

# GUIDELINES

## PLEASURE CRAFT WAIVERS

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The [General Pilotage Regulations](#) state that every pleasure craft over 500 gross tons (ITC) is subject to compulsory pilotage.

Under the [Interim Order Respecting Waivers of Compulsory Pilotage Granted by the Pacific Pilotage Authority](#), the Pacific Pilotage Authority (PPA) may, on application, waive compulsory pilotage provided that the following conditions are met:

1. The vessel is under 10,000 gross tons (ITC).
2. As of the day on which the application is made, every person in charge of the deck watch:
  - (a) holds the Certificate(s) of Competency that are required by Part 2 of the [Marine Personnel Regulations](#) or, if the ship is not Canadian, equivalent certificates; i.e. Certificate of Competency must be appropriate for the vessel
  - (b) has regularly completed, within the preceding 60 months, voyages in that Authority's region or engaged in the [coastal trade](#)
  - (c) has completed documented return voyages associated with the Areas for which the waiver is being sought, as follows:

|               |   |
|---------------|---|
| <b>Area 1</b> | <i>Fraser River, west of the New Westminster railway bridge: 5 return voyages</i><br><i>Fraser River, east of the New Westminster railway bridge: 10 return voyages</i> |
| <b>Area 2</b> | <i>General: 10 return voyages</i><br><i>Inside Passage: 10 return voyages</i><br><i>Second Narrows: 6 return voyages</i>  |
| <b>Area 3</b> | <i>West of Vancouver Island: 10 return voyages</i>  |
| <b>Area 4</b> | <i>Pine Island to Dixon entrance: 10 return voyages</i>   |
| <b>Area 5</b> | <i>Haida Gwaii: 10 return voyages</i>   |

### Important Notes:

1. For **Area 1**, all return voyages must have been completed within the **preceding 24 months**.
2. For **Areas 2–5**, all return voyages must have been completed within the **preceding 60 months**, with at least **one voyage completed in the preceding 24 months**.
3. For vessels transiting **Second Narrows**, refer to Section 25.10(5) of the Interim Order for additional details on ships carrying dangerous goods.

Voyages may be accumulated as any member of the deck watch provided they are completed under the supervision of a person in charge of a deck watch who has previously completed the required number of voyages, or under the supervision of a pilot.

The following describes the necessary documentation and process in order for the PPA to assess an application:

1. **Application form:** the application form can be found on the PPA website. The form must be completed in full and signed.
2. **Owner/Operator Waiver Compliance:** this form (available on the PPA website) must be completed in full and signed to confirm your company's understanding of the PPA's waiver requirements.
3. **Deck officer credentials:** for each deck watch officer who will navigate the vessel in compulsory pilotage waters you must provide,
  - a copy of a valid Canadian or U.S. issued certificate of competency appropriate to the vessel size.
  - a completed "Officer Compliance and Voyage Record" form for each officer (available on the PPA website) signed by an authorised representative.
  - Additional proof of return voyages, if the voyages were completed while employed by another operator.
4. **Proof of insurance coverage:** written confirmation that the vessel is insured with both Hull and P&I underwriters, including the policy dates and coverage amounts.
5. **Waiver of subrogation:** letter or statement from the vessel's underwriters specifically acknowledging that the vessel is at liberty to sail in the region without a pilot and specifically agreeing that should the Pacific Pilotage Authority waive compulsory pilotage for the insured vessel, the underwriter agrees to waive subrogation against the Pacific Pilotage Authority and its directors, officers, and employees.
6. **Letter of indemnity:** letter of indemnity from the vessel owner stating the following:

*"In consideration of the Pacific Pilotage Authority, waiving compulsory pilotage in respect of the vessel (name of vessel) the undersigned owner or authorized representative of the vessel owner agrees that the owner shall indemnify and hold harmless the Pacific Pilotage Authority, its directors and officers from and against all claims of whatsoever nature and kind including any claim resulting from negligent conduct, arising while the vessel is operating in the region administered by the Pacific Pilotage Authority."*

**Applications can be submitted via e-mail to [waivers@ppa.gc.ca](mailto:waivers@ppa.gc.ca).**

A formal waiver application must be made with all required documentation at least two weeks prior to the planned sailing date through compulsory pilotage waters.

**Please note:**

- Due to the high volume of waiver applications, PPA will only review applications that contain all the required documentation; incomplete applications will be rejected.
- "Deck watch officer" means a person who has the immediate charge of navigation, maneuvering, operation or safety of a ship, but does not include a pilot. The definition thus refers to the master and the officers, as the master will have charge of the navigation and maneuvering during the berthing and unberthing of the vessel.
- **The waiver is not granted until a waiver letter is issued by the Pacific Pilotage Authority.**

Operators are reminded of the following regulations and best practices, which experienced and prudent maritime professionals should follow to ensure safe, secure, efficient and environmentally responsible maritime operations:

- i. Deck Watch requirements under the *Marine Personnel Regulations*, sections 213 – 216.
- ii. Vessels are fitted with the following systems, in accordance with the Navigation Safety Regulations 2020, and that these systems comply with SOLAS V:
  - a. Bridge Navigational Watch Alarms System (BNWAS)
  - b. Automatic Identification System (AIS)
- iii. For vessels carrying or pushing/towing oil cargoes, except those engaged in delivering fuel to BC coastal

communities or to remote work sites, operators are asked to consider avoiding, *when safe to do so*, the following areas:

- Fitz Hugh Sound
- Lama Pass
- Seaforth Channel
- Boat Bluff and Heikish Narrows
- Princess Royal Channel
- Grenville Channel
- Laredo Sound
- Principe Channel

iv. The [Interim Guidelines for Seymour Narrows and Johnstone Strait](#) and the [North Coast Waterway Management Guidelines](#).