



The Great Lakes - St. Lawrence Seaway System
Le réseau Grands Lacs - Voie maritime du Saint-Laurent

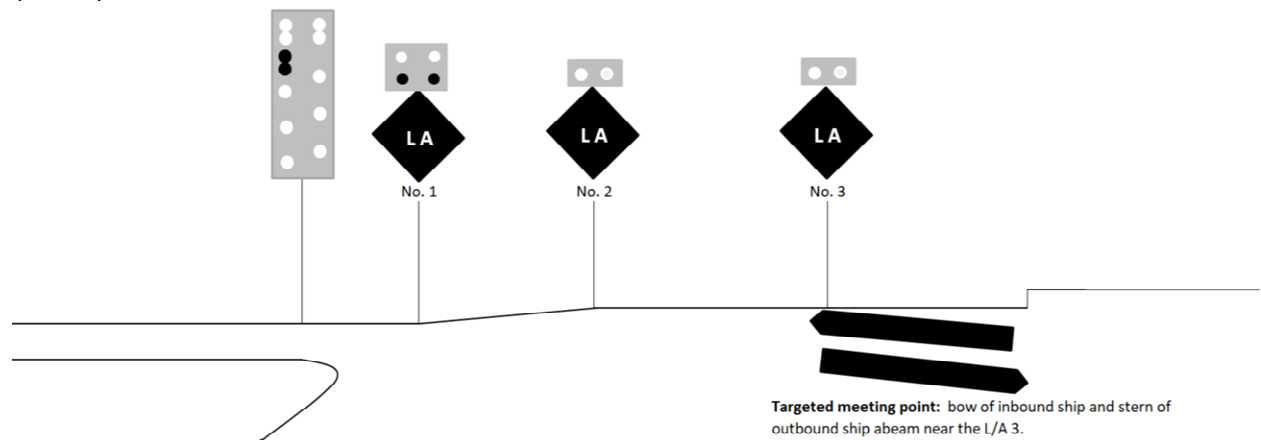
Notice to Shipping NO. 11 – 2026

NIAGARA REGION
WELLAND CANAL

Revised Passing Entry Procedure Below Lock 2

Following feedback received from the mariners, a revised passing entry procedure below Lock 2 will be tested effective immediately.

The revised procedure involves moving the preferred meeting point further down the approach wall, near the Limit of approach #3 (L/A 3) rather than at the Limit of approach #2 (L/A 2).



Please review the full revised procedure attached.

Note: At all other locks, the passing entry procedure found in the [Seaway Handbook Ship Transit & Equipment Requirements](#) on p. 37 still applies.

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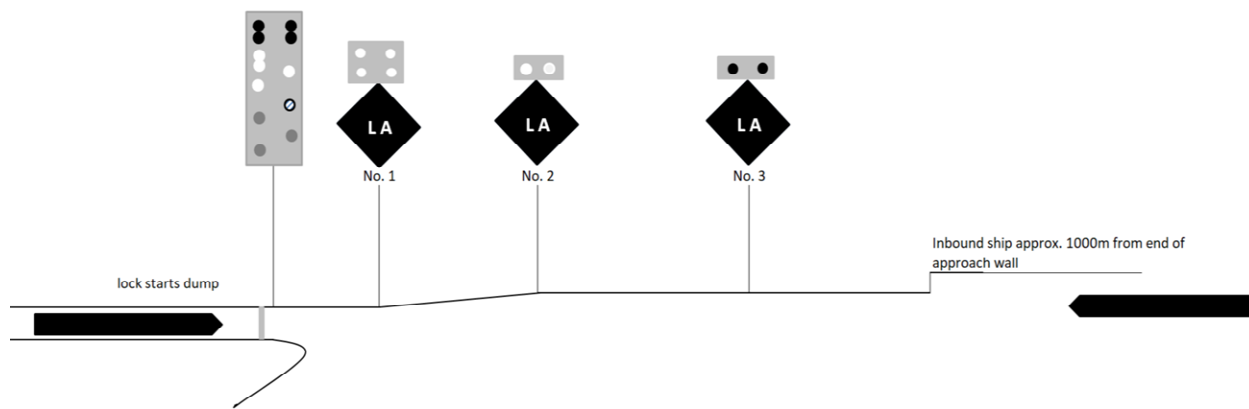
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Revised Passing Entry Procedure for Below Lock 2 in the Welland Canal

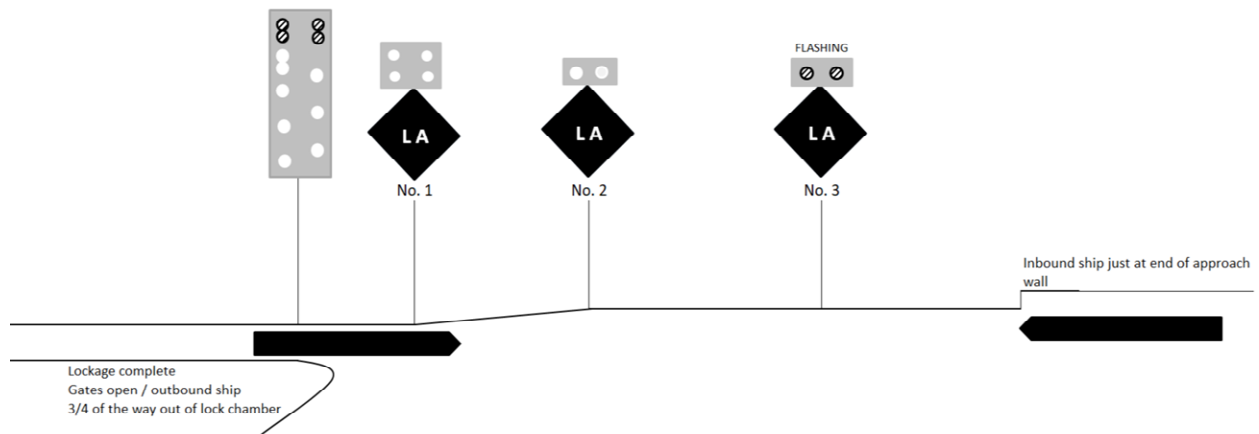
The inbound ship should be approximately 1000 m from the end of the approach wall when the lock starts to dump. At this point, the navigation lights and L/A 3 are fixed red. The amber lights come on with the start of the dump (*Figure 3*).

FIGURE 3



When the lock gates open, the navigation lights on L/A 3 begin to flash. The outbound ship begins exiting the lock. When the outbound ship is approximately 3/4 the way out of the lock, the inbound ship should be just at the end of the approach wall (*Figure 4*).

FIGURE 4



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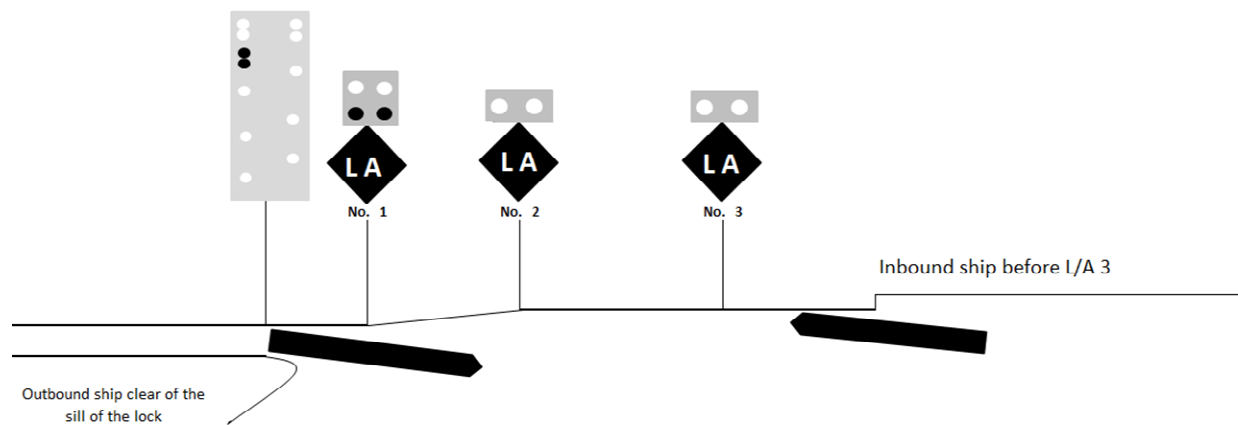
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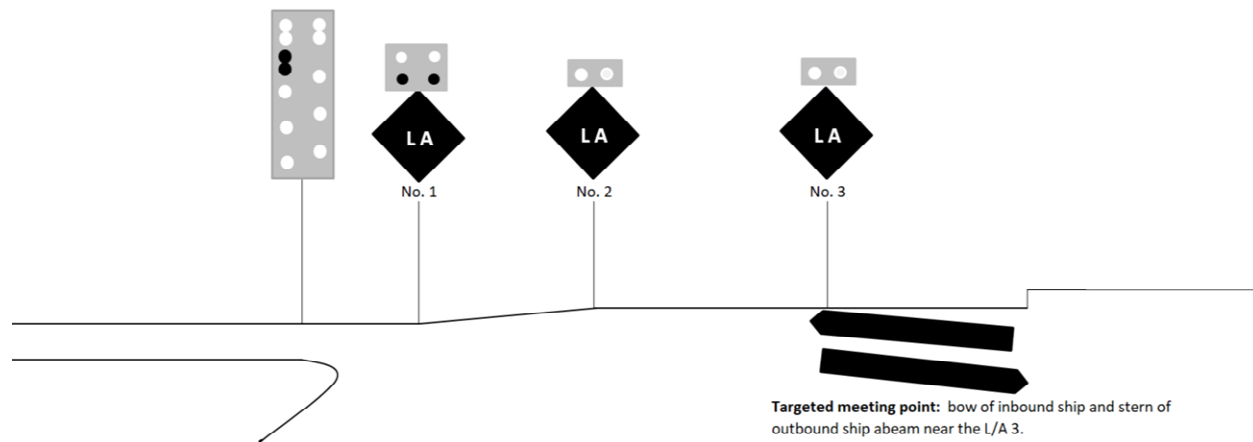
As the stern of the outbound ship clears the sill of the lock, the green lights are shown on the navigation panel and L/A 1. The Master of the outbound ship must advise the inbound ship over VHF that the ship has cleared the sill of the lock. The bow of the inbound ship should be just past the end of the wall at this time (*Figure 5*).

FIGURE 5



The ideal meeting point is when the bow of the inbound ship and the stern of the outbound ship are abeam the L/A 3 (*Figure 6*).

FIGURE 6



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