Pacific Pilotage AUTHORITY

ANNOUNCEMENT OF REVISED SERVICE CHARGES

January 1, 2027

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 October 1, 2026. These revised charges will become **effective on January 1, 2027**, except where otherwise indicated. All other service charges provisions not amended by this Announcement remain in effect.

Pursuant to subsection 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 subsection 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 subsection 33.4(2) of the *Pilotage Act*, this Announcement provides the following summary of the written representations received under paragraph 33.3(2)(b) and the Authority's analysis of the issues and concerns brought to its attention, including how it considered those issues and concerns in its decision.

Representation	Consideration	Decision
We advised that it has no objections to the proposed 2027 service charge adjustments, other than its longstanding objection to the Pilotage Act Administration Fee. While acknowledging that the Authority does not propose to increase this fee for 2027, we remain concerned about the absence of a clear breakdown of the associated costs or a demonstrated benefit to industry, and about the potential duplication of administrative efforts and costs. We encouraged the Authority to continue working with Transport Canada to	The Authority acknowledges the support for the proposed 2027 service charge adjustments and the continuing concerns regarding the Pilotage Act Administration Fee. The fee recovers costs charged to the Authority by Transport Canada for administration of the Pilotage Act. The Authority continues to communicate industry's concerns to Transport Canada,	No change is required to the proposed 2027 service charges. The Pilotage Act Administration Fee will remain unchanged for 2027, and the Authority will continue to raise industry's concerns

Representation	Consideration	Decision
address these concerns and to reconsider passing the fee on to industry. We also expressed support for maintaining the other proposed adjustments in line with the 3% annual increase under the British Columbia Coast Pilots' five-year agreement.	including the need for greater clarity regarding the costs, roles, responsibilities and value associated with the fee, as well as concerns about potential duplication.	with Transport Canada.

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, 2027**. The revisions are required to fund contractual and inflationary increases in operating costs, support the Authority's capital program, and maintain financial self-sufficiency. The revised charges are expected to generate approximately $5.1 million in additional revenue in 2027, equivalent to an average increase of approximately $294 per assignment.

RATE REVISIONS

Description	Current Rates	Proposed Rate	% Change
Vessel up to 226m			
Pilotage unit fee	6.0979	6.2808	3.0%
Vessel greater than 226m			
Pilotage unit fee	5.3211	5.4807	3.0%
Gross tonnage fee	0.015537	0.016003	3.0%
Tethered tanker (in Area 1)			
Pilotage unit fee	9.6045	9.8926	3.0%
Tethered tanker (in Area 1) greater than 226m			
Pilotage unit fee	8.3811	8.6325	3.0%
Gross tonnage fee	0.02449	0.02522	3.0%
Tethered tanker (in Areas 2-5) with DWT greater than 39 999			
Pilotage unit fee	9.6045	9.8926	3.0%
Tethered tanker (in Areas 2-5) greater than 226m with DWT greater than 39 999			
Pilotage unit fee	8.3811	8.6325	3.0%
Gross tonnage fee	0.02449	0.02522	3.0%

Description	Current Rates	Proposed Rate	% Change
Tethered tanker (in Areas 2-5) with DWT greater than 39 999 and with three pilots			
Pilotage unit fee	15.8546	16.3302	3.0%
Tethered tanker (in Areas 2-5) greater than 226m with DWT greater than 39 999 and with three pilots			
Pilotage unit fee	13.8354	14.2505	3.0%
Gross tonnage fee	0.0404	0.04161	3.0%
Pilotage unit fee – dead ship	12.1958	12.5616	3.0%
Other charges			
Time charges	306.07	315.25	3.0%
Minimum charge	1,417.00	1,460.00	3.0%
Cancellation charge	1,224.00	1,261.00	3.0%
Out-of-region charges			
Per hour	306.07	315.25	3.0%
Embark/Disembark Anacortes, Bellingham, Cherry Point or Ferndale	2,735.00	2,817.00	3.0%
Embark/Disembark other out-of-region location	3,647.00	3,756.00	3.0%
Transportation charges			
Harbour or Port	222.00	229.00	3.0%
Fraser River	402.00	414.00	3.0%
Northern	2,478.00	2,552.00	3.0%
Prince Rupert	784.00	808.00	3.0%
Southern	733.00	755.00	3.0%
Area where pilot has begun travel and is cancelled	222.00	229.00	3.0%
Pine Island	6,132.00	6,132.00	0.0%
Pilot boat charges			
Brotchie Ledge	578.00	595.00	3.0%
Sand Heads	2,313.00	2,382.00	3.0%
Triple Island	3,001.00	3,091.00	3.0%
Northern LNG Carrier Boarding Station	4,099.00	4,222.00	3.0%
Cape Beale	9,044.00	9,315.00	3.0%
Pine Island	5,566.00	5,733.00	3.0%
Entrance to Nanaimo Harbour	1,165.00	1,200.00	3.0%
Prince Rupert Anchorages 8 – 9	808.00	832.00	3.0%
Prince Rupert Anchorages 10 - 31	1,370.00	1,411.00	3.0%

Description	Current Rates	Proposed Rate	% Change
Pilot Boat capital charge	126.00	126.00	0.0%
Helicopter charges			
Helicopter – Race Rocks	19,500.00	19,500.00	0.0%
Helicopter - Northern came in effect November 1, 2026	16,900.00	16,900.00	0.0%
Ad hoc helicopter usage (per hour)	4,896.00	5,043.00	3.0%
Other charges			
Delay charge	306.07	315.25	3.0%
Short order charges **(Applies per pilot)**			
Order initiated <10 hours & between 06:00 and 17:59	1,224.00	1,261.00	3.0%
Order initiated < 10 hours & between 18:00 and 05:59	2,449.00	2,522.00	3.0%
Restricted ship charge	2,301.00	2,370.00	3.0%
Remote port charge	7,381.00	7,602.00	3.0%
Technology charge	83.00	83.00	0.0%
Pilotage Act administration charge	58.00	58.00	0.0%
Waiver application fee			
1-5 vessels	1,981.00	2,040.00	3.0%
6-15 vessels	2,564.00	2,641.00	3.0%
Over 15 vessels	3,147.00	3,241.00	3.0%

Changes in these rates will be **effective January 1, 2027**.

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 <u>less than 226m</u>

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 x 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 x UC) x 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 x UC) + TC +TC +PB + FL + PBRC + EX +EX + T + PAAF + TS

If vessel goes over 8 hours without a second pilot:

(PU x 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 x UC) + (GT x 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 x UC) + (GT x GTF)] x 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 <u>over 8 hours</u> with <u>second</u> pilot:

(PU x UC) + (GT x GTF) + TC + TC + PB + FL + PBRC + EX + EX + T + PAAF + TS

If vessel goes <u>over 8 hours</u> <u>without</u> a second pilot:

(PU x UC) + (GT x 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 x UC) + DS +TC + PB + FL + PBRC + EX + T + PAAF + TS