



**Public Opinion Research  
Report**

**Submitted to  
Canadian Marine Pilots'  
Association**

**September 2010**



## Background

Nanos Research was retained by the Canadian Marine Pilots' Association (CMPA) to conduct research on a pilotage certification issue.

## Methodology

Nanos Research conducted a random telephone survey of 1,000 adult respondents 18 years of age and older in ten federal ridings along the St. Lawrence Seaway Great Lakes region, between September 17<sup>th</sup> and September 19<sup>th</sup>, 2010. Nanos conducted 100 interviews in each of the following ten federal ridings: Burlington; Essex; Kingston and the Islands; Leeds Grenville; Mississauga South; St. Catharines; Stormont-Dundas-South Glengarry; Sarnia Lambton; Welland; and Windsor Tecumseh. The margin of accuracy for a sample of 1,000 respondents is  $\pm 3.1$  percentage points, 19 times out of 20.

## Key Findings

To follow is a summary of the research findings.

- 1. Intensity of opinion on safety** – Respondents assigned a very high level of importance to the safe operation of large commercial vessels on the Great Lakes (mean score of 8.89 out of 10). Of note, the majority of respondents (62.2%) in the ten federal ridings thought that it was 'very important' to ensure safety of large vessels on the Great Lakes (a rating of 10 on a 10-point scale). The intensity of opinion should be considered particularly high.
- 2. Regulation** – Respondents preferred a model of independent regulation compared to self regulation. Three in four respondents (75.5%) preferred that an independent regulator ensure safe operations of vessels on the Great Lakes, while 18.5% preferred self-regulation (by the ships' owners). Six percent of respondents were unsure.
- 3. Responsibility of determining competency** – The majority of respondents were opposed to the proposal to shift responsibility of determining the competency of Canadian ships' officers from a government agency to the ship owners. More than six in ten (61.9%) opposed or somewhat opposed the shift of responsibility, compared to the three in ten (31.1%) who supported or somewhat supported it. Of note, there was a strong intensity of opposition, with more than half of the respondents (53%) indicating that they opposed (versus 'somewhat opposed') the shift of responsibility from a government agency to the ship owners. Seven percent of respondents were unsure.

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STAT SHEET – PILOTAGE CERTIFICATION SURVEY

		On a scale of 1 to 10, where 1 is not at all important and 10 is very important, how would you rate the importance of ensuring that large commercial vessels on the Great Lakes are safely operated?												
		Total	Not at all important	2	3	4	5	6	7	8	9	Very important	Unsure	
		Interviews	Mean	%	%	%	%	%	%	%	%	%	%	
	10 Ridings	1000	8.89	1.5	1.2	1.2	.4	3.6	2.3	5.3	10.8	8.9	62.2	2.6
Gender	Male	501	8.77	2.0	1.3	1.4	.4	4.2	2.2	5.9	11.3	9.9	58.9	2.5
	Female	499	9.02	1.1	1.0	1.1	.5	3.1	2.3	4.6	10.3	7.9	65.4	2.6
Age	18 to 29	198	8.72	.0	2.5	2.5	.8	4.2	1.7	6.7	12.6	6.7	58.0	4.2
	30 to 39	192	8.84	1.5	.0	2.2	.0	4.5	3.0	5.2	11.2	9.7	59.0	3.7
	40 to 49	214	8.68	4.4	.5	1.5	.0	2.9	2.9	6.3	12.1	8.3	60.7	.5
	50 to 59	170	9.04	.4	2.4	.0	1.2	2.8	1.2	5.2	10.4	9.2	66.0	1.2
	60 plus	227	9.16	1.0	.7	.0	.3	3.8	2.4	3.1	7.9	10.7	67.0	3.1
Income	\$0 to \$14,999	45	8.35	4.7	.0	.0	.0	8.7	5.0	6.4	16.1	7.8	51.3	.0
	\$15,000 to \$29,999	65	8.86	.0	.0	.0	.0	10.8	3.8	5.4	10.1	1.0	62.2	6.7
	\$30,000 to \$44,999	57	9.17	.0	.0	2.9	1.4	5.5	.0	2.6	5.7	3.9	74.1	3.9
	\$45,000 to \$59,999	81	9.12	.0	.0	1.3	.0	4.4	1.3	4.6	9.0	16.1	59.3	4.0
	\$60,000 to \$74,999	83	9.15	4.2	.0	.0	.8	.0	.9	2.6	7.7	14.9	68.8	.0
	\$75,000 or more	199	8.91	2.3	.0	2.3	.0	2.4	2.2	5.2	12.8	10.2	62.3	.3
	Refused	471	8.82	1.1	2.5	1.1	.6	3.0	2.5	6.1	11.0	7.9	61.0	3.2

Random telephone survey of 1,000 adult respondents in 10 federal ridings along the St. Lawrence Seaway Great Lakes region, September 12<sup>th</sup> to September 19<sup>th</sup>, 2010.

The margin of accuracy for a sample of 1,000 respondents is  $\pm 3.1\%$ , 19 times out of 20.



STAT SHEET – PILOTAGE CERTIFICATION SURVEY

		Which of the following two approaches do you think best ensures the safe operation of commercial vessels on the Great Lakes? [ROTATE]			
		Total	Independent regulator, appointed by government	Self-regulation, whereby the ship owners themselves certify whether their operations comply with safety requirements	Unsure
		Interviews	%	%	%
	10 Ridings	1000	75.5	18.5	6.0
Gender	Male	501	76.0	19.2	4.8
	Female	499	75.1	17.8	7.1
Age	18 to 29	198	68.9	22.7	8.4
	30 to 39	192	70.9	19.4	9.7
	40 to 49	214	78.2	18.0	3.9
	50 to 59	170	82.8	13.6	3.6
	60 plus	227	77.3	18.2	4.5
Income	\$0 to \$14,999	45	80.8	13.8	5.5
	\$15,000 to \$29,999	65	72.4	20.8	6.9
	\$30,000 to \$44,999	57	70.5	25.7	3.7
	\$45,000 to \$59,999	81	79.4	17.0	3.6
	\$60,000 to \$74,999	83	82.6	10.3	7.1
	\$75,000 or more	199	83.7	12.3	4.0
	Refused	471	70.7	22.1	7.2



## STAT SHEET – PILOTAGE CERTIFICATION SURVEY

		[Rotate statements] Some people think that the competency of officers responsible for navigating these vessels should be determined by an independent agency. Other people think that the ship's owner should be able to certify the competency of their own officers. Which of the two approaches do you prefer, [Rotate] independent government certification or certification by the ship's owner?			
		Total	Certification by an independent agency	Certification by the ship's owner	Unsure
		Interviews	%	%	%
	10 Ridings	1000	70.6	24.4	5.0
Gender	Male	501	72.3	24.0	3.8
	Female	499	69.0	24.7	6.3
Age	18 to 29	198	63.0	27.7	9.2
	30 to 39	192	66.4	28.4	5.2
	40 to 49	214	72.8	22.8	4.4
	50 to 59	170	75.2	22.4	2.4
	60 plus	227	75.3	21.0	3.8
Income	\$0 to \$14,999	45	89.2	9.1	1.7
	\$15,000 to \$29,999	65	71.8	21.2	7.0
	\$30,000 to \$44,999	57	70.5	22.6	6.8
	\$45,000 to \$59,999	81	70.3	27.9	1.8
	\$60,000 to \$74,999	83	74.1	20.5	5.4
	\$75,000 or more	199	76.5	20.6	2.9
	Refused	471	65.6	28.1	6.2



## STAT SHEET – PILOTAGE CERTIFICATION SURVEY

		Which of the following two approaches do you think will reduce the likelihood of accidents involving commercial vessels on the Great Lakes? [ROTATE]			
		Total	Certification by an independent agency	Certification by the ship's owner	Unsure
		Interviews	%	%	%
	10 Ridings	1000	75.5	20.8	3.7
Gender	Male	501	78.2	19.4	2.3
	Female	499	72.8	22.1	5.1
Age	18 to 29	198	70.6	24.4	5.0
	30 to 39	192	72.4	22.4	5.2
	40 to 49	214	78.2	20.9	1.0
	50 to 59	170	80.0	18.0	2.0
	60 plus	227	76.6	18.2	5.2
Income	\$0 to \$14,999	45	81.0	13.8	5.2
	\$15,000 to \$29,999	65	76.4	13.1	10.4
	\$30,000 to \$44,999	57	76.6	19.7	3.7
	\$45,000 to \$59,999	81	77.0	20.2	2.8
	\$60,000 to \$74,999	83	84.4	13.1	2.5
	\$75,000 or more	199	81.8	16.3	1.9
	Refused	471	70.3	26.0	3.8



## STAT SHEET – PILOTAGE CERTIFICATION SURVEY

As you may know, in the US, American ships' officers who are responsible for steering commercial vessels on the Great Lakes are certified by an independent agency, the US Coast Guard. Do you think the approach to certification for Canadian ships' officers on the Great Lakes should be [ROTATE]...

		Total	Certification by an independent agency	Certification by the ship's owner	Unsure
		Interviews	%	%	%
	10 Ridings	1000	78.9	17.2	3.9
Gender	Male	501	79.8	16.8	3.4
	Female	499	78.0	17.6	4.5
Age	18 to 29	198	73.9	21.0	5.0
	30 to 39	192	80.6	15.7	3.7
	40 to 49	214	78.6	18.9	2.4
	50 to 59	170	82.0	14.0	4.0
	60 plus	227	79.7	15.8	4.5
Income	\$0 to \$14,999	45	85.1	9.7	5.2
	\$15,000 to \$29,999	65	80.3	11.6	8.0
	\$30,000 to \$44,999	57	80.3	13.4	6.3
	\$45,000 to \$59,999	81	76.0	18.4	5.6
	\$60,000 to \$74,999	83	77.4	16.7	6.0
	\$75,000 or more	199	83.6	11.8	4.6
	Refused	471	76.7	21.3	2.0



## STAT SHEET – PILOTAGE CERTIFICATION SURVEY

Currently in Canada, an independent federal agency determines the competency of Canadian ships' officers but there is a proposal to shift responsibility from a government agency to ship owners. Do you support, somewhat support, somewhat oppose or oppose this proposal?

		Total	Support	Somewhat support	Somewhat oppose	Oppose	Unsure
		Interviews	%	%	%	%	%
	10 Ridings	1000	17.7	13.4	8.9	53.0	7.0
Gender	Male	501	16.4	12.4	9.5	55.6	6.1
	Female	499	19.0	14.5	8.3	50.4	7.8
Age	18 to 29	198	25.2	18.5	12.6	35.3	8.4
	30 to 39	192	16.4	17.2	11.2	45.5	9.7
	40 to 49	214	17.5	12.6	8.3	56.8	4.9
	50 to 59	170	14.0	10.0	8.8	64.0	3.2
	60 plus	227	15.1	9.3	4.5	62.9	8.2
Income	\$0 to \$14,999	45	15.2	8.4	9.3	63.9	3.2
	\$15,000 to \$29,999	65	19.7	12.2	9.2	48.0	10.9
	\$30,000 to \$44,999	57	25.6	9.7	8.4	48.5	7.8
	\$45,000 to \$59,999	81	24.4	9.5	11.5	45.1	9.5
	\$60,000 to \$74,999	83	9.2	15.5	11.7	57.6	6.0
	\$75,000 or more	199	15.7	12.7	11.4	54.8	5.4
	Refused	471	17.8	15.2	6.9	53.0	7.1