



The St. Lawrence
Seaway Management
Corporation

Corporation de Gestion
de la Voie Maritime
du Saint-Laurent

NOTICE OF PROPOSED REVISIONS TO SEAWAY PRACTICES AND PROCEDURES TO BE EFFECTIVE THE 2023 NAVIGATION SEASON

Interpretation

1. In these Practices and Procedures,

«**Schedule of Tolls**» means the same as "Tariff of Tolls" in the United States;
(*tarif des droits*)

«**Tariff of Tolls**» in the United States means the same as Schedule of Tolls in
Canada; (*tarif des droits*)

«**vessel**» is used in U.S. Seaway Regulations only and means any type of
craft used as a means of transportation on water;

«**vessel**, **traffic controller**» is used in U.S. Seaway Regulations and has the
same meaning as **Ship traffic controller**).

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PART I - CONDITION OF SHIPS

Fenders

7. (1) (a) that are made of steel, are of a thickness not exceeding 15 cm,
with well tapered ends, and are located along the hull, close to the main
deck level; and

Deleted: hardwood or teflon or a
combination of two or all of those
materials,

Landing Booms

8. (1) Ships of more than 50 m in overall length and a freeboard of 2m or more
shall either be equipped, with landing booms or make provisions for tie-
up service at the approach walls.

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landing boom on each side which are to be
in compliance with applicable regulations

For details refer to Ship Transit and Equipment Requirements,
section 20.

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- (2) For ships with landing booms:



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- (a) Ship must be equipped with an adequate landing boom on each side;
- (b) Landing booms must be in compliance with applicable regulations;
- (c) Ship's crews shall be adequately trained in the use of landing booms for the purpose of landing crew ashore.
- (d) Ship must have onboard for inspection the following documents:
 - (i) A copy of the test certificates for each of the landing booms from either a classification society or a third party, dated within 5 years
 - (ii) Documents to demonstrate appropriate training;
 - (iii) Documented tests and maintenance records of landing boom equipment.

- (3) Ships not equipped with or not using landing booms shall make arrangements with a third party tie-up service provider for tie-up at Seaway Approach walls at the Canadian Locks prior to commencing transit of the Seaway.

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Mooring Lines

10. (2) Unless otherwise permitted by an officer, ships greater than 200 m shall only use wire mooring lines with a breaking strength that complies with the minimum specifications set out in the table to this section for securing a ship in lock chambers.

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¶ landing booms. . ¶

Deleted: Refer to 8.3 for ship without landing booms.¶

Anchors, Anchor Marking Buoys

14. (a) Every ship shall have their anchors cleared and ready to be released prior to entering the Seaway.

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Automatic Identification System

20. (2) Each ship listed in paragraph (1) of this section must meet the following requirements to transit the Seaway:
- (b) International Telecommunication Union, ITU-R Recommendation M.1371-~~5~~; 2014, Technical Characteristics For A Universal Shipborne AIS Using Time Division Multiple Access In The VHF Maritime Mobile Band, as amended;
 - (c) International Electrotechnical Commission, IEC 61993-2 Ed.~~3~~, Maritime Navigation and Radio Communication Equipment and Systems –AIS – Part 2: Class A Shipborne Equipment of the Universal AIS – Operational and Performance Requirements, Methods of Test and Required Test Results, as amended;
 - (f) Computation of AIS position reports using ~~a~~ Satellite Based Augmentation System (SBAS); or
 - (g) The use of a temporary unit meeting the requirements of subparagraphs (2) (a) through (~~f~~) of this section is permissible; or
 - (h) For each ship with LOA less than 30 meters, the use of portable AIS compatible with the requirements of subparagraphs (2)(a) through (c) and subparagraphs (e) and (~~f~~) of this section is permissible.

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PART III - SEAWAY NAVIGATION

Maximum Draught

29. (3) (a) ~~(iv) Ships equipped with a bow thruster shall have it operational.~~
- (b) The DIS Tool Display shall be located as close to the primary conning position and be visible and legible.
- (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

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prior to commencement of its initial transit in the System with the DIS in order to arrange for appropriate testing for approval to use the DIS;

Entering, Exiting or Position in Lock

40. (4) No ship shall use thrusters when passing a lock gate or a Hands Free Mooring (HFM) unit.

Mooring in Locks

44. (4) Ships being moored by "Hands Free Mooring" system (HFM) or passing through a lock without the use of mooring lines shall have a minimum of one (1) well rested crew member on deck during the lockage to assist the Bridge team.

PART IV - RADIO COMMUNICATIONS

Communication - Ports, Docks and Anchorages

65. (4) Every ship intending to conduct a dive operation at a dock, wharf or approach wall shall provide a 24-hour minimum notice of diving operations to the appropriate Seaway Traffic control Centre.

PART V - DANGEROUS CARGO

Explosives Permission Letter

68. (3) A written application for a Seaway Explosives Permission Letter certifying that the cargo is packed, marked and stowed in accordance with the *Transportation of Dangerous Goods Regulations (Canada)*, the United States regulations under the *Dangerous Cargo Act* and the *International Maritime Dangerous Goods Code* may be made to The St. Lawrence Seaway Management Corporation, 202 Pitt Street, Cornwall, Ontario, K6J 3P7, or to the Great Lakes St. Lawrence Seaway Development Corporation, P.O. Box 520, Massena, New York, U.S.A., 13662.

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Hot Work Permission

- 73 (2) Before any hot work, defined as any work that uses flame or that can produce a source of ignition, cutting or welding, is carried out by any ship on any designated St. Lawrence Seaway Management Corporation (SLSMC) Approach walls or wharfs, a written request must be sent to the SLSMC, preferably 24 hours prior to the ship's arrival on SLSMC Approach walls or wharfs. The hot work shall not commence until approval is obtained from a SLSMC Traffic Control Centre.
- (a) Permission is granted under the following conditions:

PART IX - GENERAL

Boarding for Inspection

90. (1) (a) examine the ship, its equipment and cargo; and



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SHIP TRANSIT AND EQUIPMENT REQUIREMENTS

3. Lock Communications

Note: At Canadian Locks, ships are advised to set their VHF radio to low power when using channel 13 or 17.

Ships must provide verbal acknowledgement of all mooring instructions via VHF radio.

5. Bridges - Signal Light System

The system includes:

- a) A red and green bridge navigation light display on the moveable bridge span
 - i) In the Welland Canal only, there is an additional yellow navigation light beside the red and green navigation lights.

2. After the bridgmaster acknowledges the presence of the ship at the **WHISTLE** sign, he will commence the bridge raising operation.

NOTE: In the Welland Canal, the **YELLOW BRIDGE NAVIGATION** light will be displayed when the process to raise the bridge has been initiated and the vehicle traffic lights are set to red.

When the bridge starts to rise, the **RED BRIDGE NAVIGATION** lights will commence flashing.

NOTE: In the Welland Canal, the **YELLOW BRIDGE NAVIGATION** lights will turn off when the **RED BRIDGE NAVIGATION** lights start flashing.

16. Walk-through Procedures (Lock 8 - Welland Canal and Iroquois Lock - Montreal to Lake Ontario)

When water conditions permit, a walk-through procedure **may** be used at Lock 8 – Welland Canal or at Iroquois Lock – Montreal to Lake Ontario section.

With this procedure, a ship passing through the lock will not be required to secure in the lock but will proceed under her own power at a speed consistent with safety.

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Deleted: The ship's mooring lines will be carried by the lock personnel as the ship proceeds through the lock.

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¶ The ship should be prepared to moor if necessary.¶

¶

¶ The walk-through procedure is designed to reduce ship transit times.¶

¶

¶ (a) . At Lock 8:¶

¶

¶ . (i) . The ship's mooring lines will be carried by the lock personnel as the ship . . . proceeds through Lock 8. ¶

¶

¶ (ii) . Downbound ships with draughts of "80.00 dm" or more may not be . . . afforded the walk-through procedure.¶



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The ship must have personnel ready at mooring stations with mooring lines ready for deployment in the event they are required, at Iroquois Lock.

18. Water Level Information

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- (1) Water level information is available on the Seaway website (www.greatlakes-seaway.ca) under "Commercial Shipping"
- (2) Current water levels are also broadcast via AIS for various water level stations throughout the Seaway.
- (3) Tele-announcers are installed at various locations. Water level information can be obtained from these locations by dialling:

19. Anchor Marking Buoys

Seaway Regulation 14 requires the installation of a highly visible anchor marking buoy on each anchor. Anchor buoys are to be attached and ready to deploy without any manual intervention. A soft line of at least 23 meters length shall connect the steel wire rope with the anchor marking buoy

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Example

To hold the line in place near the ship's railing or bulwark is permitted. The steel wire rope shall be used for the section of the assembly within the hawse pipe, looped through the anchor chain and connected to itself with a shackle.

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Owner's / Agent's Name:
Address:

Phone No:
Fax No:

<input type="checkbox"/>	St. Lambert, Qué.:	▼	Email: cdo@seaway.ca
<input type="checkbox"/>	Massena, N.Y.:	▼	Email: vtc@dot.gov
<input type="checkbox"/>	St. Catharines, Ont.:	▼	Email: nrerie@seaway.ca

Deleted: Fax : 450-672-3668

Deleted: Fax: 315-764-1886

Deleted: Fax: 905-641-4632

Ship's Name:	Date:	Time:
Cell / Fax:	Voyage No:	
Port of Origin:	Next port:	
Draft Fwd. / Aft: Fwd:	Aft	

St. Lambert / Cape Vincent / Port Weller / Port Colborne

Date:
Time:

Ballast ☐

Gas free ☐ Yes ☐ No

	Cargo Tank	Cargo Tank	
	BWT	BWT	

BWT 6 P	BWT 5 P	BWT 4 P	BWT 3 P	BWT 2 P	BWT 1 P
COT 6 P	COT 5 P	COT 4 P	COT 3 P	COT 2 P	COT 1 P
COT 6 S	COT 5 S	COT 4 S	COT 3 S	COT 2 S	COT 1 S
BWT 6 S	BWT 5 S	BWT 4 S	BWT 3 S	BWT 2 S	BWT 1 S

Cargo Previous Cargo if in Ballast	Location – COT	Quantity		IMO Class	UN No:	CDC Yes/No	Flash Pt.
		Cu. m	m / t				
	- P & S						
	Total						

Master: _____

Date: _____



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30. Ballast Water Tank Information:

Inspections:

All ships bound for a port within the St. Lawrence Seaway/Great Lakes System (System) (that originate outside the Canadian EEZ) will be subject to ballast tank inspection. On the ships initial transit into the System, the ballast tank inspection will be conducted on the ship's first stop in a lower St. Lawrence River Port by Transport Canada, or during the ship's Enhanced Seaway Inspection, by the Seaway, Transport Canada prior to entering the System.

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Any comments with respect to the above must be submitted to Mr. Jean Aubry-Morin, Vice-President, External Relations, no later than **March 10, 2023** at jaubrymorin@seaway.ca.