



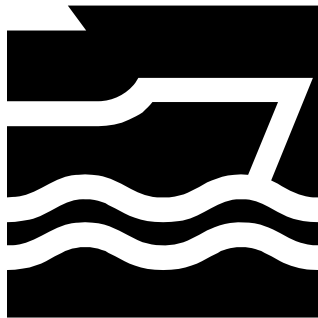
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Port State Control — Annual Report 2008



TC-1003219



Canada

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CANADIAN INITIATIVES

In 2008, Canada participated in the Paris Memorandum of Understanding (MOU) committee meeting PSCC41 and the Tokyo MOU committee meeting PSCC18. Canada hosted a Paris MOU Marine Advisory Board (MAB) meeting and the Paris MOU Port State Control Officers (PSCO) Seminar (SEM46), in Ottawa and Quebec City respectively. Canada was represented at two Paris MOU and one Tokyo MOU PSCO Seminars and actively participated in two Paris MOU Technical Evaluation Group (TEG) meetings. Canada also joined the members of the Paris and Tokyo MOUs in the Concentrated Inspection Campaign (CIC) on the Safety of Navigation from September 1 to November 30, 2008. As a participant in the Tokyo MOU PSCO Exchange Program, Canada hosted a PSCO from the Hong Kong Maritime Administration in February 2008. In March and October, the Maritime Safety Administration of the People's Republic of China and the Ministry of Lands, Transport and Maritime Affairs of the Republic of Korea hosted Canadian PSCOs from the Pacific Region.

Each year, Transport Canada Marine Safety (TCMS) conducts two Port State Control Officers courses in Vancouver, British Columbia. The Paris and Tokyo MOUs require successful course completion to conduct inspections of foreign vessels. Participants range from new-entry to experienced inspectors and, on occasion, include members of the U.S. Coast Guard and inspectors from other PSC MOU member countries. The course involves 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 PSCO duties and responsibilities.

There were two PSCO courses held. The one held from February 13 to 21 included 11 TCMS inspectors and two observers: one from Transport Canada Marine Security and the other from Bermuda. The second course, held from October 15 to 23, included 10 TCMS inspectors and two observers: one from Transport Canada Marine Security and the other from Chile.



Participants of the PSCO Course in February

The instructors were Mr. Roy Alemao, Manager, Port State Inspection Standards from Headquarters, 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 2008

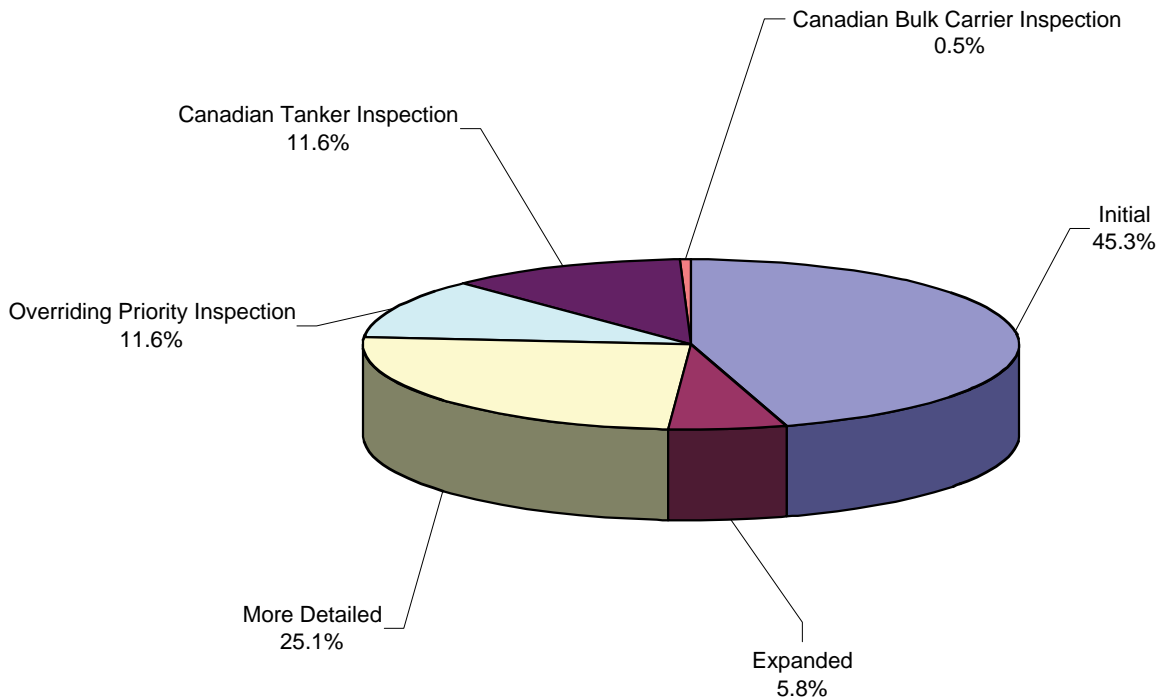
Canadian port State control inspections assess the compliance of foreign vessels with international conventions under the authority of the *Canada Shipping Act, 2001* and the Paris and Tokyo MOUs. The 1,099 inspections performed in 2008 were just below the 2007 level. Of the ships inspected in 2008, 38 per cent had deficiencies — the same percentage as in 2007. Fewer ships had deficiencies and the number of those being detained decreased from 2007 as well. Ships are detained when the condition of the ship or its crew presents a major threat to the marine environment.

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

SHIPS	2008	2007	2006	2005	2004
Inspections	1,099	1,134	1,237	1,277	1,174
With Deficiencies	426	434	513	482	498
Detained	31	43	27	49	68

In 2008, the average age of vessels inspected in Canada was 24 years.

Figure 1: Inspections by type



In 2008, the number of initial inspections was 45.3 per cent, which is a slight decrease from the 56.1 per cent achieved in 2007. An initial inspection checks the documentation and the overall conditions of the ship and the crew.

During 2008, the number of expanded inspections increased slightly from 5.6 per cent (2007) to 5.8 per cent (2008). More detailed inspections also increased about six per cent from 2007. There was a decrease in overriding priority inspections from 15.1 per cent (2007) to 11.6 per cent (2008). For the second year, Canadian tanker inspections had a remarkable increase from 3.7 per cent (2007) to 11.6 per cent (2008). Canadian policy, under the auspices of the Port State Control program, requires the inspection of all foreign tankers on their first visit to Canada and at least yearly thereafter.

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

COUNTRY	2008	2007	2006	2005	2004
Afghanistan	1	0	0	0	0
Algeria	0	1	1	1	0
Antigua and Barbuda	25	21	23	21	16
Antilles, Netherlands	0	5	3	4	3
Bahamas	84	128	125	102	101
Bahrain	0	0	0	1	1
Barbados	7	8	3	11	13
Belgium	1	0	2	3	1
Belize	0	0	0	1	2
Bermuda	18	14	12	10	17
Brazil	0	0	0	1	3
Bulgaria	1	2	2	6	5
Cambodia	0	2	0	0	0
Cayman Islands	11	11	6	11	13
Chile	0	0	0	1	0
China, People's Rep.of	15	13	8	8	4
Comoros	0	0	0	2	0
Cook Islands	1	0	0	0	0
Croatia	3	2	4	10	4
Cyprus	34	37	52	59	70
Denmark	10	14	9	14	14
Dominican Republic	0	0	0	0	1
Egypt	1	3	1	1	1
Finland	1	3	3	2	1
France	2	2	6	3	8
Germany	10	13	20	26	17
Gibraltar	4	0	5	4	8
Greece	67	72	64	92	71
Grenada	0	1	0	0	0
Honduras	0	0	0	0	3
Hong Kong	65	51	81	76	60
India	11	4	7	7	7
Indonesia	0	0	0	1	0
Iran	1	0	0	1	2
Ireland	2	2	2	1	0
Israel	2	2	2	8	6
Italy	18	13	18	19	15
Jamaica	0	3	1	0	0
Japan	1	3	3	3	3
Korea, Dem. Rep. of	0	0	1	0	0
Korea, Rep. of	12	14	12	7	8

COUNTRY	2008	2007	2006	2005	2004
Kuwait	0	0	0	2	0
Latvia	0	0	0	1	0
Liberia	121	125	130	137	123
Lithuania	0	3	2	7	2
Luxembourg	0	3	3	3	0
Malaysia	3	5	4	4	12
Maldives	0	0	0	2	0
Malta	46	47	34	51	66
Man, Isle of	15	17	14	17	13
Marshall Islands	99	80	98	107	66
Mexico	0	0	0	1	0
Mongolia	0	0	0	1	0
Myanmar, Union of	0	0	2	0	0
Netherlands, The	20	22	24	16	18
Norway	31	42	50	47	51
Panama	219	209	249	197	184
Philippines	7	6	9	13	12
Poland	0	0	1	0	0
Portugal	0	0	0	1	2
Qatar	1	2	2	0	3
Russian Federation	5	5	10	6	7
St. Kitts and Nevis	1	0	0	0	0
St. Vincent and the Grenadines	4	4	4	6	8
Saudi Arabia	1	3	2	3	3
Seychelles	3	0	0	3	0
Singapore	65	52	44	53	40
Slovakia	0	0	1	0	0
Sweden	10	12	15	14	9
Switzerland	1	2	0	0	2
Taiwan	2	1	1	1	1
Thailand	1	3	4	4	6
Turkey	4	1	3	7	10
Tuvalu	0	0	1	0	0
United Arab Emirates	0	1	0	0	0
Ukraine	0	0	1	1	4
United Kingdom	10	15	15	19	26
U.S.A.	13	20	30	27	20
Vanuatu	7	9	10	9	8
Venezuela	1	0	0	0	0
Vietnam	1	0	0	0	0

In 2008, the flag State vessels most inspected were mainly consistent with previous years: Panama (219), Liberia (121), Marshall Islands (99), Bahamas (84), Greece (67), Singapore (65), Hong Kong (65), Malta (46), Cyprus (34) and Norway (31). These 10 flag States represent 75 per cent of all inspections. Flag State vessels from Panama accounted for 20 per cent of total inspections.

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

OFFICE	2008	2007	2006	2005	2004
ATLANTIC REGION					
St. John's	120	118	92	135	100
Marystown	0	2	1	0	3
Lewisporte	0	0	0	0	0
Corner Brook	2	4	0	2	0
Dartmouth	100	84	100	109	145
Sydney	0	1	1	1	1
Yarmouth	1	2	1	2	1
Charlottetown	6	10	6	1	3
Saint John, N.B.	29	74	132	151	132
Port Hawkesbury	157	179	177	151	133
Bathurst	2	5	5	8	12
Atlantic Total	417	479	515	560	530
QUEBEC REGION					
Montreal	101	78	77	108	63
Baie-Comeau	0	1	6	4	1
Rimouski	4	10	5	8	0
Gaspé	1	2	0	1	1
Quebec City	98	126	121	143	113
Sept-Îles	6	4	10	13	26
Port-Cartier	6	6	7	12	6
Quebec Total	216	227	226	289	210
ONTARIO REGION					
Toronto	0	5	0	3	3
Kingston	1	1	0	0	0
St. Catharines	3	1	0	4	6
Collingwood	0	0	0	0	0
Thunder Bay	0	1	11	23	19
Sarnia	13	15	23	17	12
Ontario Total	17	23	34	47	40
PACIFIC REGION					
Vancouver	420	368	435	360	369
Victoria	0	3	1	12	3
Prince Rupert	25	29	20	0	14
Nanaimo	0	0	0	2	0
Pacific Total	445	400	456	374	386
PRAIRIE & NORTHERN REGION					
Western Arctic	2	3	2	2	3
Eastern Arctic	2	1	2	5	5
Prairie & Northern Total	4	4	4	7	8
ST. LAWRENCE SEAWAY					
Seaway	0	0	2	0	0
Seaway Total	0	0	2	0	0
TOTAL	1,099	1,133	1,237	1,277	1,174

As in the past, three regions — Pacific (445), Atlantic (417) and Quebec (216) — account for most of the inspections, that is 98 per cent.

Figure 2: Types of inspection completed by region in 2008

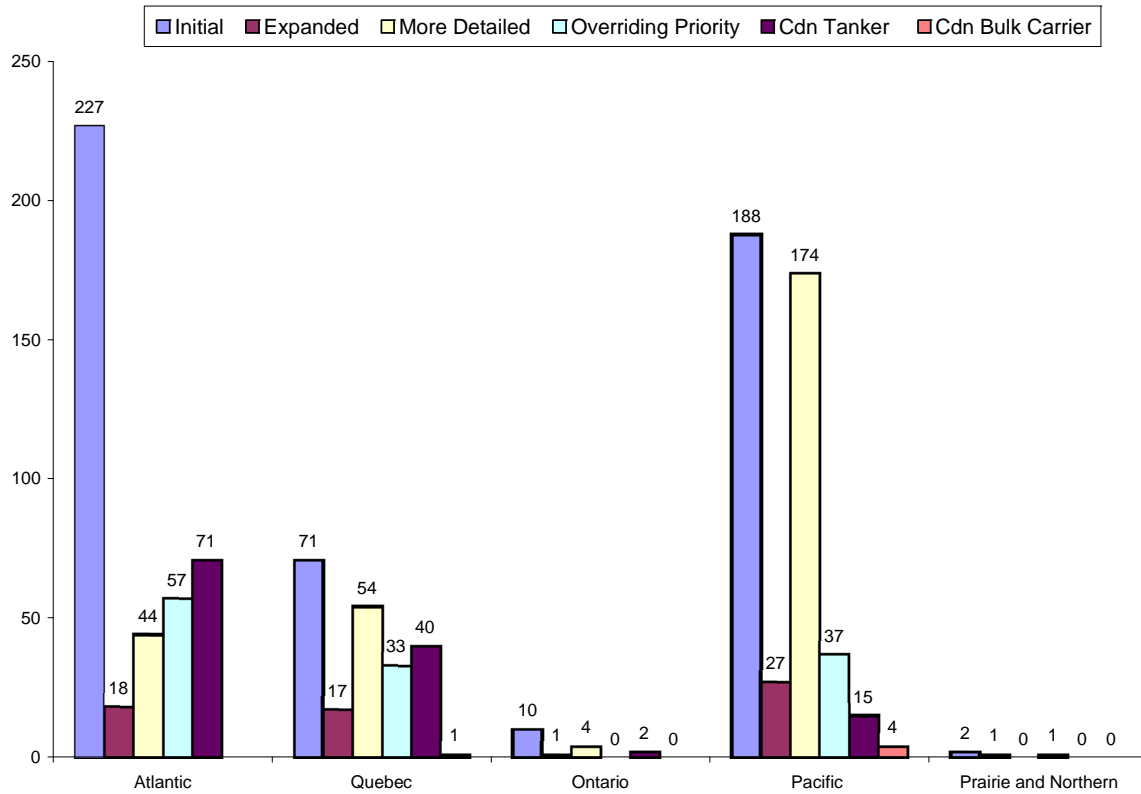


Figure 2 shows that the number of more detailed inspections for the Atlantic region was 11 per cent of the region’s total inspections, representing a five per cent increase from 2007. In the Pacific region, 39 per cent are more detailed inspections, an increase from 2007. The Quebec region also had an increase from 2007, with more detailed inspections at 25 per cent.

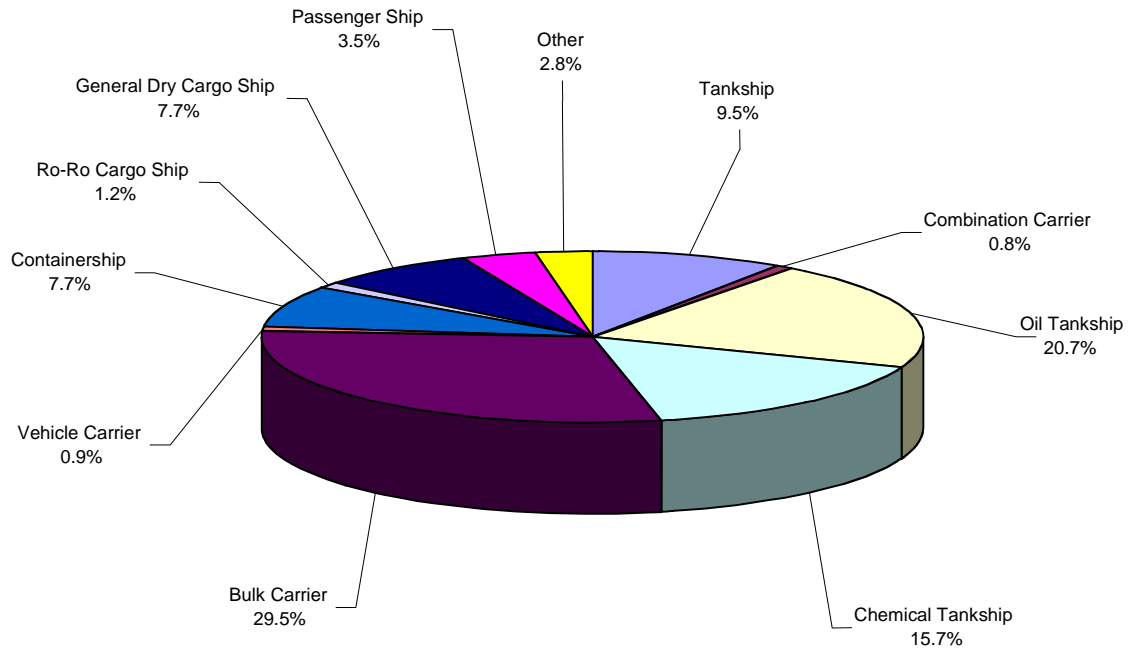
Again in 2008, 64 expanded inspections were completed. Of these, 69 per cent (44) had deficiencies and 6.25 per cent (4) were detained. Vessels requiring expanded inspections are at a higher risk for detention, with a detention rate above the Canadian average of 2.3 per cent, due to the fact that expanded inspections are a more in-depth inspection of the vessel.

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

FLAG STATE	2008	2007	2006	2005	2004
Antigua and Barbuda	2	0	1	1	1
Bahamas	1	7	2	1	0
Bermuda	0	0	0	1	1
Brazil	0	0	0	0	1
Bulgaria	0	1	0	0	1
Cayman Islands	0	0	0	1	1
Comoros	0	0	0	1	0
Croatia	0	0	0	0	1
Cyprus	0	2	1	3	5
Egypt	0	1	1	1	0
Germany	0	0	0	0	1
Gibraltar	0	0	1	0	2
Greece	1	0	1	1	2
Hong Kong	3	0	2	4	2
India	0	0	0	0	1
Italy	0	0	0	1	0
Jamaica	0	1	0	0	0
Japan	0	0	1	0	0
Korea, Rep. of	0	0	0	0	1
Liberia	3	1	1	5	5
Lithuania	0	1	0	2	0
Malaysia	0	1	0	0	1
Malta	4	4	2	4	8
Man, Isle of	0	0	1	0	2
Marshall Islands	7	2	1	1	2
Mexico	0	0	0	1	0
Mongolia	0	0	0	1	0
Netherlands, The	1	0	0	1	1
Norway	0	1	0	1	5
Panama	6	15	8	14	17
Russia Federation	0	0	2	0	1
St. Vincent and the Grenadines	1	1	1	1	2
Saudi Arabia	0	1	0	0	0
Singapore	0	1	1	2	1
Sweden	0	0	0	1	0
Switzerland	0	1	0	0	0
Thailand	0	0	0	0	1
Turkey	1	0	0	0	0
Ukraine	0	0	0	0	2
United Kingdom	0	1	0	0	0
United States of America	1	0	0	0	0

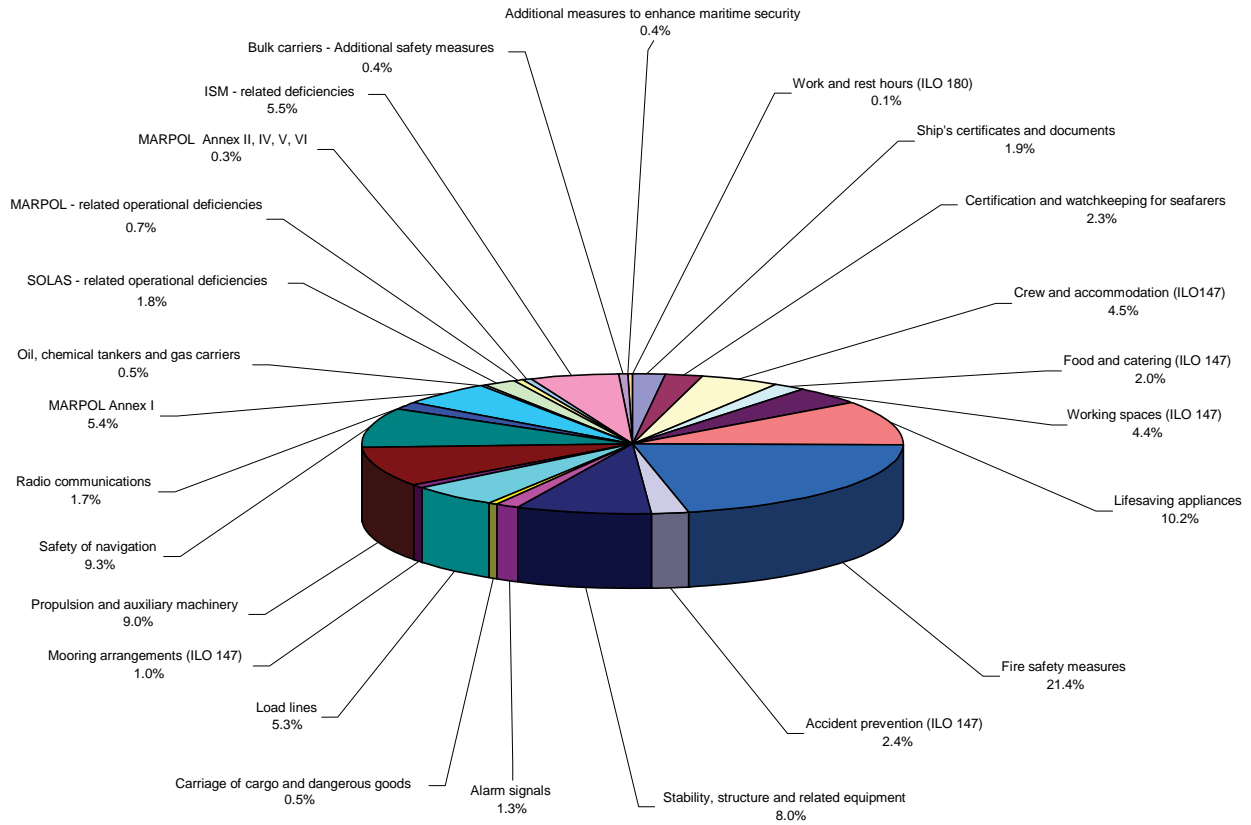
Marshall Islands takes over the top spot as the flag State with most ships detained (7), up from two in 2007, followed by Panama (6), Malta (4), and Hong Kong and Liberia with three detentions each.

Figure 3: Ships inspected by type



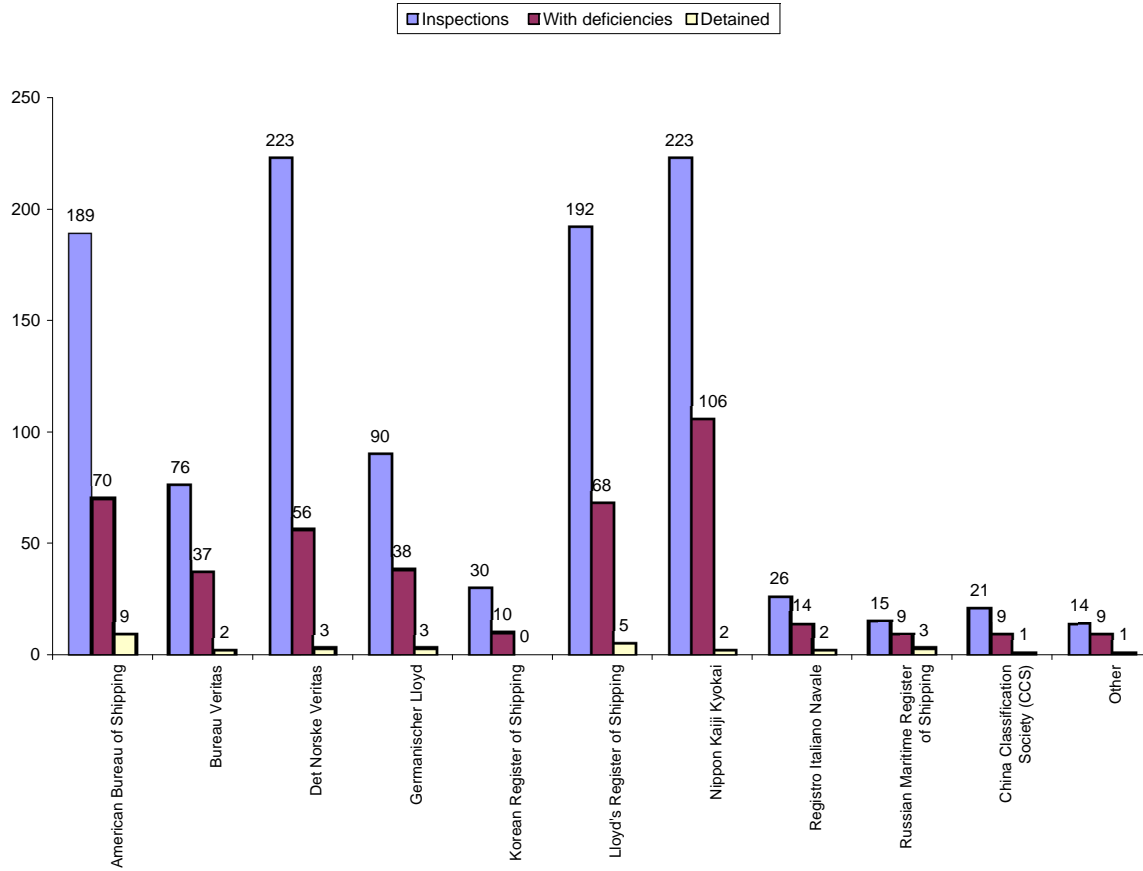
As in the three previous years, the combined total number of all tankship inspections, including chemical tankships, tankers and oil tankers (45.8 per cent), exceeded bulk carrier inspections (29.5 per cent). This inspection rate reflects Transport Canada's ongoing commitment to target high-risk vessels entering Canadian ports.

Figure 4: Deficiencies by category



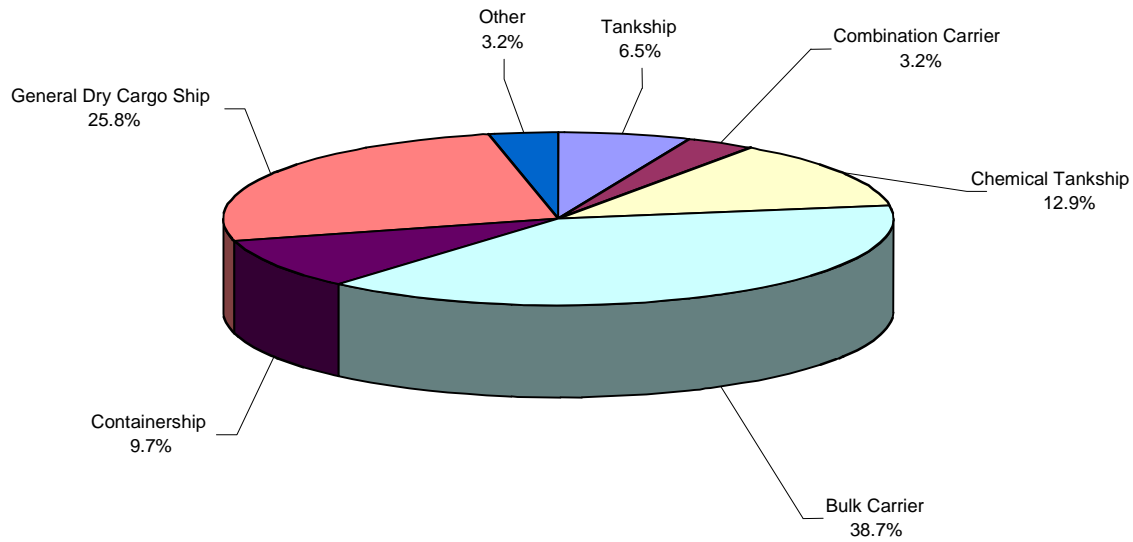
The 426 ships with deficiencies had a total of 1,920 defects; a decrease from 2007. Some improvements were noted in “lifesaving appliances” as well as “fire safety measures,” although there was an increase in the “safety of navigation” related deficiencies due to the 2007 CIC on Navigation Safety. Most deficiencies continue to relate to essential equipment and vessel structure, accounting for 57.8 per cent of total deficiencies.

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



As shown above, most ships inspected in Canada were classed by 10 recognized organizations (classification societies). In 2008, the majority of inspections were performed by Det Norske Veritas and Nippon Kaiji Kyokai (223 each), followed by Lloyd's Register of Shipping (192) and American Bureau of Shipping (189).

Figure 6: Detentions by type of ship



Consistent with previous years, bulk carriers made up the largest number of detentions (38.7 per cent), down from 57 per cent in 2007. In 2008, the rate of detention for general dry cargo ships increased from 19 per cent to 25.8 per cent. There was an increase of 5.9 per cent in the detentions of chemical tankships, 1.5 per cent of tankships and 2.7 per cent of containerships. Combination carriers and other types of vessels were also detained in 2008.

<http://www.tc.gc.ca/MarineSafety/menu.htm>