



## ANNOUNCEMENT OF REVISED SERVICE CHARGES

November 1, 2023

### GENERAL

The Pacific Pilotage Authority (the “**Authority**”) hereby announces revised service charges, pursuant to section 33.4 of the *Pilotage Act*, S.C. 1985, c. P-14. This Announcement sets out the revisions in charges that apply to pilotage within the compulsory pilotage area on the west coast of Canada and will be applied to all aspects of the pilotage and pilot boat charges set out in the Customer Guide to Charges for Pilotage and Other Services (the “**Customer Guide to Charges**”) published on the Authority’s website.

The Authority is implementing these charges for the reasons described in the *Notice and Details and Principles* documents, published on September 29, 2023. These revised charges will become **effective on January 1, 2024**, except where otherwise indicated. All other service charges provisions not amended by this Announcement remain in effect.

Pursuant to section 34(1) of the *Pilotage Act*, S.C. 1985, c. P-14, persons wishing to object to these revisions may do so by filing a notice of objection with the Canadian Transportation Agency. The notice of objection must be filed within 90 days after the date of this Announcement.

Pursuant to section 34(3) of the *Pilotage Act*, a notice of objection may be filed only if:

- (a) the pilotage charge was not established or revised in accordance with the charging principles referred to in subsection 33.2(1) of the *Pilotage Act*; or
- (b) the Authority did not comply with the requirements set out in section 33.3 or 33.4 of the *Pilotage Act*.

Pursuant to s. 33.4(2) of the *Pilotage Act*, this Announcement confirms that the Authority did not receive any written representations in response to the *Notice* published under section 33.3(2)(b).

This Announcement consists of two sections:

- 1) Revision to Service Charge Rates;
- 2) Re-establishment of Definitions and Calculations.

## 1. REVISION TO SERVICE CHARGE RATES

The following table sets out the revised rates to be **effective January 1, 2024**. These rate increases, which are expected to generate incremental revenues of \$1.7 million for the Authority in 2024, are required to offset an increase in contractually committed costs whilst continuing with the committed capital asset replacement program and assuring an effective and safe pilotage service.

### RATE REVISIONS

Description	Current Rate	New Rate	% Change vs. Current Rate
<b>Vessel up to 226m</b>			
Pilotage unit fee	5.5278	5.8042	5.0%
<b>Vessel greater than 226m</b>			
Pilotage unit fee	4.8236	5.0648	5.0%
Gross tonnage fee	0.014084	0.014788	5.0%
<b>Tethered tanker with DWT greater than 39 999</b>			
Pilotage unit fee	8.2921	8.7067	5.0%
<b>Tethered tanker greater than 226m with DWT greater than 39 999</b>			
Pilotage unit fee	7.2357	7.5975	5.0%
Gross tonnage fee	0.02115	0.02221	5.0%
Pilotage unit fee – dead ship	11.0557	11.6085	5.0%
<b>Other charges</b>			
Temporary surcharge	250.00	-	(100.0)%
Time charges	277.46	291.33	5.0%
Minimum charge	1,284.81	1,349.05	5.0%
Cancellation charge	1,109.87	1,165.36	5.0%
<b>Out-of-region charges</b>			
Per hour	277.46	291.33	5.0%
Embark/Disembark Anacortes, Bellingham, Cherry Point or Ferndale	2,478.98	2,602.93	5.0%
Embark/Disembark other out-of-region location	3,305.73	3,471.02	5.0%
<b>Transportation charges</b>			
Harbour or Port	206.81	213.01	3.0%
Fraser River	199.07	205.04	3.0%
Northern	2,051.32	2,112.86	3.0%
Prince Rupert	648.90	668.37	3.0%
Southern	648.90	668.37	3.0%

Description		Current Rate	New Rate	% Change vs. Current Rate
Area where pilot has begun travel and is cancelled		206.81	213.01	3.0%
Pine Island		6,484.91	6,679.46	3.0%
<b>Pilot boat charges</b>				
Brotchie Ledge		528.90	550.06	4.0%
Sand Heads		2,116.97	2,201.65	4.0%
Triple Island		2,746.48	2,856.34	4.0%
Cape Beale		8,277.51	8,608.61	4.0%
Pine Island		5,094.23	5,298.00	4.0%
Entrance to Nanaimo Harbour		1,065.96	1,108.60	4.0%
Prince Rupert Anchorages 8 – 9		739.66	769.25	4.0%
Prince Rupert Anchorages 10 - 31		1,253.59	1,303.73	4.0%
Pilot Boat capital charge		116.24	120.89	4.0%
<b>Other charges</b>				
Delay charge		277.46	291.33	5.0%
Short order charges				
• Order initiated less than 10 hours and between 06:00 and 17:59		1,109.87	1,165.36	5.0%
• Order initiated less than 10 hours and between 18:00 and 05:59		2,219.73	2,330.72	5.0%
Restricted ship charge		2,086.27	2,190.58	5.0%
Remote port charge		6,691.23	7,025.79	5.0%
Technology charge		57.46	59.18	3.0%
Pilotage Act administration charge		85.90	52.00	(39.5)%

Changes in these rates will be **effective January 1, 2024**.

## 2. RE-ESTABLISHMENT OF DEFINITIONS AND CALCULATIONS

### 2.1 Definitions

**Areas** means the compulsory pilotage areas described in Schedule 5 of the [General Pilotage Regulations](#); (*zone*)

**assignment** means the assignment of a pilot to take the conduct of a ship in the Areas; (*affectation*)

**Authority** means the Pacific Pilotage Authority; (*Administration*)

**breadth of the ship** means the maximum distance, in metres and centimetres, to the outside of the shell plating of the ship; (*largeur du navire*)

**dead ship** means a ship normally self-propelled that is without the use of its propelling power; (*navire mort*)

**draught** means the greatest depth of the submerged part of a ship, in metres and centimetres, at the time pilotage services are performed; (*tirant d'eau*)

**harbour** means a place set out in Part 1 of Schedule 1 of the Customer Guide to Charges, published on the Authority's website; (*havre*)

**harbour or port assignment** means an assignment which occurs wholly within a harbour or port at which pilots are based; (*affectation dans un havre ou port*)

**northern assignment** means an assignment in the area north of Seymour Narrows or on the West Coast of Vancouver Island, excluding Barkley Sound and Alberni Inlet, during the course of which a ship enters or departs a harbour or port in that area or transits that area; (*affectation nord*)

**overall length** means the total distance, in metres and centimetres, from the foremost to the aftermost point of the hull of the ship; (*longueur hors tout*)

**pilotage unit** means, the result obtained by multiplying the overall length of the ship, by the breadth and the draught of the ship at the time of the assignment and by dividing the product by 100; (*unité de pilotage*)

**pilot boat** means a boat employed in the service of the Authority; (*bateau-pilote*)

**port** means a place set out in Part 2 of Schedule 1 of the Customer Guide to Charges, published on the Authority's website; (*port*)

**Prince Rupert assignment** means an assignment other than a harbour or port assignment that occurs within the area between the Triple Island boarding station and the port of Prince Rupert or the harbours of Porpoise Harbour or Port Simpson; (*affectation Prince Rupert*)

**Region** means the Region of the Authority as defined in the schedule to the [Pilotage Act](#); (*région*)

**restricted ship** means a ship that is unable to operate at full manoeuvring revolutions per minute or a ship that, because of maintenance on its engines while it was in port, requires more than one hour to work up to full manoeuvring revolutions per minute; (*navire à capacité limitée*)

**southern assignment** means an assignment other than a harbour or port assignment within Barkley Sound and Alberni Inlet and the area south of Seymour Narrows during the course of which a ship enters or departs a harbour or port in that area or transits that area. (*affectation sud*)

## 2.2 Calculations

Note that any references to "schedules" below refer to the schedules found in the Authority's Customer Guide to Charges, published on its website.

### **Compulsory Pilotage Areas — One-way trip for a vessel less than 226m**

The charge for a ship, other than a dead ship for a one-way trip in a compulsory pilotage area is calculated as follows:

where

**PU:** The pilotage unit (LOA x breadth x deepest draft)/100

**UC:** The unit charge set out in schedule 2 column 3

- TC:** The time charge set out in schedule 3 item 1 column 2  
**ETC:** The excess time charge set out in schedule 3 item 2 column 2  
**PB:** A fee for the pilot boat set out in schedule 7 column 2  
**FL:** Fuel charge set out in schedule 8  
**PBRC:** Pilot Boat Replacement Charge set out in schedule 7 column 3  
**EX:** Pilot expense set out in schedule 6  
**T:** Technology Charge B. Schedule of Charges item o number 20  
**PAAF:** Pilotage Act Administration Fee  
**TS:** Temporary Additional Charge B. Schedule of Charges item d number 7

$$(PU \times UC) + TC + PB + FL + PBRC + EX + T + PAAF + TS$$

If a vessel trip is, or is deemed\* to be, 8 hours or less with a second pilot, then:

$$(PU \times UC) \times 1.8 + TC + TC + PB + FL + PBRC + EX + EX + T + PAAF + TS$$

*\* includes trips that are over 8 hours that could be achieved under normal sea speed in 8 hours or less*

If vessel goes over 8 hours with second pilot:

$$(PU \times UC) + TC + TC + PB + FL + PBRC + EX + EX + T + PAAF + TS$$

If vessel goes over 8 hours without a second pilot:

$$(PU \times UC) + TC + ETC + PB + FL + PBRC + EX + T + PAAF + TS$$

### **Compulsory Pilotage Areas — One-way trip for a vessel 226m or more**

where

- PU:** The pilotage unit (LOA x breadth x deepest draft)/100  
**UC:** The unit charge from B. Schedule of Charges section 2.C.6.2(a)  
**GT:** The gross tonnage of the ship  
**GTF:** Gross tonnage fee from B. Schedule of Charges section 2.C.6.2(b)  
**TC:** Time charge set out in schedule 3 item 1 column 2  
**ETC:** Excess time charge set out in schedule 3 item 2 column 2  
**PB:** A fee for the pilot boat set out in schedule 7 column 2  
**FL:** Fuel charge set out in schedule 8  
**PBRC:** Pilot Boat Replacement Charge set out in schedule 7 column 3  
**EX:** Pilot expense set out in schedule 6  
**T:** Technology Charge B. Schedule of Charges item o number 20  
**PAAF:** Pilotage Act Administration Fee  
**TS:** Temporary Additional Charge B. Schedule of Charges item d number 7

$$(PU \times UC) + (GT \times GTF) + TC + PB + FL + PBRC + EX + T + PAAF + TS$$

If a vessel trip is, or is deemed\* to be, 8 hours or less with a second pilot, then:

$$[(PU \times UC) + (GT \times GTF)] \times 1.8 + TC + TC + PB + FL + PBRC + EX + EX + T + PAAF + TS$$

*\* includes trips that are over 8 hours that could be achieved under normal sea speed in 8 hours or less*

If vessel goes over 8 hours with second pilot:

$$(PU \times UC) + (GT \times GTF) + TC + TC + PB + FL + PBRC + EX + EX + T + PAAF + TS$$

If vessel goes over 8 hours without a second pilot:

$$(PU \times UC) + (GT \times GTF) + TC + ETC + PB + FL + PBRC + EX + T + PAAF + TS$$

### **Compulsory Pilotage Areas — One-way trip for a dead ship**

The charge for a dead ship for a one-way trip in a compulsory pilotage area is calculated as follows:

where

- PU:** The pilotage unit (LOA x breadth x deepest draft)/100
- DS:** Another pilotage unit (PU + UC) set out in schedule 2 item 2 column 3
- UC:** The unit charge set out in schedule 2 item 1 column 3
- TC:** Time charge set out in schedule 3 item 1 column 2
- ETC:** Excess time charge set out in schedule 3 item 2 column 2
- PB:** A fee for the pilot boat set out in schedule 7 column 2
- FL:** Fuel charge set out in schedule 8
- PBRC:** Pilot Boat Replacement Charge set out in schedule 7 column 3
- EX:** Pilot expense set out in schedule 6
- T:** Technology Charge B. Schedule of Charges item o number 20
- PAAF:** Pilotage Act Administration Fee
- TS:** Temporary Additional Charge B. Schedule of Charges item d number 7

$$(PU \times UC) + DS + TC + PB + FL + PBRC + EX + T + PAAF + TS$$