

## POLICY ON SHIP TRANSITS DURING SEVERE ICE CONDITIONS IN DISTRICT NO. 1

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### 1. Objectives of the Policy

Establish criteria to determine whether a ship under the conduct of a pilot has the required characteristics to transit safely in District No. 1 in severe ice conditions.

### 2. Background

Ship transits on the St. Lawrence River in winter may require certain additional elements to consider, including within District No. 1, such as a reduction of navigation aids, shorter daylight hours, ice conditions and the formation of batture ice and fast ice.

Moreover, under certain weather conditions, ice conditions could make passage in the navigation lane of the St. Lawrence difficult and only possible when escorted by a Canadian Coast Guard (CCG) icebreaker. Such circumstances are referred to as “*severe ice conditions.*”

Severe ice conditions in District No. 1 are assessed jointly by the CCG, the LPA and the Mid St. Lawrence Pilots Corporation (CPLSC).

For ships to transit safely in severe ice conditions, they must have capacities and essential characteristics for this type of navigation, such as sufficient main engine power for their displacement.

The principles outlined in this Policy serve to determine whether a ship under the conduct of a pilot meets the minimum criteria to transit safely when severe ice conditions exist in District No. 1.

### 3. Policy statements and requirements

- 3.1 The existence of severe ice conditions is determined by the CCG in consultation with the LPA and the CPLSC.
- 3.2 In severe ice conditions and unless otherwise indicated by the CCG or Transport Canada, only ships that meet the following conditions may transit:
  - a) Having a ratio of 1.93 or less, according to the following formula:  $DWT/BHP$ ; and
  - b) Having a modified admiralty coefficient of less than 6.8 according to the following formula:  $(DWT)^{2/3} * 100/BHP$ .



DWT means “deadweight tonnage” and \*BHP means “brake horse power.”

- 3.3 When severe ice conditions are present, only ships adapted to the circumstances may proceed downbound at night. The criteria used to determine whether a ship is able to proceed downbound are established jointly by the LPA, the CPSLC and in consultation with the CCG.

#### **4. References**

Ice Navigation in Canadian Waters – Canadian Coast Guard

TP 14335E – Winter Navigation on the River and Gulf of St. Lawrence - 2011

TP 15163 B– Joint Industry – Government Guidelines for the Control of Oil Tankers and Bulk Chemical Carriers in Ice Control Zones of Eastern Canada - 2015

Notices to Mariners – Latest edition

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

- 5.1 This Policy has been approved and issued under the authority of the Chief Executive Officer.
- 5.2 The Executive Director, Marine Safety and Efficiency is in charge of the development, implementation, maintenance and ongoing improvement of the Policy.
- 5.3 Any comments or requests for information concerning this Policy and its application should be referred to the following person:

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

Policy on consultation on the winter navigation period

#### **7. Date of publication: 2021-04-23**