	15	15	19
Japan	4	6	1	3	3	3	U.S.A.	10	6	13	20	30	27
Korea, Dem. Rep. of	0	0	0	0	1	0	Vanuatu	8	8	7	9	10	9
Korea, Rep. Of	12	10	12	14	12	7	Venezuela	0	0	1	0	0	0
Kuwait	0	0	0	0	0	2	Vietnam	1	1	1	0	0	0
Latvia	1	0	0	0	0	1							

The flag State vessels most inspected in 2010 are mainly consistent with previous years: Panama (221), Liberia (116), Hong Kong (84), Bahamas (82), Marshall Islands (77), Malta (57), Singapore (52), Greece (52), Cyprus (39), and Norway (38). These 10 flag States represent 75.5 percent of all inspections. Flag State vessels from Panama accounted for 20.4 percent of total inspections.

**TABLE 3: INSPECTIONS BY TRANSPORT CANADA CENTRES OVER THE PAST 5 YEARS**

Office	2010	2009	2008	2007	2006
<b>Atlantic Region</b>					
St. John's	78	99	120	118	92
Marystown	1	0	0	2	1
Lewisporte	0	0	0	0	0
Corner Brook	3	1	2	4	0
Dartmouth	65	59	100	84	100
Sydney	1	1	0	1	1
Yarmouth	1	1	1	2	1
Charlottetown	0	3	6	10	6
Saint John NB	10	29	29	74	132
Port Hawkesbury	117	132	157	179	177
Bathurst	8	6	2	5	5
<b>Atlantic Total</b>	<b>284</b>	<b>331</b>	<b>417</b>	<b>479</b>	<b>515</b>
<b>Quebec Region</b>					
Montreal	155	95	101	78	77
Baie-Comeau	0	0	0	1	6
Rimouski	2	4	4	10	5
Gaspé	3	0	1	2	0
Quebec City	97	116	98	126	121
Sept-Îles	9	6	6	4	10
Port-Cartier	1	2	6	6	7
<b>Quebec Total</b>	<b>267</b>	<b>223</b>	<b>216</b>	<b>227</b>	<b>226</b>
<b>Ontario Region</b>					
Toronto	5	8	0	5	0
Kingston	1	0	1	1	0
St. Catharines	19	8	3	1	0
Thunder Bay	4	1	0	1	11
Sarnia	18	8	13	15	23
<b>Ontario Total</b>	<b>47</b>	<b>25</b>	<b>17</b>	<b>23</b>	<b>34</b>
<b>Pacific Region</b>					
Vancouver	401	383	420	368	435
Victoria	1	1	0	3	1
Prince Rupert	64	34	25	29	20
Nanaimo	2	1	0	0	0
<b>Pacific Total</b>	<b>468</b>	<b>419</b>	<b>445</b>	<b>400</b>	<b>456</b>
<b>Prairie &amp; Northern Region</b>					
Western Arctic	4	1	2	3	2
Eastern Arctic	12	6	2	1	2
<b>Prairie &amp; Northern Total</b>	<b>16</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>4</b>
<b>St. Lawrence Seaway</b>					
Seaway		0	0	0	2
<b>Seaway Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>Total</b>	<b>1082</b>	<b>1005</b>	<b>1099</b>	<b>1133</b>	<b>1237</b>

As in the past, three regions – Pacific (468), Atlantic (284), and Quebec (269) – account for most of the inspections, that is 94.2 percent.

**TABLE 4: CONCENTRATED INSPECTION CAMPAIGN INSPECTIONS  
BY TRANSPORT CANADA CENTRES**

Office	2010
<b>Atlantic Region</b>	
St. John's	22
Marystown	0
Lewisporte	0
Corner Brook	0
Dartmouth	8
Sydney	0
Yarmouth	0
Charlottetown	0
Saint John NB	0
Port Hawkesbury	17
Bathurst	0
<b>Atlantic Total</b>	<b>47</b>
<b>Quebec Region</b>	
Montreal	14
Baie-Comeau	0
Rimouski	0
Gaspé	0
Quebec City	19
Sept-Îles	1
Port-Cartier	0
<b>Quebec Total</b>	<b>34</b>
<b>Ontario Region</b>	
Toronto	0
Kingston	0
St. Catharines	2
Collingwood	0
Thunder Bay	0
Sarnia	2
<b>Ontario Total</b>	<b>4</b>
<b>Pacific Region</b>	
Vancouver	53
Victoria	1
Prince Rupert	2
Nanaimo	0
<b>Pacific Total</b>	<b>56</b>
<b>Prairie &amp; Northern Region</b>	
Western Arctic	0
Eastern Arctic	0
<b>Prairie &amp; Northern Total</b>	<b>0</b>

In 2010, Canada performed two CICs: Paris MOU CIC on Tanker Damage Stability, and the Tokyo MOU CIC on Harmful Substances Carried in Package Form. The data in the above table for Atlantic, Quebec, Ontario, Eastern Arctic regions are associated with the Paris MOU CIC. In total for the Paris MOU CIC, 127 inspections were performed. The Atlantic Region performed 50.5%, followed closely by Quebec at 41%. The Pacific region and Western Arctic performed the Tokyo MOU CIC in 2010, which had a total of 56 inspections performed in Pacific Region only. The MOUs deem it necessary to gather statistics or bring items that may cause concern for the MOUs to the attention of industry.

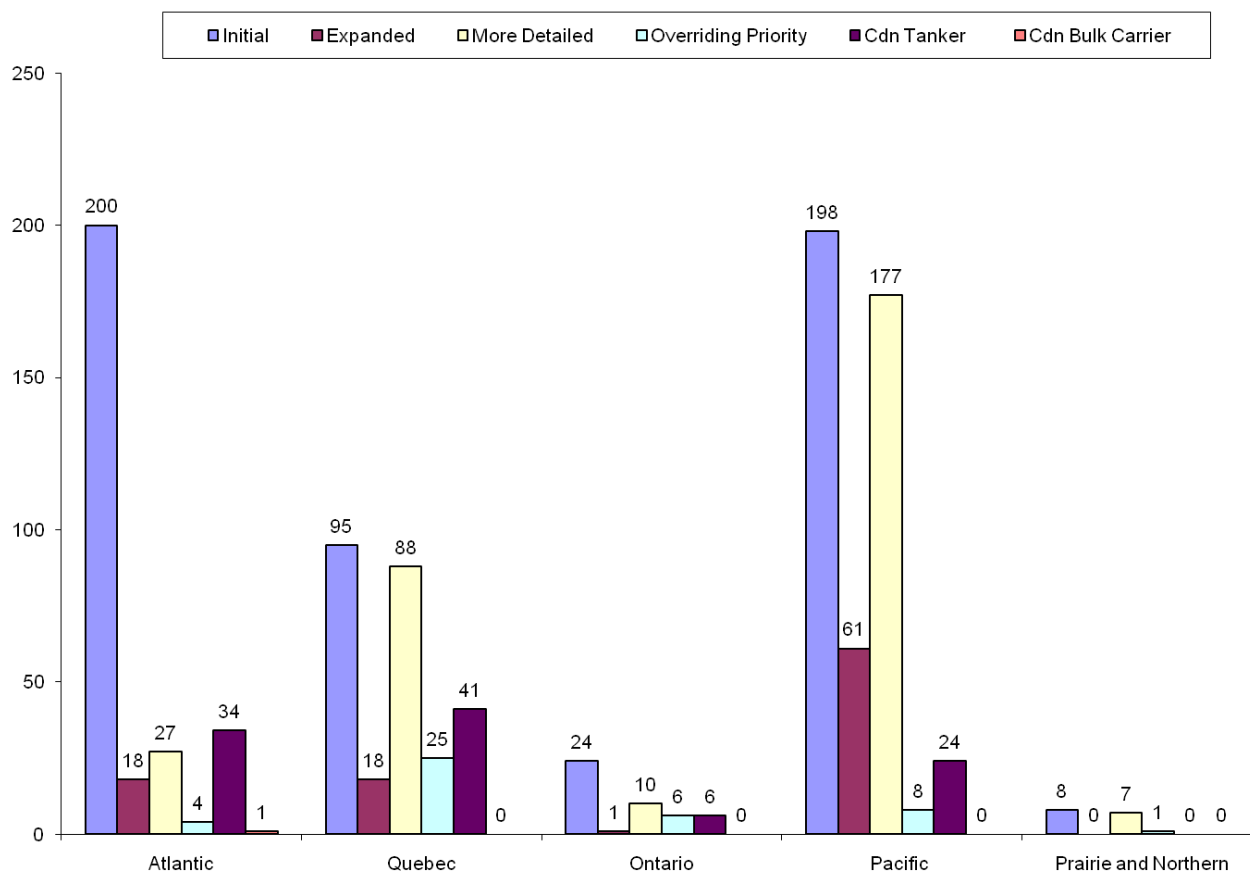
**FIGURE 2: TYPES OF INSPECTION COMPLETED BY REGION IN 2010**

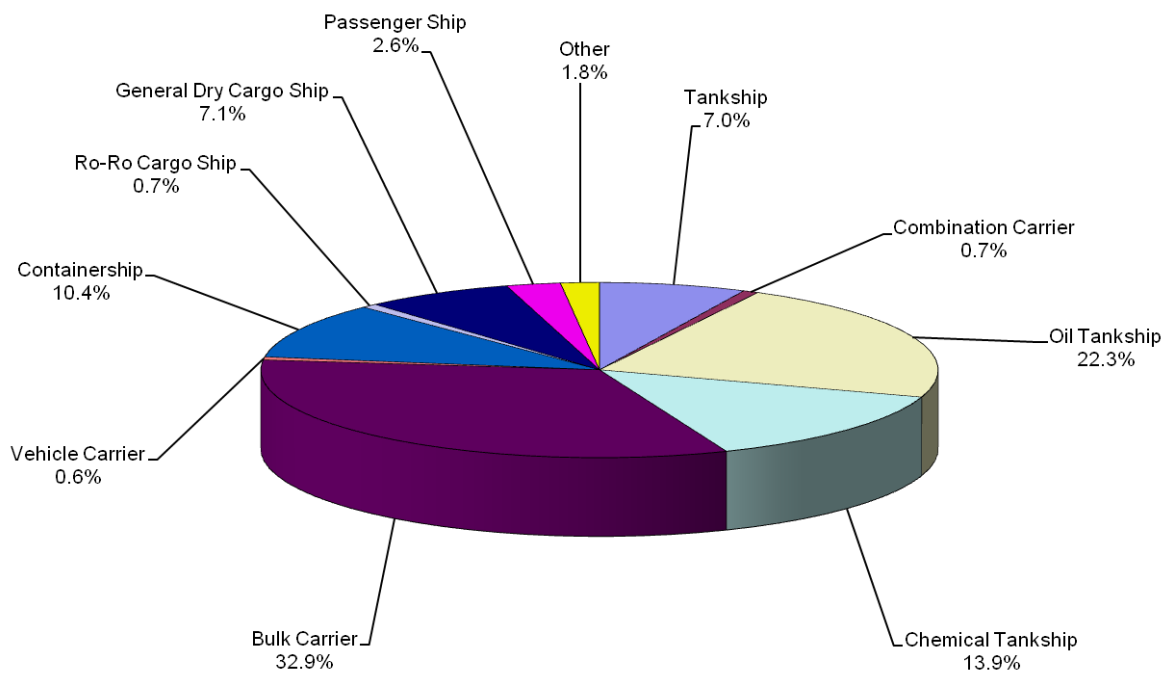
Figure 2 shows that the number of more detailed inspections for the Atlantic region is 9.5 per cent of the total inspections for that region, which is a decrease from the previous year's rate of 12 per cent. In the Pacific region, 37.8 per cent are more detailed inspections, which is a decrease from 2009. The Quebec region had a slight increase from 2009, from 32 per cent (2009) to 32.9 per cent in 2010.

In 2010, 98 expanded inspections were completed. Of these, 74.5 per cent (73) had deficiencies and 7.1 per cent (7) were detained. Vessels requiring expanded inspections are at a higher risk for detentions, as their detention rate is above the Canadian average of 1.9 per cent, due to the fact that expanded inspections are a more in-depth inspection of the vessel.

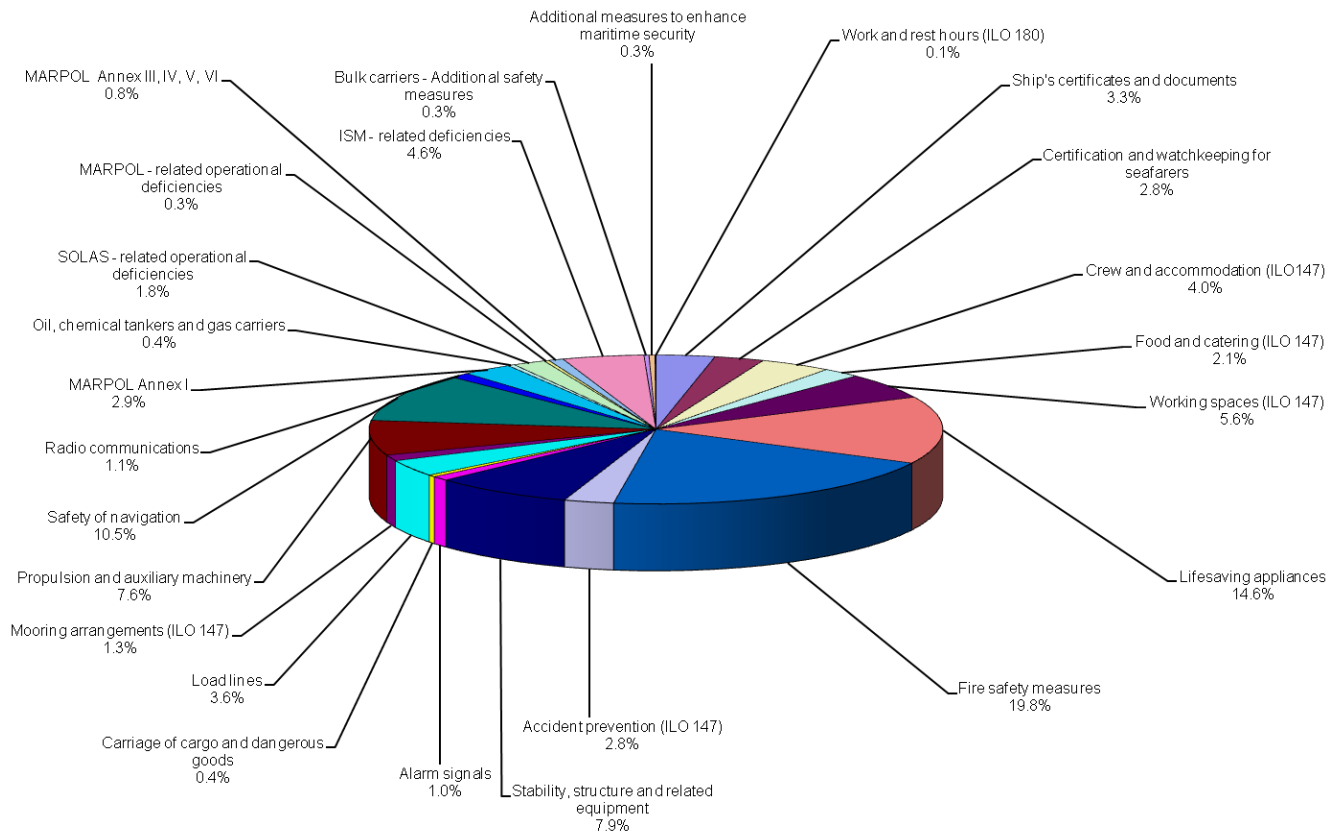
**TABLE 5: SHIPS DETAINED IN CANADA BY FLAG OVER THE PAST 5 YEARS**

FLAG STATE	2010	2009	2008	2007	2006
Antigua and Barbuda	1	2	2	0	1
Bahamas	1	0	1	7	2
Barbados	0	1	0	0	0
Bulgaria	0	0	0	1	0
Curacao	1	0	0	0	0
Cyprus	1	1	0	2	1
Egypt	0	0	0	1	1
Gibraltar	0	0	0	0	1
Greece	1	2	1	0	1
Hong Kong	1	1	3	0	2
India	1	0	0	0	0
Jamaica	0	0	0	1	0
Japan	0	0	0	0	1
Korea, Republic of	1	0	0	0	0
Liberia	6	3	3	1	1
Lithuania	0	1	0	1	0
Malaysia	0	0	0	1	0
Malta	0	6	4	4	2
Man, Isle of	0	0	0	0	1
Marshall Islands	3	2	7	2	1
Netherlands, The	0	0	1	0	0
Norway	1	1	0	1	0
Panama	1	4	6	15	8
Russia Federation	0	0	0	0	2
St. Vincent & Grenadines	1	1	1	1	1
Saudi Arabia	0	0	0	1	0
Singapore	0	0	0	1	1
Switzerland	0	0	0	1	0
Taiwan	0	1	0	0	0
Turkey	0	0	1	0	0
United Kingdom	0	0	0	1	0
United States of America	0	0	1	0	0

Liberia takes over the top spot as the flag State with the most ships detained (6), up from 3 in 2009, followed by Marshall Islands (3), and eleven other countries with one detention each.

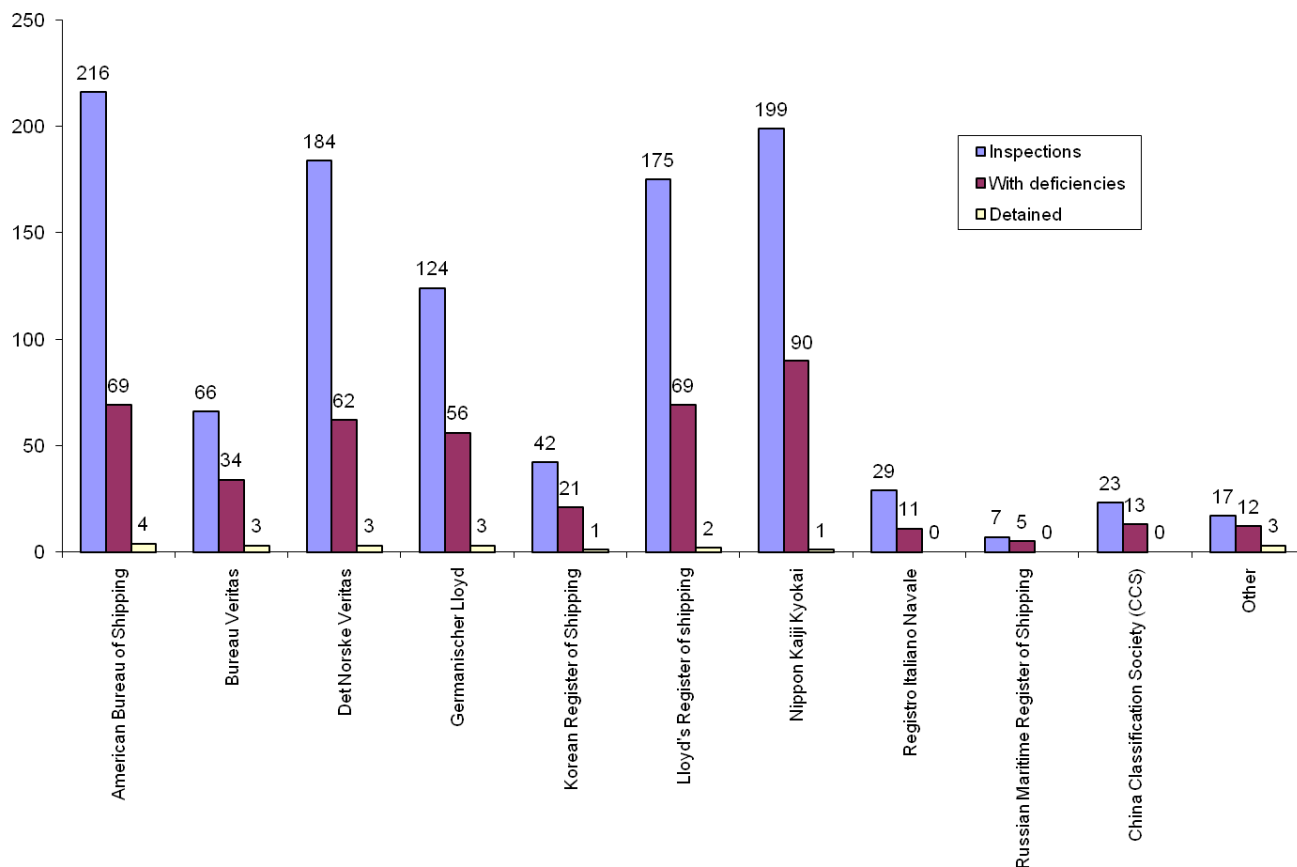
**FIGURE 3: SHIP INSPECTED BY TYPE**

As in the four previous years, the combined total number of all tankship inspections, including chemical tankships, tankers and oil tankers (43.2 per cent) exceeded bulk carrier inspections (32.9 per cent). This inspection rate reflects Transport Canada's ongoing commitment to targeting high-risk vessels entering Canadian ports.

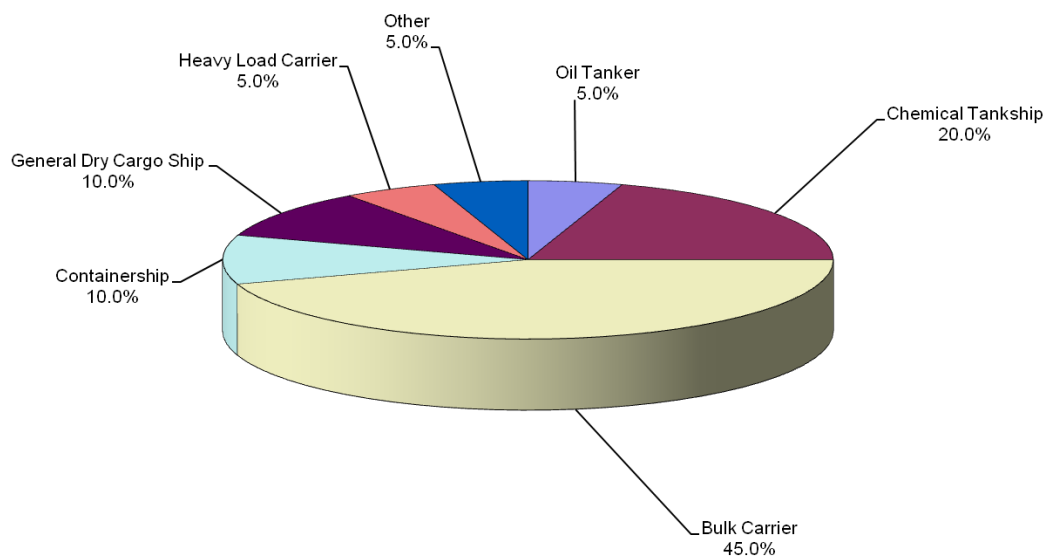
**FIGURE 4: DEFICIENCIES BY CATEGORY**

The 443 ships with deficiencies had a total of 1784 defects, which is an increase from 2009. Some improvements were noted in “MARPOL, Annex I”, Stability Structure Related Equipment deficiencies, although there was an increase in the “Fire Safety Measures” related deficiencies. However, most deficiencies continue to be related to essential equipment and vessel structure, which account for 60.6 per cent of total deficiencies.

**FIGURE 5: SHIPS INSPECTED, SHIPS WITH DEFICIENCIES, AND SHIPS DETAINED BY RECOGNIZED ORGANIZATIONS**



Most ships inspected in Canada were classed by 10 recognized organizations (classification societies), as shown above. In 2010, most inspections were classed by American Bureau of Shipping (216), Nippon Kaiji Kyokai (199), Det Norske Veritas (184), Lloyd's Register of Shipping (175) and Germanischer Lloyd (124). These five recognized organizations account for 83.0 per cent of inspections, a slight decrease from 89.3 per cent in 2009.

**FIGURE 6: DETENTIONS BY TYPE OF SHIP**

Consistent with previous years, bulk carriers made up the largest number of detentions (42.9 per cent), a drastic decrease from 61.5 per cent in 2009. In 2010 we had a change in the ship type being detained and a significant increase in detentions of Chemical Tankships, 19 per cent in 2010 from 7.7 per cent in 2009. No passenger ships were detained in 2010, but heavy load carriers were detained.