



**NOTICE OF PROPOSED REVISIONS TO SEAWAY PRACTICES AND
PROCEDURES TO BE EFFECTIVE **March 20, 2017****

PART I – CONDITION OF SHIPS

Landing Booms

8. (1) Ships of more than 50 m in overall length shall be equipped with at least one adequate landing boom on each side.
For details refer to Ship Transit and Equipment Requirements, section 20.
- (2) Ship's crews shall be adequately trained in the use of landing booms.
- (3) **Ships with freeboard greater than 2 metres and not equipped with landing booms shall utilize the Seaway "Tie-up at Approach Wall" service.**
- (4) Ships not equipped with or not using landing booms must use the Seaway's tie-up service at approach walls using synthetic mooring lines only. Maximum of 4 lines will be handled and the service does not include let go service.
For details refer to Seaway web site at
<http://www.greatlakes-seaway.com/en/commercial/transiting/tie-up-service/request-for-tieup.html>

Radio Telephone and Navigation Equipment

9. (2) The radio transmitters on a ship shall
- (a) have sufficient power output to enable the ship to communicate with Seaway stations from a distance of 48 km; and
- (b) **be fitted to operate from the conning position in the wheelhouse and to communicate on channels 11, 12, 13, 14, 15, 16, 17, 66a, 75, 76 and 77.**

PART II – PRECLEARANCE AND SECURITY FOR FEES

Application for Preclearance

24. (1) The representative of a ship may apply for preclearance by completing and submitting the e-business pre-clearance form on the St. Lawrence Seaway website (www.greatlakes-seaway.com), giving particulars of the ownership, liability insurance and physical characteristics of the ship and guaranteeing payment of the fees that may be incurred by the ship.

Pre-clearance application must be submitted via the e-business site to the St. Lawrence Seaway at least 24 hours prior to ship arrival. They will be reviewed and approved between 08:00 – 16:00 hours Monday through Friday excluding holidays.

PART III – SEAWAY NAVIGATION

Maximum Draught

29. (3) Any ship will be permitted to load at an increased draught of not more than 7 cm above the maximum permissible draught in effect as prescribed under 29 (2) if it is equipped with a Draught Information System (DIS) and meets the following:
- (a) An operational Draught Information System (DIS) approved by a member of the International Association of Classification Societies (IACS) as compliant with the Implementation Specifications found at www.greatlakes-seaway.com and having onboard;
 - (i) An operational AIS with accuracy = 1 (DGPS); and
 - (ii) Up-to-date electronic navigational charts; and
 - (iii) Up-to-date charts containing high resolution bathymetric data; and
 - (b) The DIS Tool Display shall be located as close to the primary conning position and be visible and legible; and equipped with a pilot plug, if using a portable DIS
 - (i) Verification document of the DIS must be kept on board the ship at all times and made available for inspection;
 - (ii) A company letter attesting to officer training on use of the DIS must be kept on board and made available for inspection;
 - (iii) Any ship intending to use the DIS for the first time must notify the Manager or the Corporation in writing at least 24-hours prior to commencement of its initial transit in the System with the DIS;

- (iv) Every navigation season any ship intending to use an approved DIS to transit the System must fax a completed confirmation checklist found at www.greatlakes-seaway.com to the Manager or the Corporation prior to its initial transit of the season;
- (v) If for any reason the DIS or AIS becomes inoperable, malfunctions or is not used while the ship is transiting at a draft greater than the maximum permissible draught prescribed under 29(2) in effect at the time, the ship must notify the Manager or the Corporation immediately.

Ballast Water & Trim

- 30. (2) (b) every other ship entering the Seaway that operated within the Great Lakes and the Seaway must agree to comply with the “Voluntary Management Practices to Reduce the Transfer of Aquatic Nuisance Species Within the Great Lakes by U.S. and Canadian Domestic Shipping” of the Lake Carriers Association and Canadian Shipowners Association dated January 26, 2001, while operating anywhere within the Great Lakes and the Seaway.

Mooring in Locks

- 44. (4) Ships being moored by “Hands Free Mooring” system (HFM) shall have a minimum of 1 well rested crew member on deck during the lockage to assist the Bridge team.

Pleasure Craft Scheduling

- 58. (2) Every pleasure craft seeking to transit Canadian Locks shall stop at a pleasure craft dock and arrange for transit by contacting the lock personnel using the direct-line phone and make the lockage fee payment by purchasing a ticket using the automated ticket dispensers or prior to transiting Seaway Locks purchase a ticket through Paypal on the Seaway website.

PART IV – RADIO COMMUNICATIONS

Calling In

- 64. (3) A downbound ship in St. Lambert Lock shall switch to channel 10 (156.5MHz) for a traffic report from Quebec Ship Traffic Management Centre.

PART VI – FEES ASSESSMENT AND PAYMENT

Transit Declaration

74. (1) A Seaway e-business Transit Declaration (Cargo and Passenger) shall be completed and submitted to the Manager by the representative of a ship, for each ship that has an approved pre-clearance except non cargo ships, within fourteen (14) days after the ship enters the Seaway on any upbound or downbound transit. The e-business Transit Declaration must be filled directly on the St. Lawrence Seaway website at www.greatlakes-seaway.com and submitted from e-business.
- (2) The use of the Harmonized System (HS Codes) and the UN Location Codes on the e-business Transit Declaration is mandatory to identify cargo and ports respectively.
- (3) The loaded or manifest weight of cargo shall be shown on the Seaway e-business Transit Declaration, except in the case of petroleum products where gallonage meters are not available at the point of loading, in which case offloaded weights may be shown on the e-business Transit Declaration.
- (4) Where a ship carried cargo to or from an overseas port, an electronic copy of the cargo manifest, duly certified, shall be submitted with the Seaway e-business Transit Declaration.
- (5) A Weigh-Scale Certificate or similar document issued in the place of a cargo manifest or a bill of lading may be accepted in lieu thereof.
- (6) Where a submitted Seaway e-business Transit Declaration is found to be inaccurate concerning the destination, cargo or passengers, the representative shall immediately forward to the Manager, revision of the submitted Declaration.
- (7) Submitted Seaway e-business Transit Declarations shall be used in assessing fees in accordance with the *St. Lawrence Seaway Schedule of Tolls*, and fees invoice shall be forwarded to the representative or its designated agent.
- (8) Where government aid cargo is declared, appropriate Canadian or US customs form or a stamped and signed certification letter from Canada or U.S. Customs must accompany the e-business Transit Declaration or notification must be made to the Manager.

In-Transit Cargo

76. Cargo that is carried both upbound and downbound in the course of the same voyage shall be reported on the Seaway e-business Transit Declaration, but is deemed to be ballast and not subject to fee assessment.

PART IX – GENERAL

Transit Refused

89. (d) the ship is not in compliance with **Transport Canada Marine Safety and Security**, flag state and/or classification society regulations.

(Sections 21, 84 and 89) **SHIPS TRANSITING U.S. WATERS**

No ship of 1600 gross tons or more shall transit the U.S. Waters of the St. Lawrence Seaway unless it is equipped with the following manoeuvring data and equipment:

- (1) Charts of the Seaway that are currently corrected and of large enough scale and sufficient detail to enable safe navigation. These may be published by a foreign government if the charts contain similar information to those published by the U.S. Government.
- (2) U.S. Coast Guard Light List, currently corrected.
- (3) **U.S. Coast Pilot, current addition.**
- (4) Current Seaway Notices Affecting Navigation.
- (5) The following manoeuvring data prominently displayed on a fact sheet in the wheelhouse:

SHIP TRANSIT AND EQUIPMENT REQUIREMENTS

General Transit Information

3. Lock Communications

Within the **Montreal to Lake Ontario** lock areas, mooring instructions between the lock personnel and the ship is carried out via VHF radio using the following channels:

Lock No. 1 - St. Lambert	Channel 17
Lock No. 2 - Côte Ste. Catherine	Channel 13
Lock No. 3 - Beauharnois	Channel 17
Lock No. 4 - Beauharnois	Channel 13
Lock No. 5 – Snell	Channel 17
Lock No. 6 - Eisenhower	Channel 13
Lock No. 7 - Iroquois	Channel 17

Within the **Welland Canal** lock areas, mooring instructions between the lock personnel and the ship is carried out via VHF radio using the following channels:

Lock No. 1	Channel 75
Lock No. 2	Channel 76
Lock No. 3	Channel 77
Lock No. 4, 5 & 6 West	Channel 15
Lock No. 4, 5, & 6 East	Channel 17
Lock No. 7	Channel 66A
Lock No. 8	Channel 77

Ships must also continue to monitor channel 14.

This system of communications is used solely for transmitting mooring instructions or in an emergency. All other radio communications must be directed to the appropriate Traffic Control Centres.

MOORING SHIPS (Canadian Locks)

3. Ship Mooring Locations

Exceptions:

The table does not apply

- (1) at Lock 8, Welland Canal
- (2) where Final Mooring Position (FMP) adjusted to accommodate Hands Free Mooring (HFM) pad attachment
- (3) multiple lockages at all locks
- (4) vessels with OAL than 222.5 m (730')

For these exceptions ships will be moored as directed by the lock crew.

Any comments with respect to the above must be submitted to Mr. Jean Aubry-Morin, Vice-President, External Relations, no later than **March 13, 2017 at jaubrymorin@seaway.ca .**