



9 - POLICY ON SAFETY REQUIREMENTS DURING PRE-WINTER, WINTER, AND POST-WINTER PERIODS IN DISTRICT NO. 1

1. Objectives of the Policy

To establish safety requirements for pilotage in District No. 1 during pre-winter, winter, and post-winter periods.

2. Background

Ship transits on the St. Lawrence River in pre-winter, winter, and post-winter period, as outlined in this Policy, require consideration of additional elements. These include reduced navigation aids in the shipping channel, shorter daylight hours, varying ice conditions and the presence of batture ice.

During this period, the speed limits set by the Canadian Coast Guard may be enforced, and certain vessels may only transit during daylight hours.

To effectively manage these elements and ensure safe operational practices, this Policy establishes rules for ship pilotage during the pre-winter, winter, and post-winter periods. This excludes rules related to double pilotage.

3. Policy statements and requirements

3.1. Rules in this Policy apply to voyages:

- a) As of the removal of the first priority lighted buoy between Grondines and Montreal in the fall, until they are all back in position in the spring; or
- b) In the presence of four-season priority lighted buoys, the majority of non-priority buoys are removed or become non-functioning in the fall, until they are replaced or back in position in the spring; and whenever a four-season priority lighted buoy is either non-functional or displaced between Grondines and Montreal, until it is operational or correctly positioned once more; and
- c) Throughout the period of winter navigation.



- 3.2. Rules established herein are based on the presence or the removal of priority lighted buoys as indicated on the Canadian Coast Guard’s web site:

https://www.marinfo.gc.ca/en/Balisage/index_com.asp

The pertinent sectors concerning the presence or removal of priority lighted buoys are: Montreal to Sorel, Sorel to Trois-Rivières, Trois-Rivières to Bécancour and Bécancour to Grondines.

- 3.3. For the following vessels:

- a) Tankers with a deadweight exceeding 25,000 tonnes;
- b) Ships that are more than 245 meters in length but less than 270 meters;
- c) Container ships with a draft exceeding 10.5 meters;
- d) Ships, other than container ships, with a draft of more than 10 meters (or 10.3 meters if the ice cover is less than 3/10 throughout the same sector).

If the vessels are departing **downbound**, pilot assignments will follow these schedules:

Downbound Departure Time from Montreal:

	Upbound section 94	Down Bound section 94
Four-season buoys breakdown or declaration of winter until November 30	05h30 to 13h00 EST	06h00 to 13h00 EST
December	06h00 to 12h45 EST	06h30 to 12h45 EST
January	06h00 to 13h15 EST	06h30 to 13h15 EST
February	05h30 to 13h45 EST	06h00 to 13h45 EST
March	05h30 to 15h30 EDT	06h00 to 15h30 EDT
April	04h45 to 16h15 EDT	05h15 to 16h15 EDT
May 1 st ; Four-season buoys breakdown or end of winter	03h45 to 17h00 EDT	04h15 to 17h00 EDT



Downbound Departure Time from Contrecoeur :

Four-season buoys breakdown or declaration of winter until November 30	05h45 to 14h00 EST
December	06h15 to 13h45 EST
January	06h15 to 14h15 EST
February	05h45 to 14h45 EST
March	05h45 to 16h30 EDT
April	05h00 to 17h15 EDT
May 1 st ; Four-season buoys breakdown or end of winter	04h00 to 18h00 EDT

Downbound Departure Time from Sorel / Tracy / Lanoraie :

Four-season buoys breakdown or declaration of winter until November 30	05h45 to 15h00 EST
December	06h15 to 14h45 EST
January	06h15 to 15h15 EST
February	05h45 to 15h45 EST
March	05h45 to 17h30 EDT
April	05h00 to 18h15 EDT
May 1 st ; Four-season buoys breakdown or end of winter	04h00 to 19h00 EDT

Downbound Departure Time from Trois-Rivières / Bécancour :

Four-season buoys breakdown or declaration of winter until November 30	05h30 to 15h00 EST
Decembre	06h15 to 14h45 EST
January	06h15 to 15h15 EST
February	05h45 to 15h45 EST
March	05h45 to 17h30 EDT
April	04h45 to 18h15 EDT
May 1 st ; Four-season buoys breakdown or end of winter	04h00 to 19h00 EDT

- 3.4. For departures from Montreal, if the tide is unfavourable to the specified time ranges for several days, certain ships may, as an exception, be permitted to depart before or later if the LPA, after consulting with the CPSLC, deems it safe.



- 3.5. Ships are considered **compliant** if equipped with:
- A 3 cm stabilized radar in good working condition ;
 - A 10 cm stabilized radar in good working condition ;
 - A functioning pilot plug at the time of departure or when passing the station, equipped with GPS and gyrocompass interface;
 - Adequate bridge heating and clear visibility.
- 3.6. No vessel may be deemed compliant if it is subject to a valid warning and alert network report regarding:
- Mechanical problem;
 - A detaining order;
 - Defects in navigation equipment, or;
 - Any other warning and alert network report containing information that could compromise navigation safety.
- 3.7. Only **compliant** vessels are allowed to transit after twilight. However, a **non-compliant** vessel may continue its transit to its destination or the Trois-Rivières station after twilight if the pilot considers it safe. In making this decision, the pilot will consider factors such as traffic, weather and ice conditions, vessel performance and navigation equipment, tides and under-keel clearance.
- 3.8. After boarding a vessel, should the pilot ascertain that the ship is **non-compliant** or is listed in the section 3.3, the pilot shall retain the vessel at berth or take it to anchorage, even within the Port of Montreal limits. Following this, the pilot's assignment concludes.
- 3.9. The pilot must report the reasons for stopping a vessel to the LPA's Dispatch Centre and record them on the electronic pilotage record. The vessel may proceed once the safety issues are resolved and it becomes **compliant**.
- 3.10. When a **non-compliant** vessel is at the Trois-Rivières anchorage and the captain requires a pilot on board for a safety watch, the chief pilot will remain on board to provide this service.



- 3.11. The boarding procedures at Quebec City, known as the Île Blanche Reservation Procedure, apply when the LPA and CPSLC agree that ice conditions at the Quebec Bridge are unsafe, these procedures are:
- The pilot is reserved for the vessel’s passage at Île Blanche;
 - Once reserved, the pilot cannot be transferred to another station;
 - LPA’s Dispatch Center will inform the pilot of the ship’s ETA for Québec City when calling the pilot; and
 - The pilot will provide instructions to the LPA’s Dispatch Centre regarding boarding time at Quebec City, considering ice conditions, tide and weather conditions.
- 3.12. For departures of compliant vessels from a Port of Quebec berth, under the Île Blanche Reservation Procedure, the pilot assignment times are:

Upbound Departure from Quebec during the Île Blanche Reservation Procedure:

	Time between Low Water and High Water	All Tide Conditions
December	14h31 to 06h14 EST	06h15 to 14h30 EST
January	15h01 to 06h14 EST	06h15 to 15h00 EST
February	15h46 to 05h44 EST	05h45 to 15h45 EST
March	17h16 to 05h44 EDT	05h45 to 17h15 EDT
April	17h59 to 04h59 EDT	05h00 to 18h00 EDT

* For assignments departing from section 86, they can occur one hour before low tide time.

- 3.13. For **non-compliant** vessels, pilot assignments downbound follow the time set out in section 3.3, and upbound assignments are:

Upbound Departure Time from Contrecoeur (non-compliant vessels):

Four-season buoys breakdown or declaration of winter until November 30	06h00 to 14h45 EST
December	06h15 to 14h30 EST
January	06h15 to 15h00 EST
February	05h45 to 15h45 EST
March	05h45 to 16h30 EDT
April	05h00 to 18h15 EDT
May 1 st ; Four-season buoys breakdown or end of winter	04h00 to 19h00 EDT



Upbound Departure Time from Trois-Rivières / Sorel / Tracy / Lanoraie (non-compliant vessels):

Four-season buoys breakdown or declaration of winter until November 30	06h00 to 13h45 EST
December	06h15 to 13h30 EST
January	06h15 to 14h00 EST
February	05h45 to 14h45 EST
March	05h45 to 15h30 EDT
April	05h00 to 17h15 EDT
May 1 st ; Four-season buoys breakdown or end of winter	04h00 to 18h00 EDT

Upbound Departure Time from Bécancour (non-compliant vessels):

Four-season buoys breakdown or declaration of winter until November 30	06h00 to 11h45 EST
December	06h15 to 11h30 EST
January	06h15 to 12h00 EST
February	05h45 to 12h45 EST
March	05h45 to 13h30 EDT
April	04h45 to 15h15 EDT
May 1 st ; Four-season buoys breakdown or end of winter	04h00 to 16h00 EDT

Upbound Departure Time from Quebec during the Île Blanche Reservation Procedure (non-compliant vessels):

	*Rising tide only	All tide conditions
Four-season buoys breakdown or declaration of winter until November 30	04h00 to 06h29 EST	06h30 to 14h45 EST
Decembre	04h00 to 06h44 EST	06h45 to 14h30 EST
January	04h00 to 06h44 EST	06h45 to 15h00 EST
February	04h00 to 06h14 EST	06h15 to 15h45 EST
March	04h00 to 06h14 EDT	06h15 to 17h15 EDT
April	04h00 to 05h29 EDT	05h30 to 18h00 EDT
May 1 st ; Four-season buoy breakdown or end of winter	04h00 to 04h29 EDT	04h30 to 18h45 EDT

* For the purposes of this section, “rising tide” means from 1 hour after low tide in Quebec City until high tide in Quebec City.



- 3.14. Calendar times in this Policy are according to the National Research Council of Canada.
<https://cnrc.canada.ca/en/research-development/products-services/software-applications/sun-calculator/>

Morning is defined as the time of civil dawn, on the 15th of the current month, minus 45 minutes. For Montreal departures, upstream of sections 94, departures are 15 minutes before the morning (1 hour before dawn, and downstream, departures are 15 minutes after the morning (30 minutes before dawn).

- 3.15. This policy ceases to apply between 2 points located in the following section(s):
- Montreal to Sorel,
 - Sorel to Trois-Rivières,
 - Trois-Rivières to Bécancour,
 - Bécancour to Grondines

And when all four-season priority lighted buoys are in place and functional, the rules of this policy cease to apply, unless the ice cover exceeds 3/10 in the same sector.

- 3.16. Subject to sections 3.3, 3.12 of this Policy and 3.3 of the *Policy on ship transits during severe ice conditions in District No. 1*, pilots are always assigned to compliant vessels, and for non-compliant vessels, assignments follow the schedule in article 3.13.
- 3.17. A ship identified by Transport Canada as having a non-functioning recirculation system will be considered non-compliant, provided that the information has been duly transmitted.

4. References



5. Responsibility/Additional information

- 5.1. This Policy is approved and issued by the authority Chief Executive Officer.
- 5.2. The Executive Management, Marine Safety and Efficiency oversees the development, implementation, maintenance and ongoing improvement of the Policy.
- 5.3. For comments or information requests, contact:

Executive Management
Marine Safety and Efficiency
Laurentian Pilotage Authority
999 de Maisonneuve Boulevard West, Suite 1410
Montreal, QC H3A 3L4
administration@apl.gc.ca
Telephone: (514) 283-6320 Ext. 299

6. Related documents

- 3 – Policy on double pilotage during pre- and post-winter navigation period in District No. 1
- 5 – Policy on ship transits during severe ice conditions in District No. 1
- 6 – Policy on consultation on the winter navigation period

7. Date of publication: 2021-11-23

8. Last Update: 2024-01-04