

**PILOTAGE ACT  
PACIFIC PILOTAGE TARIFF REGULATIONS**

**Effective January 1, 2010**

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**REGULATIONS PRESCRIBING TARIFFS OF PILOTAGE  
CHARGES TO BE PAID TO THE PACIFIC PILOTAGE AUTHORITY  
FOR PILOTAGE IN THE COASTAL AND  
FRASER RIVER PILOTAGE AREAS  
Effective January 1, 2010**

**Short Title**

1. These Regulations may be cited as the Pacific Pilotage Tariff Regulations.

**Interpretation**

2. In these Regulations,

“Areas” means the compulsory pilotage areas described in Section 3 of the Pacific 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)

“hampered ship” means a ship that cannot be navigated in a normal fashion for reasons including but not limited to excessive list, excessive trim by the head or stern, damage, faulty steering, faulty engines, a lack of normal navigational aids or equipment, or faulty navigational aids or equipment; (*navire difficile à manoeuvrer*)

“harbour” means a place set out in Part 1 of Schedule I; (havre)

“harbor 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 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)

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“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; (untie 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: (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)

“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)

**Bridge Watch**

3. 1) A bridge watch begins:
  - a) when the pilot reports on the bridge of a ship and takes conduct thereof; or
- 2) A bridge watch ends:
  - a) when the pilot leaves the bridge to disembark at a pilot boarding station or when the pilot is relieved by another pilot;
  - b) when the ship has been secured at anchor and the pilot is released from the bridge; or
  - c) when the ship has tied up alongside a berth and no further pilotage services are required.

**Calculation of Time Charges**

4. Time charges for pilotage services are payable in respect of each pilot for each hour or part of an hour comprised in a period of pilotage service determined in accordance with Section 5.
5.
  - 1) For the purposes of calculating the charges referred to in Sections 4 and 7, a period of pilotage service:
    - a) begins at the earlier of
      - (i) the time for which the pilot is ordered, or
      - (ii) the time the pilot commences a bridge watch; and
    - b) ends when the pilot is able to disembark ship.
  - 2) Notwithstanding Subsection (1), where, for reasons unrelated to any act or omission of the owner, master or agent of the ship, a pilot is unable to board a ship and commence an assignment at the time for which he was ordered, the time charge shall commence at the time the pilot reports for the assignment.

**Pilotage Charges for an Assignment**

6.
  - 1) Except as otherwise provided by this section, for an assignment to a ship set out in column 1 of Schedule 2, in waters set out in column 2, the pilotage charge payable is the amount set out in column 3 multiplied by the pilotage unit.
  - 2) Subject to subsection (4), for an assignment to a ship that is 226 m or more in overall length, the pilotage charge payable is the sum of:
    - (a) \$3.0930 multiplied by the pilotage unit, and
    - (b) \$0.00904 multiplied by the gross tonnage of the ship.
  - 3) Subject to subsection (4), for an assignment to a tethered tanker ship with a deadweight tonnage (summer) that exceeds 39 999 metric tons, in any waters, the pilotage charge payable is \$5.139 multiplied by the pilotage unit.
  - 4) For an assignment to a tethered tanker ship that is 226 m or more in overall length with a deadweight tonnage (summer) that exceeds 39 999 metric tons, in any waters, the pilotage charge payable is the sum of:
    - (a) \$4.4849 multiplied by the pilotage unit, and
    - (b) \$0.01311 multiplied by the gross tonnage of the ship.

5) For an assignment that begins or ends on December 25, a charge of double the pilotage charge under this section is payable.

#### **Time Charges for Bridge Watches**

7. 1) In addition to the pilotage charge for an assignment, for a period of bridge watch set out in column 1 of Schedule 3, the time charge set out in column 2 is payable in respect of the time of each pilot whose services are used.
- 2) The time charge does not apply in respect of a ship that is being led, pushed or towed by another ship.
- 3) For an assignment that begins or ends on December 25, a charge of double the time charge under this section is payable.

#### **Minimum Charges**

8. Despite Sections 6 and 7, the total charges payable under those sections in respect of a ship shall not be less than \$823.82.

#### **Cancellation Charges**

9. If a request for a pilotage service is cancelled after a pilot has been assigned, for a period set out in column 1 of Schedule 4, the cancellation charge set out in column 2 is payable in addition to any other charges.

#### **Out-of-Region Charges**

10. 1) In respect of the circumstances set out in column 1 of Schedule 5, the charge set out in column 2 is payable for each hour or part of an hour during the period set out in column 3.
- 2) If a pilot embarks on or disembarks from a ship at Anacortes, Bellingham, Cherry Point or Ferndale, in the State of Washington, a charge of \$1,590 per pilot is payable in addition to any other charges.
- 3) If a pilot embarks on or disembarks from a ship at an out-of-Region location that is not listed in subsection (2), a charge of \$2,120 per pilot is payable in addition to any other charges.

#### **Transportation Charges**

11. Where a pilot incurs travel expenses that are directly associated with an assignment set out in column 1 of schedule 6, the transportation charge set out in column 2 is payable on a per-pilot basis.

### **Pilot Boat and Helicopter Charges**

12. On each occasion that a pilot boat or helicopter is used to embark or disembark a pilot at a location set out in column 1 of Schedule 7, the charges set out in columns 2 and 3 are payable.
13. For the purpose of creating a fund to enable the replacement of pilot boats for certain locations, on each occasion that a pilot boat is used to embark or disembark a pilot at a location set out in column 1 of Schedule 7, the charge set out in column 4 is payable.
  - 13.1 For the purpose of creating a fund to enable the purchase of portable pilotage units (PPUs) for certain locations, on each occasion that a pilot boat is used to embark or disembark a pilot at a location set out in column 1 of Schedule 7, the charge set out in column 5 is payable.
  - 13.2 On each occasion that a pilot boat is used to embark or disembark a pilot at a location set out in Schedule 8, the charge set out in the corresponding column for that location is payable. The reference price that is to be used to establish the price range set out in column 1 is the daily average wholesale (rack) price per litre for diesel in Vancouver, British Columbia, on the first business day of each month, as posted on the Natural Resources Canada Internet site:  
[http://www2.nrcan.gc.ca/eneene/sources/pripri/wholesale\\_bycity\\_e.cfm?PriceYear=2001&ProductID=13&LocationID=2](http://www2.nrcan.gc.ca/eneene/sources/pripri/wholesale_bycity_e.cfm?PriceYear=2001&ProductID=13&LocationID=2) .

### **Delay Charges**

14. If a pilot reports to a ship for an assignment and, for reasons unrelated to any act or omission of the owner, master or agent of the ship, does not commence the assignment at the time for which the pilot was ordered, a charge of double the time charge set out in item 1, column 2, of Schedule 3 is payable for each hour or part of an hour during the period that begins 30 minutes after the time that the pilot reports for the assignment and ends when the bridge watch begins.

### **Short Order Charges**

15. (1) On each occasion that a pilotage order is initiated during the period that begins at 06:00 and ends at 17:59 with less than 10 hours' notice for local assignments and less than 12 hours' notice for all other assignments, a charge of \$711.97 is payable in addition to any other charges.  
  
(2) On each occasion that a pilotage order is initiated during the period that begins at 18:00 and ends at 05:59 with less than 10 hours' notice for local assignments and less than 12 hours' notice for all other assignments, a charge of \$1,423.94 is payable in addition to any other charges.

**Hampered Ship Charges**

16. On each occasion that the master or agent of a ship who initiates a pilotage order fails to inform the Authority that the ship is a hampered ship that may require a bridge watch exceeding eight consecutive hours, a charge of \$1,337.71 is payable in addition to any other charges.

**Remote Port Charge**

17. On each occasion that a pilotage order is initiated for any place other than a pilot boarding station, a charge of \$4,620 per pilot is payable in addition to any other charges.

**Schedule I**  
(Section 2)

**Harbours and Ports**

**Part 1**  
**Harbours**

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Bamfield	Gibsons	Nanoose Bay	Snug Cove
Bull Harbour	Horseshoe Bay	Ocean Falls	Squamish
Chemainus	Hot Springs Cove	Pender Harbour	Ucuelet
Comox	Kitimat	Port Alberni	Vancouver
Crofton	Ladysmith	Powell River	Victoria
Esquimalt	Nanaimo (Including Harmac)	Prince Rupert (Porpoise Harbour excluded)	

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**Part 2**  
**Ports**

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Alert Bay	Forward Harbour (Winter Harbour)	Plumper Sound Anchorage	Sand Heads
Bamberton	Gold River	Porpoise Harbour	Stewart
Beaver Cover (Englewood)	Hardy Bay (Port Hardy)	Port Alice	Tasu
Britannia Beach	Harriet Harbour	Port McNeil	Texada Mines
Campbell River	Hatch Point	Port Mellon	Toquart
Coal Harbour	James Island	Port Simpson	Union Bay
Cowichan Bay	Klemtu	Port Tahsis	Woodfibre
Deltaport	Menzies Bay	Roberts Bank (West Shore Terminal)	Yreka
Duncan Bay	Namu	Rupert Inlet	Zeballos
Emilia Anchorage			

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**Schedule 2**  
(Sections 6)

**Pilotage Charges for an Assignment**

<b>Item</b>	<b>Column 1 Ship</b>	<b>Column 2 Water</b>	<b>Column 3 Amount (\$)</b>
1.	Any ship, other than a dead ship	Waters, other than the Fraser River	3.5444
2.	A dead ship	Waters, other than the Fraser River	7.0888
3.	Any ship	Fraser River	3.5444

**Schedule 3**  
(Sections 7 and 15)

**Time Charges for Bridge Watches**

<b>Item</b>	<b>Column 1 Period</b>	<b>Column 2 Time Charge (\$)</b>
1.	Per consecutive hour or part of an hour	177.91
2.	After 8 consecutive hours, an additional time charge, as follows:	
	a) for not more than 15 minutes	50 percent of the amount payable under item 1
	b) for more than 15 minutes, but not more than 30 minutes	100 percent of the amount payable under item 1
	c) for more than 30 minutes, but not more than 45 minutes	150 percent of the amount payable under item 1
	d) for more than 45 minutes, but not more than 60 minutes	200 percent of the amount payable under item 1
	e) for more than 60 minutes	300 percent of the amount payable under item 1

**Schedule 4**  
(Section 9)

**Cancellation Charges**

<b>Item</b>	<b>Column 1 Period</b>	<b>Column 2 Cancellation Charge (\$)</b>
1.	If a cancellation notice is received after the pilot is assigned	711.97
2.	Additionally, if the pilot has begun travel, for each hour or part of an hour from the time the pilot began travel until the time the pilot returns to the pilot's base or is reassigned	177.99

**Schedule 5**  
(Section 10(1))

**Out-of-Region Charges**

<b>Item</b>	<b>Column 1 Circumstances</b>	<b>Column 2 Out of Region Charge(\$) (per hour of part of an hour)</b>	<b>Column 3 Period</b>
1.	pilot embarks on a ship at a location outside the Region	177.99	From the time the pilot leaves the pilot's base until the pilot begins to pilot the ship
2.	pilot disembarks from a ship at a location outside the Region	177.99	From the time the pilot ceases to pilot the ship until the pilot returns to the pilot's base
3.	pilot remains on board a ship when it leaves the Region and is carried back into the Region on board the same ship to resume piloting it	177.99	From the time the pilot ceases to pilot the ship until the pilot resumes piloting the ship.

**Schedule 6**  
(Section 11)

**Transportation Charges**

<b>Column 1</b>		<b>Column 2</b>
<b>Item</b>	<b>Assignment</b>	<b>Transportation Charges (\$)</b>
1.	a Harbour or Port assignment in the Areas	150
2.	an assignment on the Fraser River	142
3.	A Northern assignment	1,488
4.	a Prince Rupert assignment	471
5.	a Southern assignment	471
6.	any Area where a pilot has begun travel and the assignment is cancelled	150
7.	a Pine Island assignment	4,705

**Schedule 7**  
(Sections 12, 13 and 13.1)

**Pilot Boat and Helicopter Charges**

<b>Column 1</b>	<b>Column 2</b>	<b>Column 3</b>	<b>Column 4</b>	<b>Column 5</b>	
<b>Item</b>	<b>Location</b>	<b>Charge (\$)</b>	<b>Additional Charge</b>	<b>Pilot Boat Replacement Charge (\$)</b>	<b>Portable Pilotage Unit (PPU) Charge (\$)</b>
1.	Brotchie Ledge	340	n/a	180	25
2.	Sand Heads	1,360	n/a	180	25
3.	Triple Island	1,990	n/a	180	25
4.	Cape Beale	5,315	n/a	n/a	n/a
5.	Pine Island	3,500	n/a	n/a	n/a
6.	the entrance to Nanaimo Harbour	685	n/a	n/a	n/a

**Schedule 8**  
(Section 13.2)

**Pilot Boat Fuel Charges**

	Column 1	Column 2	Column 3	Column 4
	Wholesale (rack) price for diesel in Vancouver, British Columbia (cents per litre)	Brotchie Ledge Charge (\$)	Sand Heads Charge (\$)	Triple Island Charge (\$)
Item				
1.	up to 50.00	70	141	481
2.	50.01 to 60.00	78	160	546
3.	60.01 to 70.00	87	179	611
4.	70.01 to 80.00	95	198	676
5.	80.01 to 90.00	104	217	741
6.	90.01 to 100.00	112	236	806
7.	100.01 to 110.00	121	255	871
8.	110.01 to 120.00	129	274	936
9.	120.01 to 130.00	138	293	1,001
10.	130.01 to 140.00	146	312	1,066
11.	140.01 to 150.00	155	331	1,131
12.	150.01 to 160.00	163	350	1,196
13.	160.01 to 170.00	172	369	1,261
14.	170.01 to 180.00	180	388	1,326
15.	180.01 to 190.00	189	407	1,391
16.	190.01 to 200.00	197	426	1,456
17.	200.01 to 210.00	206	445	1,521
18.	over 210.00	214	464	1,586