



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

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### 1. Objectives of the Policy

Set out the applicable pilotage safety requirements for District No. 1 during the pre- and post-winter periods.

### 2. Background

Ship transits on the St. Lawrence River in the pre- and post-winter period, as defined in this Policy, entail additional elements to be considered, such as a reduction of navigation aids in the shipping channel, shorter daylight hours, ice conditions and the presence of batture ice.

During this period, the speed limits posted by the Canadian Coast Guard may also apply and certain vessels may only transit during daylight hours.

In order to better manage these elements and ensure the safe conduct of operations, rules governing the pilotage of a ship during the pre- and post-winter periods, with the exception of rules pertaining to double pilotage, are set out in this Policy.

### 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, when the majority of non-priority buoys are removed or non-functioning in the fall until they are replaced or back in position in the spring; or
- c) When a four-season priority lighted buoy is non-functional or out of position between Grondines and Montreal, until it becomes operational again or is repositioned.

#### 3.2 Rules set out herein are based on the presence or removal of priority lighted buoys as identified on the Canadian Coast Guard's web site:

[https://www.marinfo.gc.ca/en/Balisage/index\\_com.asp](https://www.marinfo.gc.ca/en/Balisage/index_com.asp)



The relevant sectors relative to 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 The pilot is assigned according to the schedule indicated in sections 3.11 and 3.12 of this Policy for downbound departures at night for the following vessels:
- a) Tankers of more than 25,000 tonnes deadweight;
  - b) Ships of more than 245 m in length;
  - c) Container ships with a draft of more than 10.5 m;
  - d) Ships other than container ships with a draft of more than 10 m (10.3 m if the ice cover is less than 3/10 throughout the same sector).
- 3.4 For departures from Montreal, when the tide is unfavorable to time slots for several days, certain ships may, as an exception, be authorized to depart afterwards if deemed safe by the LPA after consultation with the CPSLC.
- 3.5 Only compliant vessels can transit after twilight. However, a non-compliant vessel may continue its transit after twilight to its destination or the Trois-Rivières station if the pilot deems it safe to do so. The pilot takes into account factors such as traffic, weather and ice conditions, vessel performance and navigation equipment, tides and under-keel clearance.
- 3.6 After boarding a vessel, should the pilot ascertain that the ship is non-compliant or does not meet the conditions of section 3.3, the pilot shall retain the vessel at berth or take it to anchorage, even within the limits of the Port of Montreal, after which the pilot's assignment ends.
- 3.7 The pilot must report the reasons for stopping a vessel to the LPA's Dispatch Centre and enter them on the electronic pilotage record; the vessel must continue on its way as soon as the safety issues have been resolved and the ship is compliant.
- 3.8 When a non-compliant vessel proceeds to 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.



3.9 The boarding procedures at Quebec City are as follows when the LPA and the CPSLC agree that the ice conditions at the Quebec Bridge are not safe:

- a) The pilot is reserved for the vessel's passage at Île Blanche;
- b) Once reserved, the pilot cannot be transferred to another station;
- c) When calling the pilot, the LPA's Dispatch Centre will inform the pilot of the usual ship's ETA for Québec City; and
- d) The pilot will provide instructions to the LPA's Dispatch Centre regarding boarding time at Quebec City, considering ice conditions, tide and weather conditions.

3.10 For departures of compliant vessels from a Port of Quebec berth, when the rule set out in paragraph 3.9 a) applies, for the period starting 2 hours before twilight and ending 30 minutes before dawn, the pilot is assigned during the period between low tide and high tide at Quebec City. However, for a departure assignment from berth 86, the assignment may take place one hour before low tide.

3.11 Dawn and twilight times are defined as follows:

<b>MONTH</b>	<b>TWILIGHT</b>	<b>DAWN</b>
November 1	17:15	06:00
November 15	17:00	06:15
December 1	17:00	06:45
December 15	17:00	07:00
January 1	17:00	07:00
January 15	17:15	07:00
<b>MONTH</b>	<b>TWILIGHT</b>	<b>DAWN</b>
February 1	17:30	07:00
February 15	18:00	06:30
March 1	18:15	06:00
March 15	18:30	05:45
April 1	19:00	05:00
April 15	19:15	04:45
May 1	19:30	04:30
May 15	19:45	04:15



3.12 The following schedule applies to pilots dispatched on non-compliant vessels:

PORT	UPBOUND	DOWNBOUND
MONTREAL	n/a	Between morning and 4 hours before twilight
CONTRECOEUR	Between morning and 2 hours before twilight	Between morning and 3 hours before twilight
SOREL, TRACY, LANORAIE	Between morning and 3 hours before twilight	Between morning and 2 hours before twilight
TROIS-RIVIÈRES	Between morning and 3 hours before twilight	Between morning and 3 hours before twilight
BÉCANCOUR	Between morning and 1 hours before twilight	Between morning and 2 hours before twilight
QUEBEC CITY	No departures between 2 hours before twilight and 04:00. Between 04:00 and dawn, departure is allowed only on a rising tide.	n/a
QUEBEC CITY – Berth 86	No departures between 2 hours before twilight and 04:00. Between 04:00 and dawn, departure is allowed one hour before low tide.	n/a

3.13 For the purposes of this Policy, morning is defined as the time of dawn indicated in section 3.11, minus 30 minutes, except for berths upstream from Port of Montreal berth 94 where morning is defined as the time of dawn indicated in section 3.11 minus 60 minutes.

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 Non-compliant vessels and vessels covered in sections 3.3 and 3.10 of this Policy are not limited by sections 3.5, 3.11 and 3.12 of this Policy when the voyage takes place between 2 points located on the following sectors(s): Montreal to Sorel, Sorel to Trois-Rivières, Trois-Rivières to Bécancour and Bécancour to Grondines, when all priority lighted buoys are in place and operating within said sector.

3.15 Subject to sections 3.3, 3.10 of this Policy and 3.3 of the *Policy on ship transits during severe ice conditions in District No. 1*, the pilot is assigned at all times to compliant vessels. He is assigned according to the schedule mentioned in sections 3.11 and 3.12 on non-compliant vessels.



- 3.16 Ships are deemed “compliant” if equipped with:
- a) A 3 cm stabilized radar in good operating order;
  - b) A 10 cm stabilized radar in good operating order;
  - c) A functioning pilot plug at the time of departure or passage at the station, with GPS and gyrocompass interface;
  - d) Adequate bridge heating and visibility.
- 3.17 Moreover, no vessel may be declared compliant if it is the subject of a valid warning and alert network report with the following subject:
- a) Mechanical problem;
  - b) Detaining order;
  - c) Navigation equipment defect, or
  - d) Any other warning and alert network report containing information that could threaten navigation safety.

A ship that has been identified by Transport Canada as having a non-functioning recirculation system will be considered non-compliant as long as the information has been duly transmitted.

#### **4. References**

#### **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 the Policy and its application should be referred to the following person:

Executive Director  
Marine Safety and Efficiency  
Laurentian Pilotage Authority  
999 de Maisonneuve Boulevard West, Suite 1410  
Montreal, QC H3A 3L4  
[alain.richard@apl.gc.ca](mailto:alain.richard@apl.gc.ca)  
Telephone: (514) 282-6320



**6. Related documents**

Policy on the application of double pilotage during the pre- and post-winter navigation period in District No. 1

Policy on ship transits during severe ice conditions in District No. 1

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