

# Regulations

## REGULATIONS GOVERNING THE USE OF THE PORT FACILITIES

**1.** Every vessel in the port is subject to the SPIPB directives with respect to its draft, location, speed and direction, and with respect to its means and method of movement, whether these directives are issued by or through a Canadian Coast Guard traffic center or not.

Except in the case of an emergency, no vessel may moor or anchor in the harbour without permission from the SPIPB, and then only at such place and in such manner as directed.

Any ship owner or representative wishing to use the port facilities must confirm their application by fax or e-mail as follows:

- name of vessel;
- gross tonnage, length, draft on arrival;
- expected date and time of arrival;
- reason for use, cargo;
- estimated time and date of departure;
- services required;
- agent;
- consignee of goods.

A notice must be sent to the SPIPB confirming the date and hour of arrival 5 days, 2 days and one day before it berths.

**2.** All vessels must be represented by a marine agent who will guarantee payment for the rights and services received by the vessel.

**3.** The SPIPB may refuse the right of entry into the port to any vessel carrying dangerous cargo or explosives or if, in the opinion of the Corporation, it is in dangerous condition.

**4.** The Corporation assigns a berth to the vessel and may from time to time order a change of berth, but is not liable for any damages resulting from delay in providing a berth, from failure to provide a berth, or from the shifting of a vessel from one berth to another.

**5.** The customs procedures of the Ministries of Health and Immigration of Canada apply and must be observed.

**6.** The Corporation may, if it deems fit, order that the handling of goods to be loaded or unloaded on Corporation property, be performed directly between the vessel and a land vehicle.

**7.** The consignee, the consignor or the owner of the goods must:

- agree upon the working hours relating to the loading or unloading of goods;
- supervise and bear witness to the loading or unloading of the goods;
- inform the Société du parc industriel et portuaire de Bécancour of any anomaly or incident relating to the loading or unloading of the goods.

**8.** While berthed, all vessels must have a gangway which is well lit at night, and a suitable net must be placed beneath the gangway to prevent anything whatsoever from falling into the water between the dock and the side of the ship.

The gangway must be guarded at all times and a life-buoy equipped with a hauling line must be located close at hand.

During their stay in the port facilities, the captain and crew must comply with the current regulations concerning the use of the Corporation's property and movement upon the property.

Any vessel wishing to close down its main engine while at the dock must obtain permission to do so from the SPIPB.

Any vessel wishing to take on fuel must obtain permission from the SPIPB and comply with the Corporation's requirements and instructions.

**9.** The representative must notify the SPIPB of the expected date of departure of the vessel and provide it with a declaration of use of the port facilities duly completed and a cargo manifest describing the goods transshipped and indicating their metric weight or volume.

If a vessel is delayed in loading or departing from Corporation property, the master of the vessel, or his agent, must immediately report the reason for the delay, and its probable duration, to the Corporation. The owner of the vessel will be liable for all costs which may result from a delay in leaving the berth after having received the Corporation's permission to leave.

**10.** Any ship using the SPIPB port facilities does so at its own risk.

All owners shall be fully responsible for their vessel while moored or anchored within the limits of Corporation's port facilities.

Any damage caused to the Corporation's property must be repaired to the owner's satisfaction within the time limit specified. A ship having caused damage to the port facilities must remain at dock until such time as the Corporation receives assurance that the damage has been or will be repaired to its satisfaction in the shortest possible time.

**11.** The port of Bécancour is compliant with the ISPS Code. The Société du parc industriel et portuaire de Bécancour holds a «Statement of compliance of a port facility» delivered by the Government of Canada.

Every vessel that is engaged on international voyages and wishes to utilize the port facilities must hold a valid international security certificate, all this in accordance with the ISPS Code.

Prior to the arrival of the vessel, additional following information should be sent to the SPIPB and to the Bécancour port facility security officer (PFSO):

- the name of the last 5 ports of call;
- the IMO vessel's number;
- the name, telephone number and fax number of the vessel's security officer;
- the IMO crew list;

- any change of crew;
- the name of suppliers for goods, food, fuel, maintenance etc.

NOTE: The Corporation may modify the regulations governing the use of its port facilities in order to maintain or improve the smooth running of its activities.

## User fee policy

The following fees apply to users of the Corporation's port installations, and are revised annually.

### PORT FEES APPLICABLE TO SHIPS

#### FEES APPLYING TO ANY VESSEL:

- using the port facilities of the Société du parc industriel et portuaire de Bécancour after receiving permission to do so;
- occupying a berth or moored side to side or attached to another vessel occupying a berth belonging to the Corporation;
- which, without being moored to Corporation property, performs loading or unloading operations by means of lighters.

These fees apply from the time the first mooring line is made fast to the time when the last mooring line is cast off.

When two gross tonnages are shown on the registration certificate of a vessel, the higher tonnage will be used for the purpose of the regulations.

Port fees applicable to shipping are shown in an appendix.

### WHARFAGE FEES ON TRANSSHIPPED GOODS

#### FEES APPLICABLE TO GOODS WHICH:

- pass over, above or below the Corporation's property;
- are transshipped from one vessel to another within the harbour;

- are unloaded from a vessel and deposited in the water or which are taken from the water and loaded onto a vessel within the limits of the Corporation's port facilities.

Failing a specific agreement between the Corporation and the owner, the fees prescribed for goods transported by a vessel will be calculated on the metric weight of the goods.

The wharfage fees applicable to goods are shown in an appendix.

### **DEMURRAGE**

Fee charged on goods which remain on the Corporation's property after expiry of the free time.

Free time begins the day after completion of the ship's unloading, and is defined as follows:

- fifteen (15) working days for goods to be measured or inspected by designated officials, with the exception of Customs formalities;
- ten (10) working days for all other goods.

The Corporation may, at its discretion, lengthen or shorten the period of free time.

Upon the expiry of the free time, the Corporation may demand that the owner remove the said goods.

Should any owner of goods fail to comply with a notice given in accordance with the preceding paragraph, the Corporation may, at the owner's risk and expense, remove, store or re-stack the goods.

Demurrage fees applicable to goods are shown in an appendix.

### **OTHER SERVICES**

Fees relating to other services are shown in an appendix

### **DOCUMENTS REQUIRED**

The agent of any vessel must, within forty-eight (48) hours of its departure, submit to the Corporation's head office:

- the declaration of use of the port facilities;
- the cargo manifest.