

Views of Canadian coastal ridings on Marine Pilots and Marine Safety issues.

Survey | Summary | Confidential | Draft

Conducted by Nanos for the Canadian Marine Pilots' Association, August 2021

Submission 2021-1944





The research gauged the opinions among residents of 10 target coastal ridings in Quebec, Atlantic Canada and BC on perceptions and opinions on both pilotage and marine transportation safety. The research also gauged opinions on proposed changes to language and ship's officer certification examination requirements.

Nanos conducted an RDD dual frame (land- and cell-lines) random telephone survey of 1,000 residents of Quebec, Atlantic Canada and BC in 10 coastal target ridings (Quebec: Quebec City, Pierre Boucher-Les Patriotes-Verchères, Chicoutimi-Le Fjord, Hochelaga, Saint-Maurice-Champlain; Atlantic: Bonavista-Burin-Trinity, South Shore-St. Margaret's; BC: West Vancouver-Sunshine Coast-Sea to Sky Country, North Vancouver, Skeena-Bulkley Valley), between July 29th and August 17th, 2021.

The research was commissioned by the Canadian Marine Pilots' Association and was conducted by Nanos Research.

Key Findings



REGULATIONS SET AT ARM'S LENGTH FROM SHIP OWNERS

Nearly nine in ten residents of coastal target ridings in Quebec, Atlantic Canada and BC (87%) believe it is extremely important that marine navigation regulations and procedures be set by government and be at arm's length from ship owners (mean of 8.8).



KNOWLEDGE OF LOCAL WATERS

Residents of coastal target ridings in Quebec, Atlantic Canada and BC also place a high level of importance on expert knowledge of local waters to guide vessels to their destination when it comes to the safe navigation of commercial vessels in Canadian waters (mean of 9.1).



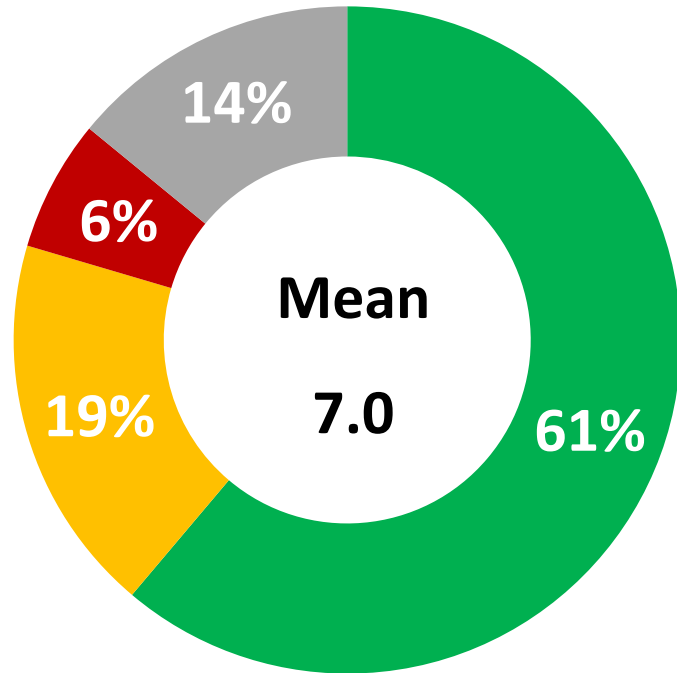
EXAMINATION PROCESS

Residents of coastal target ridings in Quebec, Atlantic Canada and BC place a much higher level of trust in marine pilots (mean of 8.5) compared to certified ships' officers (mean of 5.2) to make the right decisions in the examination process to certify a ship's officers. Residents of coastal target ridings in Quebec, Atlantic Canada and BC are over seven times more likely to score their trust in marine pilots a 10 out of 10 (36%) than they are for certified ships' officers (5%).

Safe navigation of vessels in Canadian waters

Q

On a scale of 0 to 10, where 0 is not safe at all and 10 is very safe, how would you rate the safe navigation of ships such as cargo, tanker and passenger vessels in Canadian waters?



■ Very safe (7-10) ■ Neutral (4-6) ■ Not safe (0-3) ■ Unsure

Mean

	Atlantic Coastal Ridings (n=204)	Quebec Coastal Ridings (n=488)	BC Coastal Ridings (n=308)		
Mean	7.4	6.6	7.2		
Men (n=451)		Women (n=549)	18 to 34 (n=139)	35 to 54 (n=308)	55 plus (n=553)
	7.2	6.7	6.7	7.0	7.0

*Weighted to the true population proportion.
*Charts may not add up to 100 due to rounding.

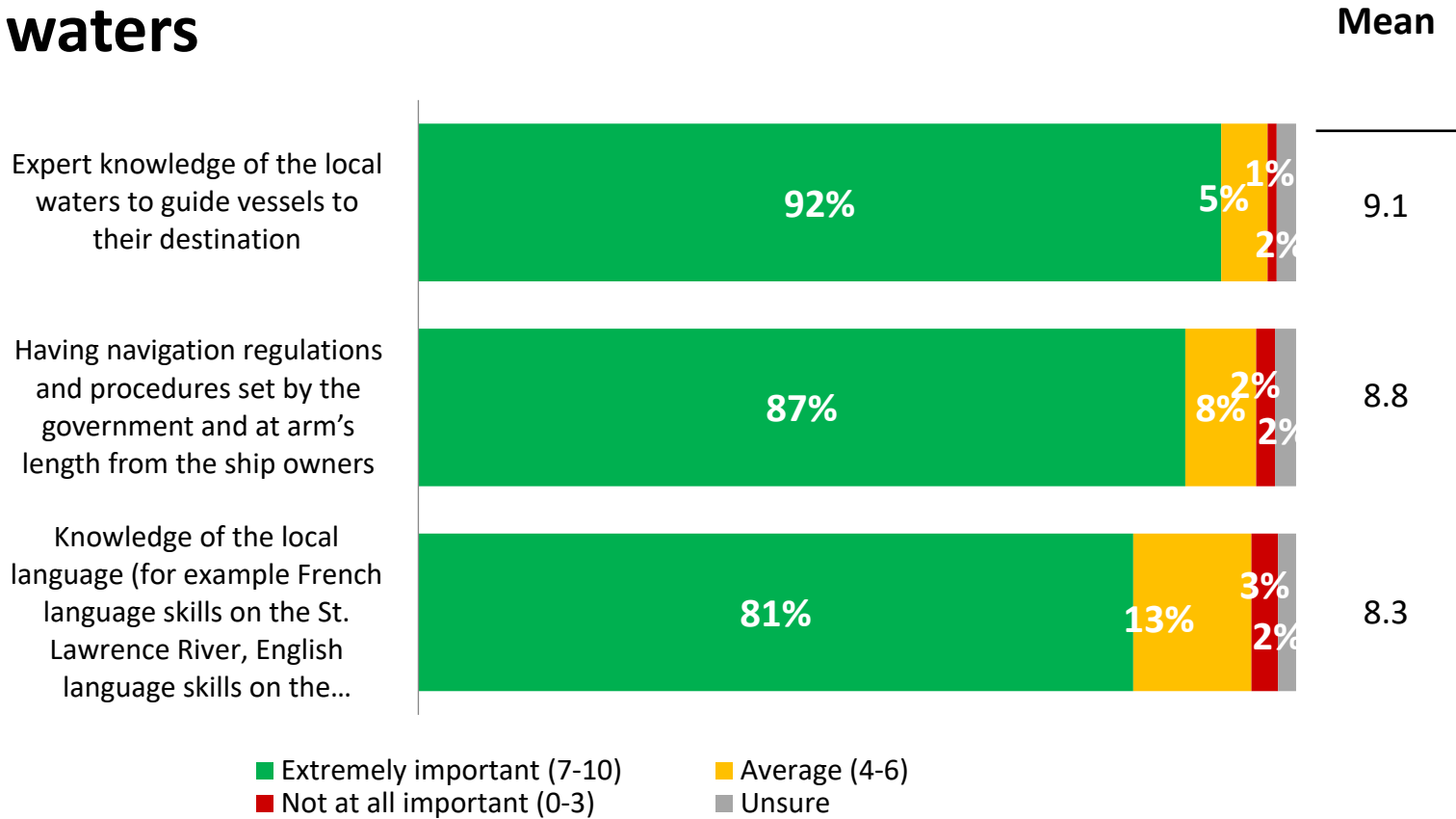
Source: Nanos Research, RDD dual frame telephone random survey, July 29th to August 17th, 2021, n=1,000 residents of 10 coastal target ridings in Quebec, Atlantic Canada and BC , accurate 3.1 percentage points plus or minus, 19 times out of 20.



Importance of elements in safe navigation of vessels in Canadian waters

Q

Please rank the importance of the following where 0 is not at all important and 10 is extremely important when it comes to the safe navigation of commercial vessels in Canadian waters. [RANDOMIZE]



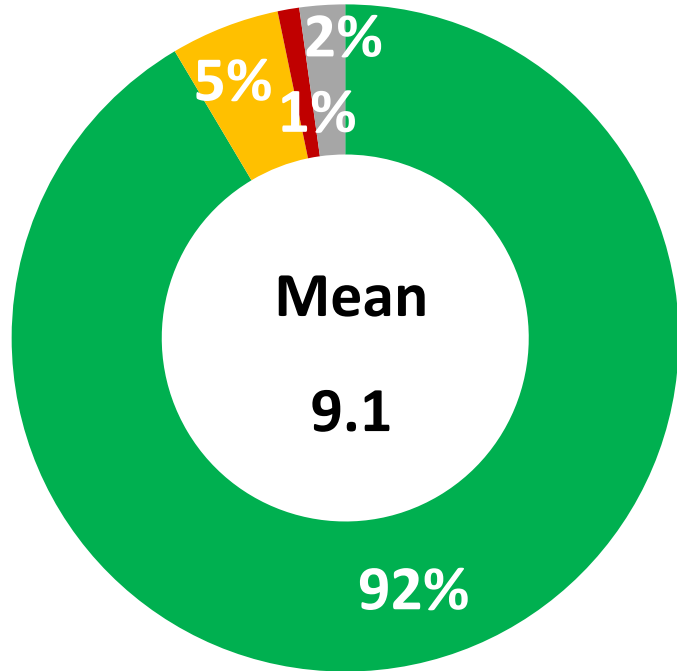
“ Close to nine in ten residents of target coastal ridings in Quebec, Atlantic Canada and B.C. rate having navigation regulations and procedures set by the government and at arm's length from the ship owners as extremely important when it comes to the safe navigation of commercial vessels in Canadian waters ”

*Weighted to the true population proportion.
 *Charts may not add up to 100 due to rounding.

Source: Nanos Research, RDD dual frame telephone random survey, July 29th to August 17th, 2021, n=1,000 residents of 10 coastal target ridings in Quebec, Atlantic Canada and BC , accurate 3.1 percentage points plus or minus, 19 times out of 20.



Importance of expert knowledge of local waters in safe navigation of vessels in Canadian waters



- Very important (7-10)
- Neutral (4-6)
- Not at all important (0-3)
- Unsure

*Weighted to the true population proportion.
 *Charts may not add up to 100 due to rounding.

Source: Nanos Research, RDD dual frame telephone random survey, July 29th to August 17th, 2021, n=1,000 residents of 10 coastal target ridings in Quebec, Atlantic Canada and BC, accurate 3.1 percentage points plus or minus, 19 times out of 20.



Please rank the importance of the following where 0 is not at all important and 10 is extremely important when it comes to the safe navigation of commercial vessels in Canadian waters. [RANDOMIZE]

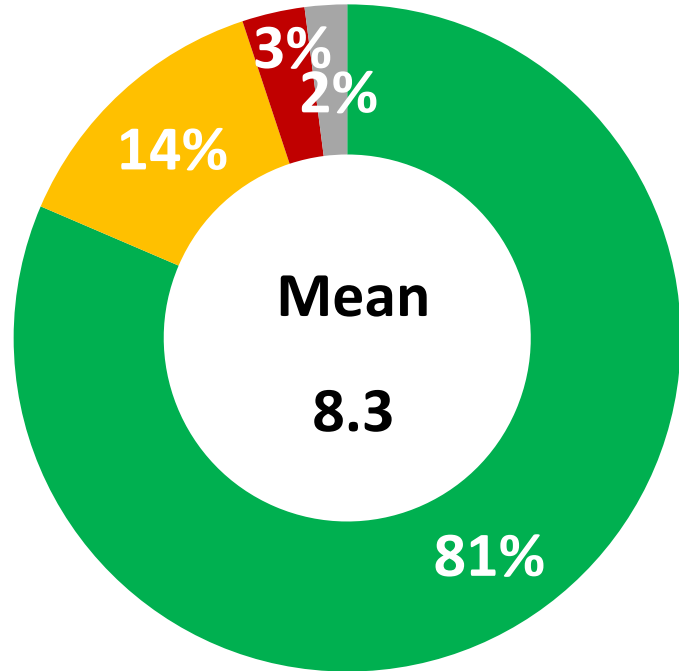
Expert knowledge of the local waters to guide vessels to their destination



	Atlantic Coastal Ridings (n=204)	Quebec Coastal Ridings (n=488)	BC Coastal Ridings (n=308)		
Mean	9.3	8.9	9.2		
	Men (n=451)	Women (n=549)	18 to 34 (n=139)	35 to 54 (n=308)	55 plus (n=553)
	9.0	9.1	9.0	9.1	9.1



Importance of knowledge of local language in safe navigation of vessels in Canadian waters



Mean
8.3

- Very important (7-10)
- Neutral (4-6)
- Not at all important (0-3)
- Unsure

*Weighted to the true population proportion.
 *Charts may not add up to 100 due to rounding.

Q

Please rank the importance of the following where 0 is not at all important and 10 is extremely important when it comes to the safe navigation of commercial vessels in Canadian waters. [RANDOMIZE]

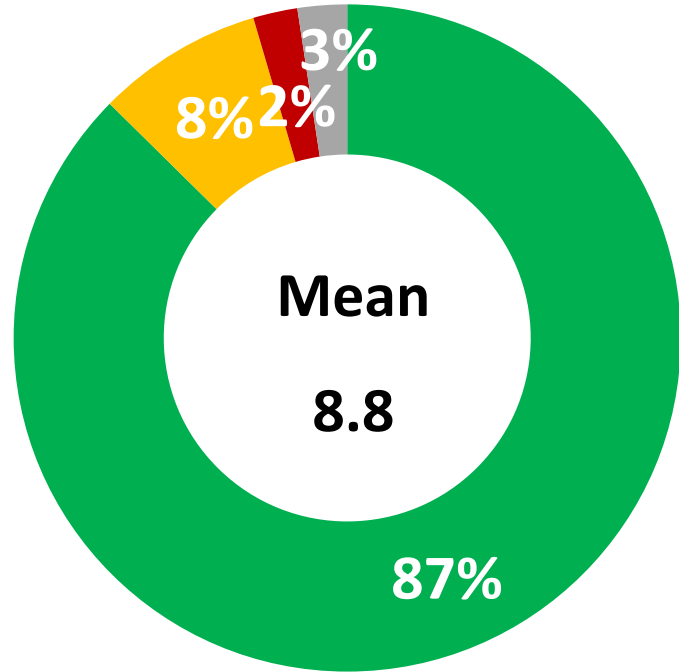
Knowledge of the local language (for example French language skills on the St. Lawrence River, English language skills on the Pacific Coast)

Mean	Atlantic Coastal Ridings (n=204)	Quebec Coastal Ridings (n=488)	BC Coastal Ridings (n=308)		
	8.4	8.3	8.1		
	Men (n=451)	Women (n=549)	18 to 34 (n=139)	35 to 54 (n=308)	55 plus (n=553)
	8.2	8.3	7.9	8.1	8.6

Source: Nanos Research, RDD dual frame telephone random survey, July 29th to August 17th, 2021, n=1,000 residents of 10 coastal target ridings in Quebec, Atlantic Canada and BC , accurate 3.1 percentage points plus or minus, 19 times out of 20.



Importance of navigation regulations and procedures set by the government in safe navigation of vessels in Canadian waters



- Very important (7-10)
- Neutral (4-6)
- Not at all important (0-3)
- Unsure

*Weighted to the true population proportion.
 *Charts may not add up to 100 due to rounding.

Source: Nanos Research, RDD dual frame telephone random survey, July 29th to August 17th, 2021, n=1,000 residents of 10 coastal target ridings in Quebec, Atlantic Canada and BC , accurate 3.1 percentage points plus or minus, 19 times out of 20.



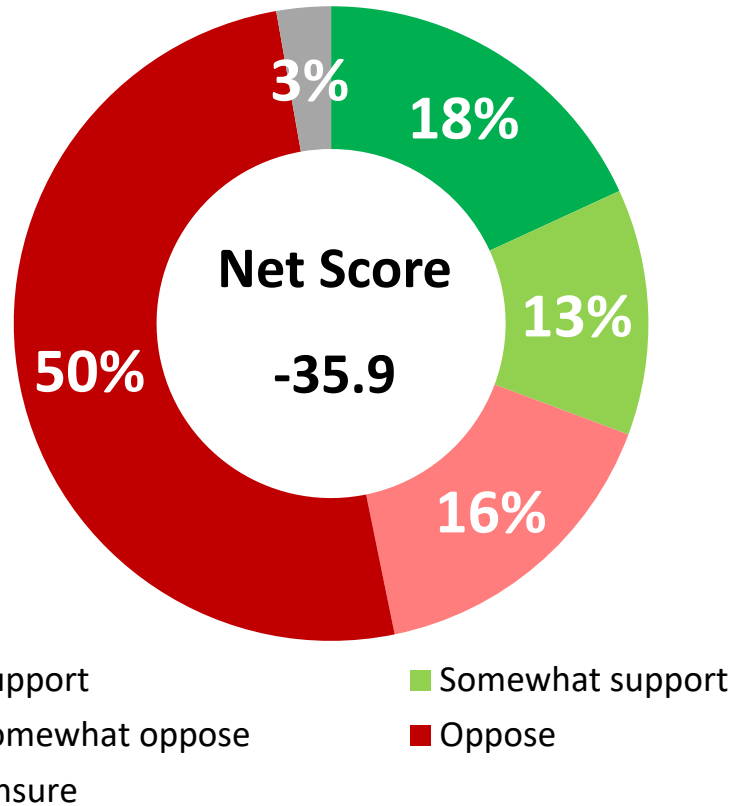
Please rank the importance of the following where 0 is not at all important and 10 is extremely important when it comes to the safe navigation of commercial vessels in Canadian waters. [RANDOMIZE]

Having navigation regulations and procedures set by the government and at arm's length from the ship owners



	Atlantic Coastal Ridings (n=204)	Quebec Coastal Ridings (n=488)	BC Coastal Ridings (n=308)		
Mean	8.9	8.9	8.6		
	Men (n=451)	Women (n=549)	18 to 34 (n=139)	35 to 54 (n=308)	55 plus (n=553)
	8.7	8.9	8.5	9.0	8.9

Support for removal of the requirement for knowledge of French for certified ships' officers on the St. Lawrence River



*Weighted to the true population proportion.
 *Charts may not add up to 100 due to rounding.
 *The net score is the difference between all positive and negative numbers in a question.

Source: Nanos Research, RDD dual frame telephone random survey, July 29th to August 17th, 2021, n=1,000 residents of 10 coastal target ridings in Quebec, Atlantic Canada and BC, accurate 3.1 percentage points plus or minus, 19 times out of 20.

Q

Our next few questions are about the people whose job it is to be responsible for the safe navigation of large commercial vessels through high-risk Canadian waters. There are two categories of individuals that have this responsibility. First, there are marine pilots, who are licensed professionals, using their expert knowledge of local waters to safely guide all types of commercial vessels to their destinations. When required, marine pilots are dispatched to meet and board vessels as the vessels enter designated high-risk Canadian waters. Once onboard the ship, they go to the vessel's bridge area where the marine pilot will stay, safely guiding the vessel. Marine pilots are independent of shipowners and are paid by the Government of Canada's Marine Pilotage Authorities. Second, there are certified ships' officers, similar to marine pilots, but employed by shipowners. They are only certified for the vessels they work on and are not necessarily certified for all weather conditions.

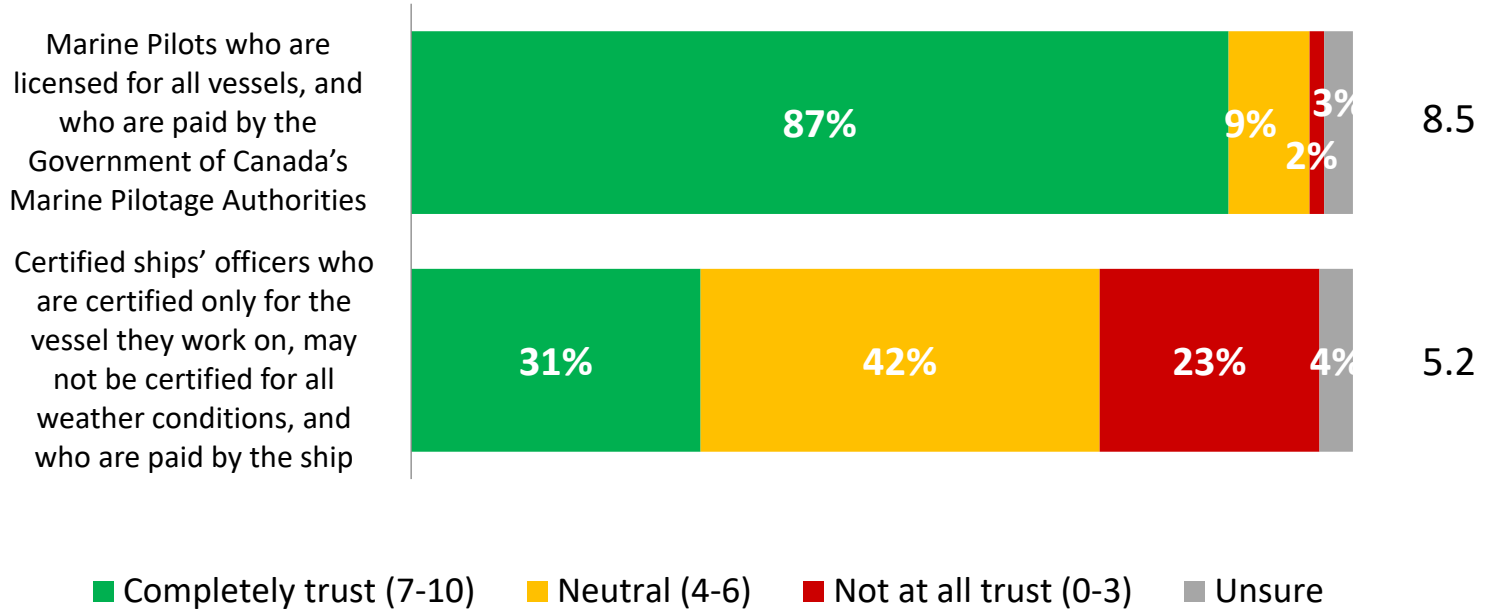
Currently, both marine pilots and certified ships' officers, when navigating vessels on the St. Lawrence River from Montreal to the Saguenay, are required to have knowledge of both English and French. It has been proposed to remove knowledge of the French language as one of the requirements for Ships' Officers to be certified for the purpose of safely navigating vessels on the St. Lawrence River from Montreal to the Saguenay. Do you support, somewhat support, somewhat oppose or oppose the removal of the requirement for knowledge of French for certified ships' officers on the St. Lawrence River from Montreal to the Saguenay?

Oppose/Somewhat oppose	Atlantic Coastal Ridings (n=204)	Quebec Coastal Ridings (n=488)	BC Coastal Ridings (n=308)		
	65.3%	75.8%	52.0%		
	Men (n=451)	Women (n=549)	18 to 34 (n=139)	35 to 54 (n=308)	55 plus (n=553)
63.3%	69.7%	65.0%	64.8%	68.7%	

Level of trust in Marine Pilots and Certified ships' officers

Q

Certified ships' officers are certified through an examination process. The examination process currently includes marine pilots who are independent, paid by the Government of Canada's Marine Pilotage Authorities, and who are experts in marine navigation for all vessels. The role of the marine pilots is currently to sit on the examination board and to test the knowledge of certified ships' officer candidates. Certified ships' officers are sometimes also on the same examination board. These officers are paid by the ship owners and are certified only for the vessel they work on. On a scale of 0 to 10 where 0 is not at all trust and 10 is completely trust, how would you rate your trust of the following individuals to make the right decisions in the examination process to certify ship's officers to pilot vessels. [ROTATE]



“ Nearly nine in ten residents of coastal target ridings in Quebec, Atlantic Canada and B.C. have a high level of trust in Marine pilots to make the right decisions in the examination process to certify ship's officers to pilot vessels (mean of 8.5 out 10). ”

*Weighted to the true population proportion.
 *Charts may not add up to 100 due to rounding.

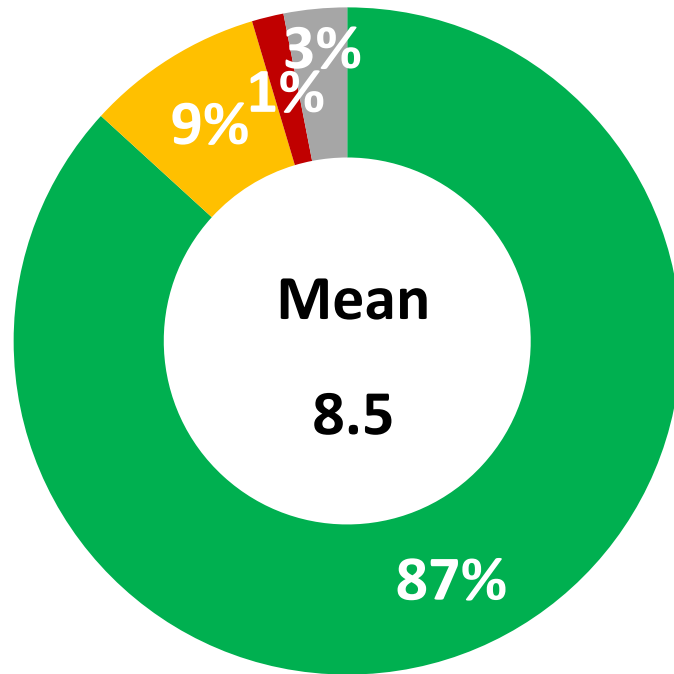
Source: Nanos Research, RDD dual frame telephone random survey, July 29th to August 17th, 2021, n=1,000 residents of 10 coastal target ridings in Quebec, Atlantic Canada and BC , accurate 3.1 percentage points plus or minus, 19 times out of 20.

Level of trust in Marine Pilots

Q

On a scale of 0 to 10 where 0 is not at all trust and 10 is completely trust, how would you rate your trust of the following individuals to make the right decisions in the examination process to certify ship's officers to pilot vessels. [ROTATE]

Marine Pilots who are licensed for all vessels, and who are paid by the Government of Canada's Marine Pilotage Authorities



- Very important (7-10)
- Neutral (4-6)
- Not at all important (0-3)
- Unsure

Mean

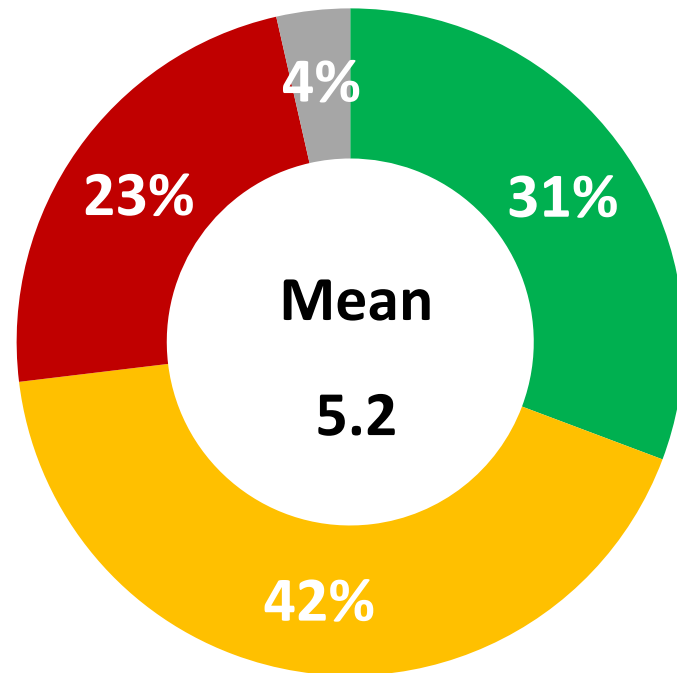
	Atlantic Coastal Ridings (n=204)	Quebec Coastal Ridings (n=488)	BC Coastal Ridings (n=308)		
Mean	8.8	8.5	8.4		
	Men (n=451)	Women (n=549)	18 to 34 (n=139)	35 to 54 (n=308)	55 plus (n=553)
	8.5	8.5	8.2	8.5	8.7

*Weighted to the true population proportion.
 *Charts may not add up to 100 due to rounding.

Source: Nanos Research, RDD dual frame telephone random survey, July 29th to August 17th, 2021, n=1,000 residents of 10 coastal target ridings in Quebec, Atlantic Canada and BC, accurate 3.1 percentage points plus or minus, 19 times out of 20.



Level of trust in Certified ships' officers



- Very important (7-10)
- Neutral (4-6)
- Not at all important (0-3)
- Unsure

*Weighted to the true population proportion.

*Charts may not add up to 100 due to rounding.

Source: Nanos Research, RDD dual frame telephone random survey, July 29th to August 17th, 2021, n=1,000 residents of 10 coastal target ridings in Quebec, Atlantic Canada and BC, accurate 3.1 percentage points plus or minus, 19 times out of 20.

Q

On a scale of 0 to 10 where 0 is not at all trust and 10 is completely trust, how would you rate your trust of the following individuals to make the right decisions in the examination process to certify ship's officers to pilot vessels. [ROTATE]

Certified ships' officers who are certified only for the vessel they work on, may not be certified for all weather conditions, and who are paid by the ship owners

Mean	Atlantic Coastal Ridings (n=204)	Quebec Coastal Ridings (n=488)	BC Coastal Ridings (n=308)		
	5.7	5.2	4.9		
	Men (n=451)	Women (n=549)	18 to 34 (n=139)	35 to 54 (n=308)	55 plus (n=553)
	5.2	5.2	5.3	5.0	5.2

Nanos conducted an RDD dual frame (land- and cell-lines) random telephone survey of 1,000 residents of Quebec, Atlantic Canada and BC in 10 coastal target ridings (n=100 per riding) identified by the CMPA (Quebec: Quebec City, Pierre Boucher-Les Patriotes-Verchères, Chicoutimi-Le Fjord, Hochelaga, Saint-Maurice-Champlain; Atlantic: Bonavista-Burin-Trinity, South Shore-St. Margaret's; BC: West Vancouver-Sunshine Coast-Sea to Sky Country, North Vancouver, Skeena-Bulkley Valley), 18 years of age or older, between July 29th to August 17th.

Participants were randomly recruited by telephone using live agents and administered a survey. The sample is geographically stratified to be representative of Canada.

Individuals were randomly called using random digit dialing with a maximum of five call backs.

The margin of error for a random survey of 1,000 individuals is ± 3.1 percentage points, 19 times out of 20. The margin of error for a random survey of 100 individuals in each riding is ± 10.0 percentage points, 19 times out of 20.

The research was commissioned by the Canadian Marine Pilots' Association and was conducted by Nanos Research.

Note: Charts may not add up to 100 due to rounding.



Element	Description	Element	Description
Research sponsor	Canadian Marine Pilots' Association	Weighting of Data	The results were weighted by age and gender using the latest Census information (2016) and the sample is geographically stratified to ensure a distribution across Quebec, Atlantic Canada and BC. See tables for full weighting disclosure
Population and Final Sample Size	1000 residents of 10 coastal target ridings	Screening	Screening ensured potential respondents did not work in the market research industry, in the advertising industry, in the media or a political party prior to administering the survey to ensure the integrity of the data.
Source of Sample	Dynata	Excluded Demographics	Individuals younger than 18 years old; individuals without land or cell lines could not participate.
Type of Sample	Probability	Stratification	By age and gender using the latest Census information (2016) and the sample is geographically stratified to be representative of Canada.
Margin of Error	Total: ±XX percentage points, 19 times out of 20. Per Riding: ±10.0 percentage points, 19 times out of 20.	Estimated Response Rate	Seven percent, consistent with industry norms.
Mode of Survey	RDD dual frame (land- and cell-lines) random telephone survey	Question Order	Question order in the preceding report reflects the order in which they appeared in the original questionnaire.
Sampling Method Base	The sample included both land- and cell-lines RDD (Random Digit Dialed) in Quebec, Atlantic Canada and BC in 10 target ridings.	Question Content	All questions asked are contained in the report.
Demographics (Captured)	Quebec: Quebec City, Pierre Boucher-Les Patriotes-Verchères, Chicoutimi-Le Fjord, Hochelaga, Saint-Maurice-Champlain; Atlantic: Bonavista-Burin-Trinity, South Shore-St. Margaret's; BC: West Vancouver-Sunshine Coast-Sea to Sky Country, North Vancouver, Skeena-Bulkley Valley; Men and Women; 18 years and older. Six digit postal code was used to validate geography.	Question Wording	The questions in the preceding report are written exactly as they were asked to individuals.
Fieldwork/Validation	Live CATI interviews with live supervision to validate work.	Research/Data Collection Supplier	Nanos Research
Number of Calls	Maximum of five call backs.	Contact	Contact Nanos Research for more information or with any concerns or questions. http://www.nanos.co Telephone:(613) 234-4666 ext. 237 Email: info@nanosresearch.com.
Time of Calls	Individuals were called between 6:30-9:30pm local time for the respondent.		
Field Dates	July 29th to August 17 th , 2021		
Language of Survey	The survey was conducted in both English and French.		
Standards	Nanos Research is a member of the Canadian Research Insights Council (CRIC) and confirms that this research fully complies with all CRIC Standards including the CRIC Public Opinion Research Standards and Disclosure Requirements. https://canadianresearchinsightscouncil.ca/standards/		



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ABOUT NANOS



TABULATIONS



2021-1944 – CMPA – Quantitative – STAT SHEET

			Region				Gender		Age			
			Aggregate coastal ridings 2021-08	Atlantic coastal ridings	Quebec coastal ridings	British Columbia coastal ridings	Male	Female	18 to 34	35 to 54	55 plus	
Question – On a scale of 0 to 10, where 0 is not safe at all and 10 is very safe, how would you rate the safe navigation of ships such as cargo, tanker and passenger vessels in Canadian waters?	Total	Unwgt N	1000	204	488	308	451	549	139	308	553	
		Wgt N	1000	200	500	300	488	512	234	323	443	
		Mean	7.0	7.4	6.6	7.2	7.2	6.7	6.7	7.0	7.0	
		Median	7.0	8.0	7.0	8.0	8.0	7.0	7.0	8.0	8.0	
		Not safe at all (0)	%	4.8	1.0	8.0	2.0	4.2	5.4	9.8	3.4	3.2
		1	%	0.2	0.0	0.2	0.4	0.4	0.0	0.0	0.3	0.2
		2	%	0.6	1.1	0.7	0.0	0.4	0.7	0.0	1.2	0.4
		3	%	0.8	0.0	0.4	2.0	0.3	1.2	0.0	0.7	1.3
		4	%	1.8	3.5	0.8	2.5	2.4	1.3	0.7	2.4	2.0
		5	%	8.6	8.9	8.1	9.3	8.2	9.0	6.0	9.0	9.7
		6	%	8.0	5.5	8.4	8.9	5.8	10.0	6.8	6.9	9.3
		7	%	18.3	16.8	20.1	16.4	14.2	22.3	24.2	17.0	16.2
		8	%	25.5	28.9	24.5	25.0	29.0	22.2	24.4	27.4	24.7
		9	%	9.5	11.6	8.4	10.0	13.3	5.9	8.2	8.4	11.0
	Very safe (10)	%	7.8	8.3	5.4	11.5	9.9	5.8	8.4	7.9	7.4	
	Unsure	%	14.1	14.6	15.1	12.0	11.8	16.2	11.5	15.3	14.5	

Nanos conducted an RDD dual frame (land- and cell- lines) telephone and random survey of 1,000 residents of 10 target coastal ridings in Quebec, Atlantic Canada, and BC, 18 years of age or older, between July 29th and August 17th, 2021. The margin of error this survey is ±3.1 percentage points, 19 times out of 20.



2021-1944 – CMPA – Quantitative – STAT SHEET

Please rank the importance of the following where 0 is not at all important and 10 is extremely important when it comes to the safe navigation of commercial vessels in Canadian waters. [RANDOMIZE]

		Region				Gender		Age				
		Aggregate coastal ridings 2021-08	Atlantic coastal ridings	Quebec coastal ridings	British Columbia coastal ridings	Male	Female	18 to 34	35 to 54	55 plus		
Question – Expert knowledge of the local waters to guide vessels to their destination.	Total	Unwgt N	1000	204	488	308	451	549	139	308	553	
		Wgt N	1000	200	500	300	488	512	234	323	443	
		Mean	9.1	9.3	8.9	9.2	9.0	9.1	9.0	9.1	9.1	
		Median	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	
		Not at all important (0)	%	0.8	0.8	1.2	0.0	0.2	1.3	0.7	0.3	1.1
		3	%	0.3	0.9	0.2	0.0	0.6	0.0	0.8	0.3	0.0
		4	%	0.3	0.6	0.2	0.2	0.6	0.0	0.7	0.2	
		5	%	2.6	1.0	2.5	4.0	2.3	3.0	2.8	2.4	2.7
		6	%	2.4	2.1	3.4	0.8	2.5	2.2	2.3	3.2	1.7
		7	%	5.2	3.0	6.0	5.2	5.5	4.9	5.5	6.5	4.0
		8	%	13.4	9.5	17.2	9.8	16.1	10.8	13.4	11.9	14.5
		9	%	13.8	12.3	13.3	15.6	15.1	12.5	16.6	13.7	12.3
		Extremely important (10)	%	59.1	68.1	53.2	63.1	55.4	62.7	57.8	57.9	60.7
	Unsure	%	2.2	1.9	2.8	1.4	1.8	2.6	0.0	3.0	2.8	

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2021-1944 – CMPA – Quantitative – STAT SHEET

Please rank the importance of the following where 0 is not at all important and 10 is extremely important when it comes to the safe navigation of commercial vessels in Canadian waters. [RANDOMIZE]

		Region				Gender		Age				
		Aggregate coastal ridings 2021-08	Atlantic coastal ridings	Quebec coastal ridings	British Columbia coastal ridings	Male	Female	18 to 34	35 to 54	55 plus		
Question – Knowledge of the local language (for example French language skills on the St. Lawrence River, English language skills on the Pacific Coast).	Total	Unwgt N	1000	204	488	308	451	549	139	308	553	
		Wgt N	1000	200	500	300	488	512	234	323	443	
		Mean	8.3	8.4	8.3	8.1	8.2	8.3	7.9	8.1	8.6	
		Median	9.0	9.0	9.0	9.0	9.0	9.0	8.0	9.0	9.0	
		Not at all important (0)	%	1.6	2.3	0.5	3.0	1.9	1.4	1.4	2.8	0.8
		1	%	0.5	0.0	0.2	1.4	0.6	0.4	0.8	0.6	0.3
		2	%	0.3	0.0	0.5	0.0	0.4	0.1	0.8	0.0	0.2
		3	%	0.6	0.0	0.4	1.5	1.0	0.3	0.8	1.1	0.2
		4	%	1.2	0.9	1.7	0.5	1.0	1.3	1.4	1.2	1.0
		5	%	7.6	6.1	6.7	10.2	7.2	8.0	9.7	9.0	5.6
		6	%	4.7	3.5	6.4	2.5	4.9	4.4	7.5	3.6	3.9
		7	%	9.7	10.7	11.2	6.5	10.4	9.1	13.9	9.3	7.8
		8	%	18.5	18.2	19.6	16.7	19.0	18.0	15.2	19.6	19.3
		9	%	13.4	11.0	13.9	14.2	12.4	14.4	17.8	11.6	12.4
	Extremely important (10)	%	39.9	43.6	37.3	41.7	38.9	40.8	29.8	38.2	46.4	
	Unsure	%	2.0	3.8	1.6	1.7	2.3	1.8	0.7	2.9	2.1	

Nanos conducted an RDD dual frame (land- and cell- lines) telephone and random survey of 1,000 residents of 10 target coastal ridings in Quebec, Atlantic Canada, and BC, 18 years of age or older, between July 29th and August 17th, 2021. The margin of error this survey is ±3.1 percentage points, 19 times out of 20.



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Please rank the importance of the following where 0 is not at all important and 10 is extremely important when it comes to the safe navigation of commercial vessels in Canadian waters. [RANDOMIZE]

			Region				Gender		Age			
			Aggregate coastal ridings 2021-08	Atlantic coastal ridings	Quebec coastal ridings	British Columbia coastal ridings	Male	Female	18 to 34	35 to 54	55 plus	
Question – Having navigation regulations and procedures set by the government and at arm’s length from the ship owners.	Total	Unwgt N	1000	204	488	308	451	549	139	308	553	
		Wgt N	1000	200	500	300	488	512	234	323	443	
		Mean	8.8	8.9	8.9	8.6	8.7	8.9	8.5	9.0	8.9	
		Median	10.0	10.0	10.0	10.0	10.0	10.0	9.0	10.0	10.0	
		Not at all important (0)	%	0.7	0.4	0.5	1.2	0.6	0.8	1.4	0.0	0.9
		1	%	0.4	0.4	0.3	0.5	0.1	0.6	0.7	0.0	0.5
		2	%	0.5	0.0	0.2	1.3	0.8	0.2	1.6	0.3	0.0
		3	%	0.6	0.0	0.4	1.2	0.9	0.3	0.0	1.7	0.0
		4	%	0.7	0.5	0.2	1.9	1.1	0.4	0.8	0.8	0.7
		5	%	4.1	7.2	2.8	4.3	5.4	3.0	4.4	4.8	3.5
		6	%	3.2	2.6	3.5	3.0	3.0	3.4	5.0	2.0	3.1
		7	%	5.2	6.0	5.3	4.6	4.5	6.0	7.3	2.5	6.1
		8	%	14.2	11.7	15.2	14.3	16.0	12.5	13.8	12.9	15.4
		9	%	14.1	11.6	16.8	11.5	15.2	13.1	19.9	13.2	11.7
	Extremely important (10)	%	53.8	56.9	52.9	53.3	50.9	56.6	43.0	59.5	55.3	
	Unsure	%	2.4	2.7	1.9	3.0	1.5	3.2	1.9	2.2	2.8	

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			Region				Gender		Age		
			Aggregate coastal ridings 2021-08	Atlantic coastal ridings	Quebec coastal ridings	British Columbia coastal ridings	Male	Female	18 to 34	35 to 54	55 plus
Question – Currently, both marine pilots and certified ships’ officers, when navigating vessels on the St. Lawrence River from Montreal to the Saguenay, are required to have knowledge of both English and French. It has been proposed to remove knowledge of the French language as one of the requirements for Ships’ Officers to be certified for the purpose of safely navigating vessels on the St. Lawrence River from Montreal to the Saguenay. Do you support, somewhat support, somewhat oppose or oppose the removal of the requirement for knowledge of French for certified ships’ officers on the St. Lawrence River from Montreal to the Saguenay?	Total	Unwgt N	1000	204	488	308	451	549	139	308	553
		Wgt N	1000	200	500	300	488	512	234	323	443
	Support	%	18.1	19.2	12.8	26.4	20.3	16.1	11.9	21.4	19.1
	Somewhat support	%	12.5	11.9	9.7	17.7	13.5	11.6	19.4	11.7	9.6
	Somewhat oppose	%	16.1	18.1	17.0	13.3	14.6	17.6	23.0	15.1	13.2
	Oppose	%	50.4	47.1	58.8	38.7	48.7	52.1	41.9	49.7	55.5
	Unsure	%	2.8	3.6	1.7	4.0	2.9	2.6	3.8	2.2	2.7

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Certified ships’ officers are certified through an examination process. The examination process currently includes marine pilots who are independent, paid by the Government of Canada’s Marine Pilotage Authorities, and who are experts in marine navigation for all vessels. The role of the marine pilots is currently to sit on the examination board and to test the knowledge of certified ships’ officer candidates. Certified ships’ officers are sometimes also on the same examination board. These officers are paid by the ship owners and are certified only for the vessel they work on. On a scale of 0 to 10 where 0 is not at all trust and 10 is completely trust, how would you rate your trust of the following individuals to make the right decisions in the examination process to certify ship’s officers to pilot vessels. [ROTATE]

			Region				Gender		Age		
			Aggregate coastal ridings 2021-08	Atlantic coastal ridings	Quebec coastal ridings	British Columbia coastal ridings	Male	Female	18 to 34	35 to 54	55 plus
Question – Marine Pilots who are licensed for all vessels, and who are paid by the Government of Canada’s Marine Pilotage Authorities.	Total	Unwgt N	1000	204	488	308	451	549	139	308	553
		Wgt N	1000	200	500	300	488	512	234	323	443
		Mean	8.5	8.8	8.5	8.4	8.5	8.5	8.2	8.5	8.7
		Median	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0
		Not at all trust (0)	%	0.3	0.9	0.2	0.2	0.0	0.7	0.4	0.3
		1	%	0.1	0.0	0.0	0.5	0.3	0.0	0.0	0.3
		2	%	0.2	0.0	0.2	0.5	0.2	0.3	0.0	0.4
		3	%	0.8	0.6	0.7	1.2	0.9	0.8	1.6	1.3
		4	%	0.5	0.0	0.5	0.6	0.8	0.1	1.6	0.0
		5	%	4.9	3.5	5.2	5.2	5.2	4.5	6.4	5.2
		6	%	3.3	2.8	3.3	3.7	2.4	4.2	3.6	3.8
		7	%	10.2	9.8	11.4	8.5	9.8	10.5	14.2	9.3
		8	%	22.0	16.7	23.2	23.7	23.8	20.3	19.9	22.4
		9	%	18.3	16.0	19.6	17.6	18.0	18.5	21.9	16.0
		Completely trust (10)	%	36.3	48.3	33.8	32.4	36.7	35.9	27.8	38.5
	Unsure	%	3.1	1.4	2.0	5.9	1.8	4.2	2.6	2.9	

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			Region				Gender		Age			
			Aggregate coastal ridings 2021-08	Atlantic coastal ridings	Quebec coastal ridings	British Columbia coastal ridings	Male	Female	18 to 34	35 to 54	55 plus	
Question – Certified ships' officers who are certified only for the vessel they work on, may not be certified for all weather conditions, and who are paid by the ship owners.	Total	Unwgt N	1000	204	488	308	451	549	139	308	553	
		Wgt N	1000	200	500	300	488	512	234	323	443	
		Mean	5.2	5.7	5.2	4.9	5.2	5.2	5.3	5.0	5.2	
		Median	5.0	6.0	5.0	5.0	5.0	5.0	6.0	5.0	5.0	
		Not at all trust (0)	%	8.0	7.7	7.3	9.1	8.3	7.6	5.8	8.3	8.9
		1	%	2.0	0.6	2.1	2.8	2.0	2.1	1.6	2.3	2.0
		2	%	6.3	4.1	5.1	9.7	4.3	8.1	6.0	5.9	6.6
		3	%	7.1	9.5	6.7	6.2	9.1	5.2	6.2	8.2	6.8
		4	%	8.6	3.5	10.8	8.5	9.6	7.7	8.4	9.8	7.9
		5	%	20.9	17.5	21.9	21.5	21.4	20.4	20.6	23.2	19.4
		6	%	12.9	9.8	16.6	8.7	12.6	13.1	18.5	9.6	12.2
		7	%	11.3	14.7	9.7	11.8	10.6	12.1	12.6	11.4	10.7
		8	%	11.5	17.6	9.1	11.4	11.1	11.8	12.4	10.9	11.4
		9	%	2.7	3.2	2.9	2.0	2.3	3.1	2.8	1.5	3.5
	Completely trust (10)	%	5.2	8.1	4.9	3.8	5.8	4.6	3.2	5.2	6.2	
	Unsure	%	3.6	3.7	2.9	4.6	2.9	4.2	1.9	3.6	4.4	

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