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Port State Control

2011 Annual Report



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CANADIAN INITIATIVES

In 2011, Canada participated in committee meetings of Paris MoU PSCC44 in Naples, Italy and the Tokyo MoU PSCC21 in Busan, South Korea. Canada was represented at two Port State Control Officers (PSCO) seminars of Paris MoU and one of Tokyo MoU, and Co-Chaired the Paris MoU Technical Evaluation Group (TEG24) meeting in Malta.

From September 1 to November 30, 2011, Canada also participated in the Paris MoU and Tokyo MoU joint Concentrated Inspection Campaign on Structural Safety and Load Lines. A record 10,287 ships were inspected in the two MoU regions, and although the Paris MoU did fewer inspections, its detention percentage was higher than that of the Tokyo MoU.

In 2011, the Maritime Authority of China hosted a PSCO from Canada under the Tokyo MOU PSCO exchange program. Canada welcomed a PSCO from Singapore.

From November 14 – 17 2011, Canada was the host authority for the 1st Specialized Training Course (STC1) of the Tokyo MoU, which was held in Vancouver. The theme was *Maritime Labour Convention 2006*. PSCO's received in-depth training on this new International Labour Organization (ILO) Convention that will take effect in the near future.

Every year, the National Training Program offers a Port State Control course in Vancouver, B.C. Participants range from new-entry 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.

A three-day port State control awareness course was offered to inspectors from Transport Canada Marine Security.

Canada has adopted the Paris MoU Professional Development Scheme for Port State Control Officers (PSCOs), which will further harmonize the competence of the PSCOs. Inspections, training and development activities relating to Port State Control are weighted 30 points for a five-year period. PSCOs who meet the minimum required points will retain their appointment for five years.

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

Tokyo MoU Committee Meeting in Busan, South Korea – April 2011



Paris MoU Committee Meeting in Naples, Italy – May 2011



First Specialized Training Course in Vancouver – November 2011



DEFICIENCY HALL OF SHAME



Lifeboat drill mishap



Thick black smoke



Crew restroom fire damage



Fire hose nozzle disconnected



Oil spill on deck



Dirty engine room bilge

EXECUTIVE SUMMARY

The Canadian port State control inspection section of the Transport Canada Marine Safety branch inspects foreign ships to ensure they comply with international conventions under the authority of the *Canada Shipping Act, 2001* and the Paris and Tokyo Memoranda of Understanding (MoUs).

In 2011, Canada adopted the Paris MoU New Inspection Regime (NIR) system, which is based on Ship Risk Profile. The system identifies foreign vessels for inspection as High Risk, Standard Risk, and Low Risk profiles, which helps us use inspection resources in a more efficient manner.

In 2011, Transport Canada Marine Branch inspected 1,033 ships of which 433 ships (41.91 per cent of all inspected ships) were deficient, resulting in 34 ship detentions. The 2011 ship inspections were 4.52 per cent less than 2010, but ship detentions were 70 per cent higher. Ships are detained when the condition of the ship or its crew presents an unreasonable safety threat or a potential to harm the marine environment.

As in the past, most deficiencies relate to essential equipment and vessel structure, which account for a full 66.92 per cent of total deficiencies. Fire safety measures deficiencies were 19.20 per cent. MARPOL Annex I (Oil Pollution Prevention) deficiencies were 3.89 per cent - a slight increase from 2010.

Three regions – Pacific (342), Atlantic (330), and Quebec (319) - accounted for 95.93 per cent of the inspections.

Canada performed one joint Concentrated Inspection Campaign (CIC) of the Paris MoU and Tokyo MoU on “Structural Safety and International Convention on Load Lines,” in 2011. Canada performed 127 CIC inspections for Paris MoU and 87 CIC inspections for Tokyo MoU.

In the last year, Canada performed more detailed and expanded inspections (a total of 711) compared with 400 inspections in 2010, and fewer initial inspections (179 from 517). The change could mainly be attributed to adopting the NIR of the Paris MoU. Expanded and More Detailed inspections are more likely to result in detentions because the inspection includes an in-depth examination of fourteen risk areas. The detention rate for 2011 is 3.29 per cent, which is above the Canadian five-year average of 2.91 percent.

Of all ships inspected in 2011, ships from Panama (209), Liberia (91), Marshall Islands (85), Bahamas (67), Malta (66), Hong Kong (64), Singapore (63), Greece (50), Cyprus (47), Antigua and Barbuda (29) and USA (29) constituted the flags for most ships inspected (77.4 per cent of all inspections). Panama takes over the top spot as the flag State with the most ships detained (8) – seven more detentions than 2010 – followed by Malta and Netherlands, with three detentions each.

Most ships inspected were classed by American Bureau of Shipping (183), Nippon Kaiji Kyokai (177), Det Norske Veritas (165), Lloyd’s Register of Shipping (157) and Germanischer Lloyd (126). These five Classification Societies accounted for 78.2 per cent of all inspected ships.

The total number of tanker (including oil tankers, chemical tankers and gas carriers) inspections was 358, which is an decrease of 8.54 per cent from the 2010 figures. The Canadian Tanker policy requires all foreign tankers to be inspected on their first visit to Canada and every year thereafter. This policy took effect after the Brander-Smith Report on Tanker Safety and Marine Spills response capabilities.

There were 365 bulk carrier inspections performed in 2011. Tankers and bulk carriers account for most inspected ships, as they are considered high risk ships. These inspection figures indicate Transport Canada's ongoing commitment to targeting high risk ships entering Canadian ports.

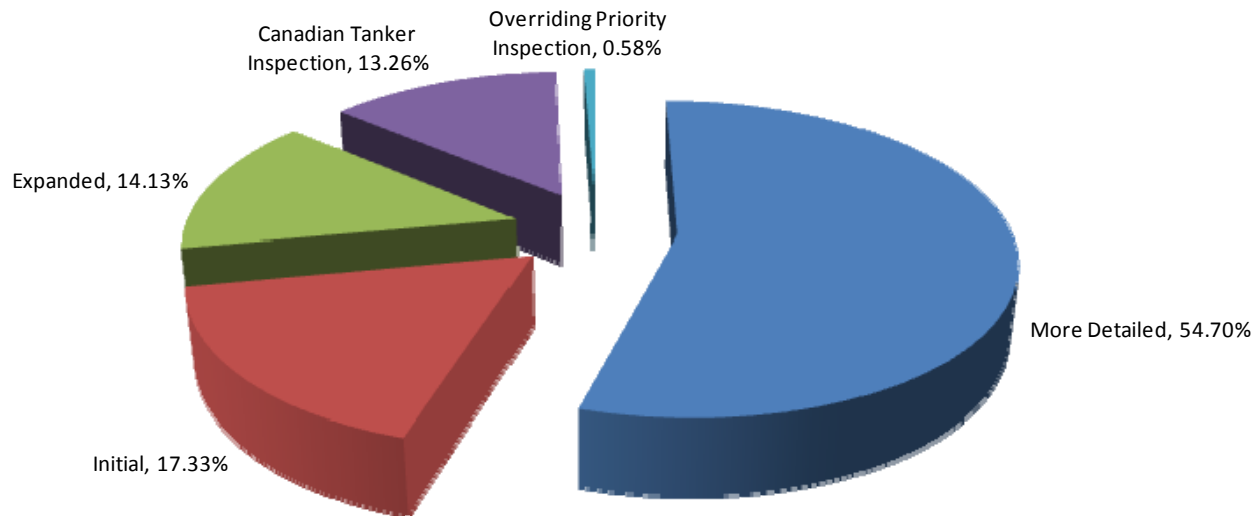
Based on the findings of the inspection data, it is clear that the NIR system of targetting ships for inspection based on risk is bringing better results for the Canadian port State control inspection system.

STATISTICAL DATA ON PORT STATE CONTROL FOR 2011

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

SHIPS	2011	2010	2009	2008	2007
Inspections	1033	1082	1005	1099	1134
With Deficiencies	431	442	401	426	434
Detained	34	20	26	31	43

Canadian Port State Control inspections check for compliance of foreign ships with international conventions under the authority of the *Canada Shipping Act, 2001* and the Paris and Tokyo MOUs. The 1033 ship inspections in 2011 were below the 2010 level. Of these, 41.91 per cent had deficiencies, which is slightly higher (1.06 per cent) than 2010. There was an increase in ship detentions from 1.85 per cent (2010) to 3.29 per cent (2011). Ships are detained when the condition of the ship or its crew presents unreasonable safety threat or potential to harm the marine environment.

FIGURE 1: TYPE OF INSPECTION

In 2011, the breakdown of type of inspection percentages has changed quite a bit from 2010. Fewer initial inspections were performed (17.0 per cent) which is a decrease from the 48.5 per cent of 2010. An initial inspection is a visit onboard the ship to check the documentation and overall condition of the ship and crew.

More detailed inspections increased from 28.6 per cent in 2010 to 55 per cent in 2011. Expanded inspections accounted for 14 per cent of all inspections, an increase from 9.05 per cent in 2010. Overriding priority inspections decreased from 4.06 per cent (2010) to 0.58 per cent.

The New Inspection Regime adopted in 2011 is the cause for the change in the distribution of inspection type, because it targets high risk ships for in-depth inspections, which is based on the Ship Risk Profile.

The Port State Control program enforces the Canadian Tanker policy, which requires that all foreign tanker (oil tankers, chemical tankers and gas carriers) be inspected on their first visit to Canada and every year thereafter. The Canadian Tanker inspection policy is in effect as a result of Brander-Smith Report on Tanker Safety and Marine Spills response capabilities. In 2011, 358 tanker inspections were performed under this policy. One oil tanker and one chemical tanker were detained.

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

COUNTRY	2011	2010	2009	2008	2007
Afghanistan	0	0	0	1	0
Algeria	0	0	0	0	1
Antigua and Barbuda	29	22	19	25	21
Bahamas	67	82	94	84	128
Bangladesh	0	1	0	0	0
Barbados	7	4	7	7	8
Belgium	1	2	1	1	0
Bermuda	14	17	16	18	14
Bulgaria	1	0	0	1	2
Cambodia	0	0	0	0	2
Cayman Islands	2	2	6	11	11
China, Peoples Rep.	7	15	17	15	13
Cook Islands	1	0	1	1	0
Croatia	4	0	2	3	2
Curacao	2	2	2	0	5
Cyprus	47	39	40	34	37
Denmark	9	13	20	10	14
Egypt	3	2	0	1	3
Finland	1	2	1	1	3
France	4	1	1	2	2
Germany	17	20	13	10	13
Gibraltar	3	0	0	0	0
Greece	50	52	55	67	72
Grenada	0	0	0	0	1
Hong Kong	64	84	68	65	51
India	3	6	3	11	4
Indonesia	2	1	0	0	0
Iran	0	0	0	1	0
Ireland	0	0	1	2	2
Israel	4	1	1	2	2
Italy	27	18	19	18	13
Jamaica	0	1	2	0	3
Japan	4	4	6	1	3
Korea, Rep. Of	6	12	10	12	14
Latvia	0	1	0	0	0

COUNTRY	2011	2010	2009	2008	2007
Lebanon	1	0	0	0	0
Liberia	91	116	114	121	125
Libya	1	2	1	0	0
Lithuania	0	0	2	0	3
Luxemburg	1	2	1	0	3
Malaysia	1	5	8	3	5
Malta	66	57	50	46	47
Man, Isle of	11	14	16	15	17
Marshall Islands	85	77	81	99	80
Netherlands, The	17	21	24	20	22
Norway	24	38	27	31	42
Panama	209	221	168	219	209
Philippines	4	5	4	7	6
Portugal	4	1	0	0	0
Qatar	0	0	1	1	2
Russian Federation	1	3	2	5	5
St. Kitts/Nevis	0	0	0	1	0
St. Vincent and the Grenadines	3	2	2	4	4
Saudi Arabia	1	0	2	1	3
Seychelles	1	1	3	3	0
Singapore	63	52	53	65	52
Spain	2	2	1	0	0
Sweden	2	5	1	10	12
Switzerland	4	4	2	1	2
Taiwan	2	1	1	2	1
Thailand	3	1	3	1	3
Turkey	5	5	3	4	1
United Arab Emirates	0	0	0	0	1
Ukraine	1	0	0	0	0
United Kingdom	16	19	13	10	15
U.S.A.	29	10	6	13	20
Vanuatu	5	8	8	7	9
Venezuela	0	0	0	1	0
Vietnam	1	1	1	1	0

The flag States (countries) with the most ships inspected are mainly consistent with previous years: Panama (209), Liberia (91), Marshall Islands (85), Bahamas (67), Malta (66), Hong Kong (64), Singapore (63), Greece (50), Cyprus (47), Antigua and Barbuda (29) and USA (29). These 11 flag States represent 77.4 per cent of all inspections. Panama flag vessels accounted for 20.2 per cent of total inspections.

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

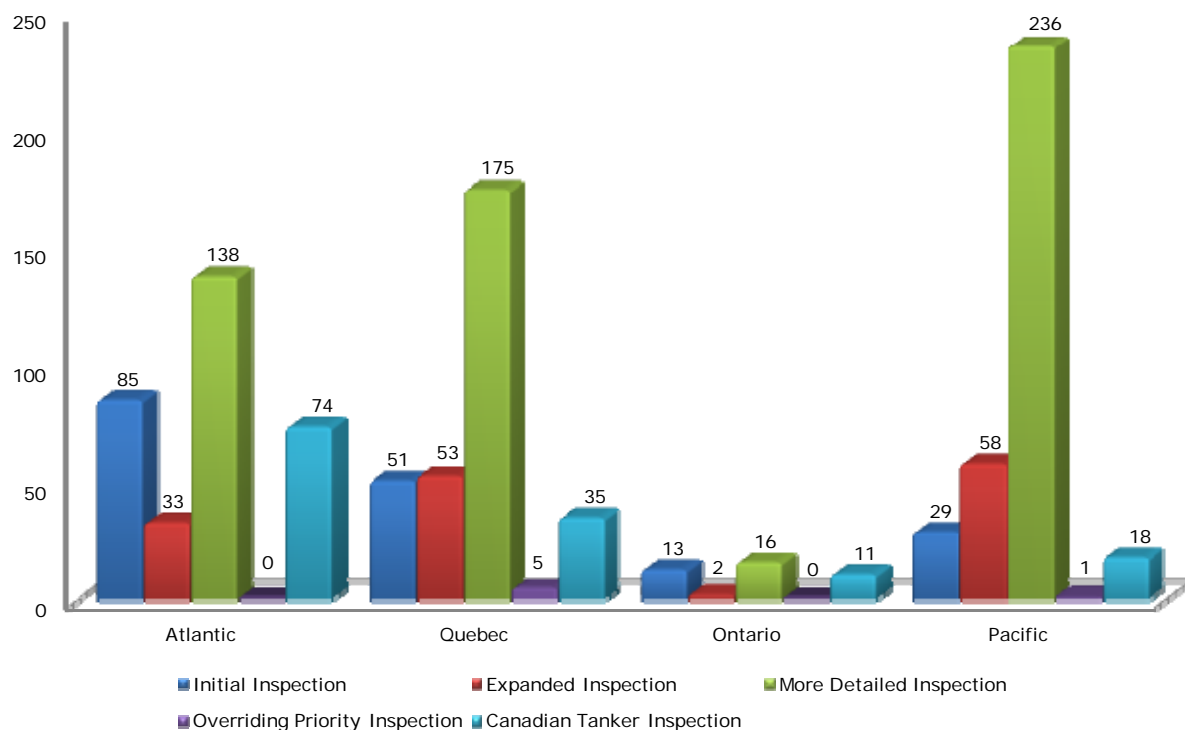
Office	2011	2010	2009	2008	2007
Atlantic Region					
St. John's	65	78	99	120	118
Marystown	2	1	0	0	2
Lewisporte	0	0	0	0	0
Corner Brook	7	3	1	2	4
Dartmouth	99	65	59	100	84
Sydney	0	1	1	0	1
Yarmouth	0	1	1	1	2
Charlottetown	5	0	3	6	10
Saint John NB	62	10	29	29	74
Port Hawkesbury	79	117	132	157	179
Bathurst	11	8	6	2	5
Atlantic Total	330	284	331	417	479
Quebec Region					
Montreal	128	155	95	101	78
Baie-Comeau	12	0	0	0	1
Rimouski	0	2	4	4	10
Gaspé	0	3	0	1	2
Quebec City	132	97	116	98	126
Sept-Îles	40	9	6	6	4
Port-Cartier	7	1	2	6	6
Quebec Total	319	267	223	216	227
Ontario Region					
Toronto	5	5	8	0	5
Kingston	2	1	0	1	1
St. Catharines	20	19	8	3	1
Thunder Bay	4	4	1	0	1
Sarnia	11	18	8	13	15
Ontario Total	42	47	25	17	23
Pacific Region					
Vancouver	306	401	383	420	368
Victoria	0	1	1	0	3
Prince Rupert	34	64	34	25	29
Nanaimo	2	2	1	0	0
Pacific Total	342	468	419	445	400
Prairie & Northern Region					
Western Arctic	0	4	1	2	3
Eastern Arctic	0	12	6	2	1
Prairie & Northern Total	0	16	7	4	4
St. Lawrence Seaway					
Seaway	0	0	0	0	0
Seaway Total	0	0	0	0	0
Total	1033	1082	1005	1099	1133

Three regions – Pacific (342), Atlantic (330), and Quebec (319) – accounted for most of the inspections, which is 95.93 per cent.

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

Office	2011
Atlantic Region	
St. John's	14
Marystown	2
Lewisporte	0
Corner Brook	1
Dartmouth	10
Sydney	0
Yarmouth	0
Charlottetown	2
Saint John NB	9
Port Hawkesbury	6
Bathurst	1
Atlantic Total	43
Quebec Region	
Montreal	26
Baie-Comeau	6
Rimouski	0
Gaspé	0
Quebec City	41
Sept-Îles	0
Port-Cartier	2
Quebec Total	75
Ontario Region	
Toronto	0
Kingston	0
St. Catharines	5
Collingwood	0
Thunder Bay	1
Sarnia	3
Ontario Total	9
Pacific Region	
Vancouver	84
Victoria	0
Prince Rupert	2
Nanaimo	1
Pacific Total	87
Prairie & Northern Region	
Western Arctic	0
Eastern Arctic	0
Prairie & Northern Total	0
Total	214

In 2011, Canada did one joint Concentrated Inspection Campaign (CIC) for the PMoU and TMoU on "Structural Safety and International Convention on Load Lines". The data in the above table for Atlantic, Quebec, Ontario, Eastern Arctic regions are for the Paris MoU. Canada did 127 CIC inspections for the Paris MoU. The Quebec Region performed 59.05 per cent of the inspections, followed by Atlantic at 33.85 per cent. The Pacific region and Prairie & Northern region performed 87 CIC inspections for the Tokyo MoU. All 87 Tokyo MoU inspections were performed in the Pacific Region.

FIGURE 2: TYPES OF INSPECTION COMPLETED BY REGION IN 2011

In 2011, 1033 inspections were performed across Canada. Of these, 565 (54.70 per cent) were More Detailed inspections, and 146 (14.13 per cent) were Expanded inspections.

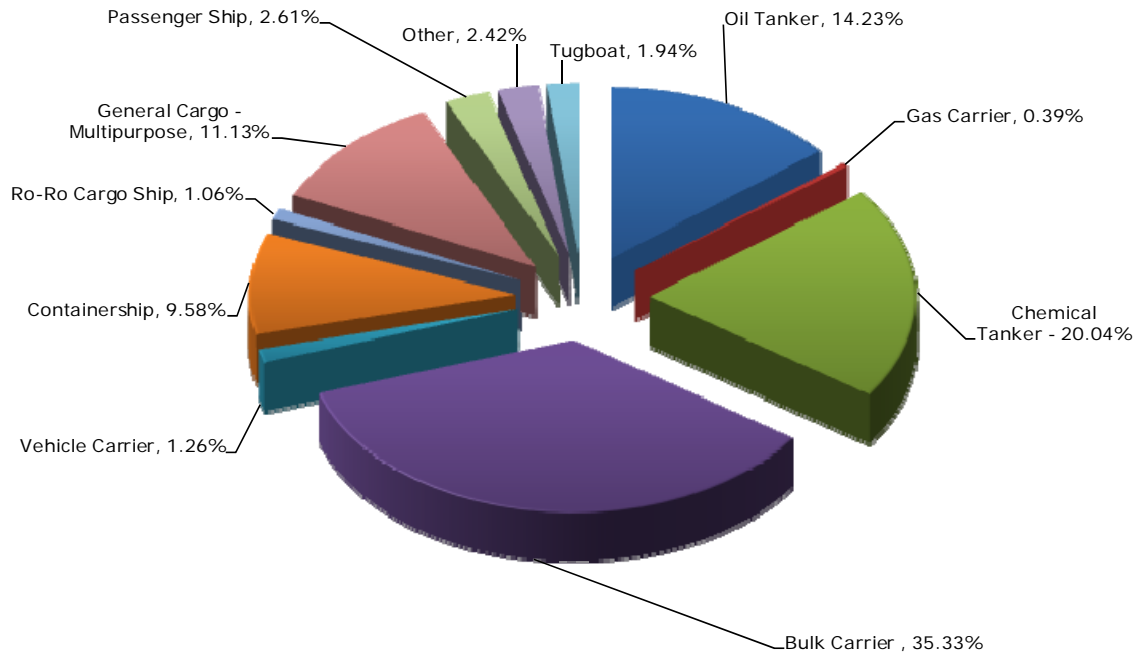
The 565 More Detailed inspections found 324 deficient ships, of which 30 were detained. Figure 2 shows that the number of More Detailed inspections for the Atlantic region was 41.81 per cent of the total inspections. This is an increase from the previous year's rate of 9.50 per cent. In the Pacific region, 69 per cent are More Detailed inspections, which is a 31.17 per cent increase from 2010. The Quebec region had an increase from 32.95 per cent (2010) to 54.85 per cent in 2011. Percentage of More Detailed inspections in the Ontario region increased from 21.27 per cent (2010) to 38.09 per cent in 2011.

In 2011, 146 Expanded inspections were completed. These expanded inspections found 89 deficient ships and resulted in 4 detentions. Together, More Detailed and Expanded inspections totalled 711 inspections, accounting for 68.82 per cent of all inspections performed in 2011.

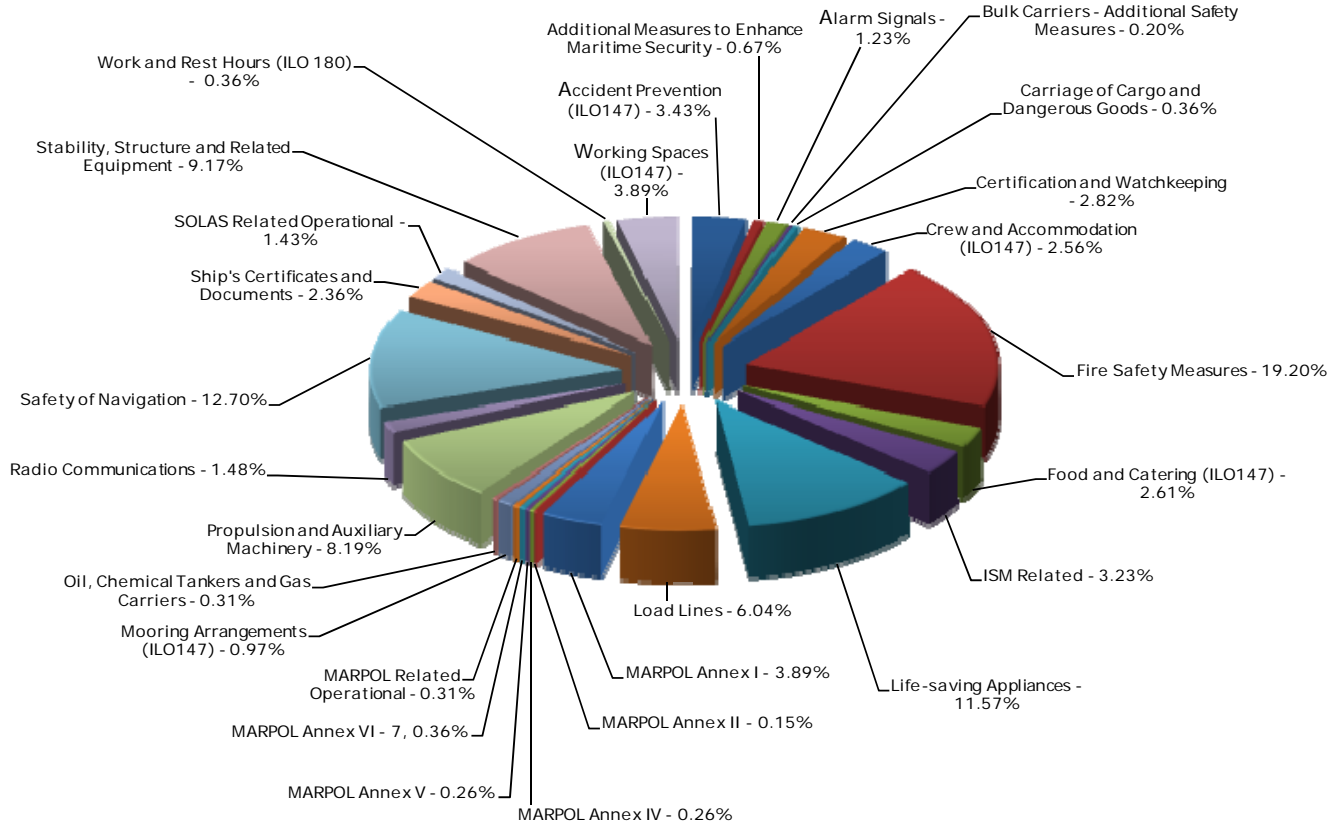
TABLE 5: SHIPS DETAINED IN CANADA BY FLAG OVER THE PAST 5 YEARS

FLAG STATE	2011	2010	2009	2008	2007
Antigua and Barbuda	2	1	2	2	0
Bahamas	2	1	0	1	7
Barbados	0	0	1	0	0
Bulgaria	0	0	0	0	1
Cook Islands	1	0	0	0	0
Curacao	0	1	0	0	0
Cyprus	1	1	1	0	2
Egypt	0	0	0	0	1
Greece	0	1	2	1	0
Hong Kong	2	1	1	3	0
India	0	1	0	0	0
Italy	1	0	0	0	0
Jamaica	0	0	0	0	1
Korea, Republic of	0	1	0	0	0
Lebanon	1	0	0	0	0
Liberia	2	6	3	3	1
Lithuania	0	0	1	0	1
Malaysia	0	0	0	0	1
Malta	3	0	6	4	4
Marshall Islands	2	3	2	7	2
Netherlands, The	3	0	0	1	0
Norway	1	1	1	0	1
Panama	8	1	4	6	15
Philippines	1	0	0	0	0
St. Vincent & Grenadines	1	1	1	1	1
Saudi Arabia	0	0	0	0	1
Singapore	1	0	0	0	1
Switzerland	0	0	0	0	1
Taiwan	0	0	1	0	0
Turkey	0	0	0	1	0
United Kingdom	0	0	0	0	1
United States of America	2	0	0	1	0

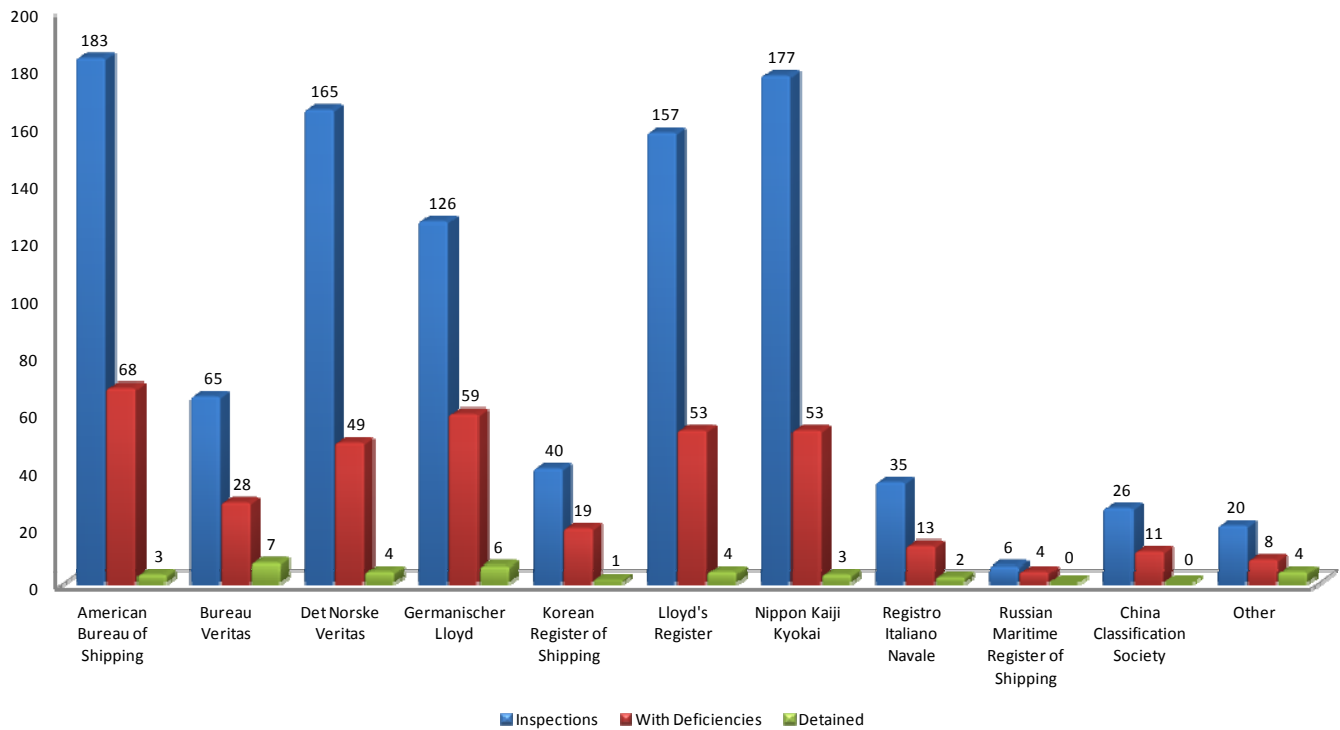
Panama took the top spot as the flag State with the most ships detained (8) - up from 1 in 2010, followed by Malta (3) and the Netherlands (3). There were six other countries with two detentions and eight countries with one detention each.

FIGURE 3: SHIP INSPECTED BY TYPE

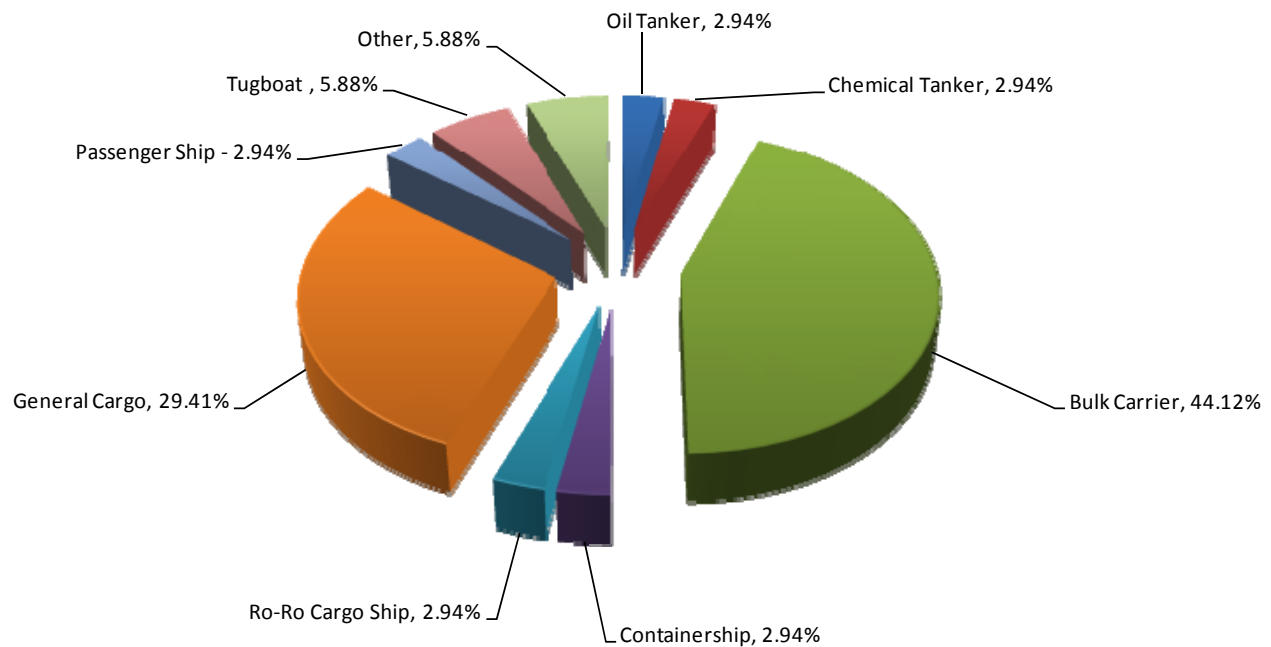
Last year the total percentage of tanker inspections, which includes the inspections of chemical tankers (207), oil tankers (147), and gas carriers (4), is 34.65 per cent, which is 8.54 per cent less than 2010. Each year, the total number of tanker inspections depends on the total number of tankers calling in the Canadian ports. The bulk carrier inspections (365) were 35 per cent in 2011, which is slightly higher than 2010 (2.1 per cent higher). Tankers and bulk carriers are considered high safety risk ships. This inspection rate reflects Transport Canada's ongoing commitment to targeting high-risk vessels entering Canadian ports.

FIGURE 4: DEFICIENCIES BY CATEGORY

The 431 ships had a total of 1953 deficiencies, which is an increase from 2010. In 2011 there was a slight percentage increase (3.0 per cent to 3.89 per cent) in the MARPOL ANNEX I deficiencies. There was also a slight percentage reduction (19.8 per cent to 19.20 per cent) in the “Fire Safety Measures” related deficiencies. However, most deficiencies continue to relate to the essential equipment and vessel structure, which accounted for 66.92 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 with the 10 most well-known Classification Societies, as shown above. In 2011, most inspected vessels were classed by American Bureau of Shipping (183), Nippon Kaiji Kyokai (177), Det Norske Veritas (165), Lloyd's Register of Shipping (157) and Germanischer Lloyd (126). These societies accounted for 78.2 per cent of inspected vessels- a moderate decrease from 83.0 per cent in 2010.

FIGURE 6: DETENTIONS BY TYPE OF SHIP

Consistent with the previous years, bulk carriers made up the largest number of detentions at 44.12 per cent, a decrease of 0.81 per cent from 2010, followed by the general cargo ships with 29.41 per cent detentions — a substantial increase of 19.41 per cent from 2010.

All tankers (oil and chemical) had 5.88 per cent of detentions, which is a large decrease of 19.04 per cent from 2010 detentions. One passenger ship was detained in 2011.