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## 15 - POLICY ON CERTAIN SECURITY MEASURES FOR DISTRICT NO. 2

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### 1. Objectives of the Policy

The objective of this Policy is to set out certain security measures applying to the ship, the captain, or the crew due to particular characteristics in District No. 2.

### 2. Background

Due to their characteristics, some ships or voyages may require enhanced expertise.

### 3. Policy Statements and Requirements

- 3.1 The pilot is responsible for radio communications with SCTMs and other ships. The pilot must inform the captain or the officer of the watch of the traffic conditions, the agreements made with other ships for meetings and overtaking or any other relevant element.
- 3.2 The commanding officer shall always provide competent and well-rested helmsmen. The use of an Auto Track-type automatic steering and speed control system is prohibited.
- 3.3 At all times, the speed of a ship under the conduct of a pilot must be adapted to the prevailing circumstances, namely considering the *Collision Regulations*, Notices to Mariners and Shipping, temporary speed reduction requests aimed to safeguard the safety of people, the protection of marine mammals, infrastructure, structures, banks, ice cover, etc. Particular attention should be paid to fast ships and vessels producing significant wake.

The use of an automatic speed adjustment device that regulates the engine speed of certain vessels, primarily passenger vessels, is prohibited when pilots are on board during transit in the district. The purpose of such a device is to bring the vessel to its destination at a specific time.

- 3.4 The passages under the various aerial cables in the district must be made with a safe clearance according to the official information published by the Canadian Hydrographic Service (CHS). This information published by CHS is for a clearance in the middle of the span, at upper high water, high tide (PMSGM). The captain must ensure that the air draft of the ship is less than the safe clearance considering



the height of the tide. For higher air drafts, arrangements should be made between the ship and the Authority following discussions with the Corporation.

- 3.5 The strength and direction of the wind, the maneuvering characteristics of the ship, the underkeel clearance, the strength and direction of the current where the ship is to berth or from where it is to cast off, the position of cranes or loading arms on the dock, the presence of other vessels nearby and the ice conditions often dictate the use of the assistance of one or more tugs.
- 3.6 In accordance with the underkeel clearance table for the North Traverse published in ATL 111 (Fisheries and Oceans Canada publication), adequate underkeel clearance must be always maintained for all ship transiting the North Traverse. The maximum draft allowed for ships in transit from Les Escoumins to the Port of Quebec is set at a maximum of 15.5 metres in summer and 15.0 metres in winter.

However, after consultation with the Corporation, the Authority may decide that it is possible to exceed these maximum limits. The maximum draft allowed for ships in transit from the Port of Quebec to Les Escoumins is established at a maximum of 15.0 metres in summer and 14.5 metres in winter. However, in consultation with the Corporation, it is possible to exceed these maximum limits. The minimum under keel clearance taken from the ATL 111 table for a given transit may be increased by a maximum of 0.5 metres at the discretion of the pilot depending on the ship's equipment, navigational aids, ice conditions and weather.

When a notice to shipping published by the Canadian Coast Guard reveals the presence of shoals resulting in reducing the minimum water depth at this location, the maximum draft is reduced by the same amount if the navigable width is less than 150 metres.

These standards are subject to revision in the event of a reduction in maintenance dredging or if there is a significant reduction or modification of the aids to navigation in place, as is the case in winter, for example.

- 3.7 When the combined width of ships meeting in the North Traverse exceeds 81.3 metres as established by the Canadian Coast Guard standards, planning must be done to prioritize one-way transit. In general, ships at anchor in Saint-Jean waiting for the tide to transit will be prioritized according to a protocol established by the Authority in collaboration with the Corporation.
- 3.8 Ships under the conduct of a pilot should avoid transiting secondary channels where depths are not validated unless their destination requires it, or if it can be



demonstrated that transiting these channels offers a greater margin of safety than a transit in the main channel according to the prevailing conditions.

- 3.9 Class “A” pilots are reserved or assigned to any passenger ship over 100 m in length.
- 3.10 Any ship whose mission is to tow another ship must be provided by a pilot whose license corresponds to the highest class of the ships involved.

#### **4. References**

#### **5. Responsibility/Additional Information**

- 5.1 This Policy is approved and issued under the authority of the Chief Executive Officer.
- 5.2 The Executive Director, Marine Safety and Efficiency is responsible for the establishment, implementation, maintenance, and continuous improvement of the Policy.
- 5.3 For any comments or inquiries related to the Policy and its application, please contact the following person:

Executive Director  
Marine Safety and Efficiency  
Laurentian Pilotage Authority  
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#### **6. Related Documentation**

#### **7. Publication Date: 2023-01-12**