

**PILOTAGE ACT  
PACIFIC PILOTAGE TARIFF REGULATIONS**

**Effective April 1, 2020**

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- Short Title
  - Interpretation
  - Bridge Watch
  - Calculation of Time Charges
  - Pilotage Charges for an Assignment
  - Time Charges for Bridge Watches
  - Minimum Charges
  - Cancellation Charges
  - Out-of-Region Charges
  - Transportation Charges
  - Pilot Boat and Helicopter Charges
  - Delay Charges
  - Short Order Charges
  - Restricted Ship Charges
  - Remote Port Charges
  - Schedule 1
  - Schedule 2
  - Schedule 3
  - Schedule 4
  - Schedule 5
  - Schedule 6
  - Schedule 7
  - Schedule 8
- 
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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 April 1, 2020**

**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)

“restricted ship” means a ship that is unable to operate at full maneuvering 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 maneuvering revolutions per minute; (*navire à capacité limitée*)”

“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)

“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: (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
  - b) when the ship is ready to sail, the pilot reports on the bridge and orders are given to commence preparation for departure
- 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.
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.

**Calculation of Time Charges**

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) \$4.0822 multiplied by the pilotage unit, and
  - (b) \$0.01192 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 \$7.0176 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) \$6.1235 multiplied by the pilotage unit, and
  - (b) \$0.0179 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 \$1,087.33.

**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 \$2,097.95 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 \$2,797.63 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 charge set out in column 2 is payable.

To recover the cost of purchasing a pilot boat for Pine Island, the charge set out in column 3 of Schedule 7 is payable 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 that Schedule.

13. (1) 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. Subject to subsection (2), 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, for the 20<sup>th</sup> day of the preceding 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) .

(2) If a daily average wholesale (rack) price per litre for diesel in Vancouver, British Columbia, is not posted on the internet site for the 20<sup>th</sup> day of the preceding month, the reference price that is to be used is the daily average (rack) price per litre for diesel in Vancouver, British Columbia, for the last day before the 20<sup>th</sup> day of the preceding month that is posted on that site.

#### **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 for the period that begins the later of the time for which the pilot was ordered or report time and ends when the ship sails. No delay charge is calculated where the delay period is less than 40 minutes.

#### **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 \$939.30 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 \$1,878.59 is payable in addition to any other charges.

#### **Restricted Ship Charges**

16. A charge of \$1,765.60 is payable in addition to any other charges on each occasion that
- (a) the master or agent of a ship who initiates a pilotage order fails to inform the Authority that the ship is a restricted ship; and
  - (b) the bridge watch exceeds eight consecutive hours.

#### **Remote Port Charges**

17. On each occasion that a pilotage order is initiated for any place other than a pilot boarding station, a charge of \$5,662.76 per pilot is payable in addition to any other charges.
18. For each assignment to a ship set out in column 1 of Schedule 2, in waters set out in column 2, a technology charge of \$50 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 Cove (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 (Westshore 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	4.6781
2.	A dead ship	Waters, other than the Fraser River	9.3563
3.	Any ship	Fraser River	4.6781

**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	234.82
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	939.30
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	234.82

**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	234.82	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	234.82	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	234.82	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	179.98
2.	an assignment on the Fraser River	173.24
3.	A Northern assignment	1,785.21
4.	a Prince Rupert assignment	564.71
5.	a Southern assignment	564.71
6.	any Area where a pilot has begun travel and the assignment is cancelled	179.98
7.	a Pine Island assignment	5,643.64

**Schedule 7**  
(Section 12)

**Pilot Boat and Helicopter Charges**

<b>Column 1</b>		<b>Column 2</b>	<b>Column 3</b>
<b>Item</b>	<b>Location</b>	<b>Charge (\$)</b>	<b>Pilot Boat Charge (\$)</b>
1.	Brotchie Ledge	455.02	100
2.	Sand Heads	1,821.26	100
3.	Triple Island	2,362.84	100
4.	Cape Beale	7,121.27	100
5.	Pine Island	4,382.64	100
6.	the entrance to Nanaimo Harbour	917.06	100
7.	Prince Rupert Anchorages 8 and 9	636.33	100
8.	Prince Rupert Anchorages 10 to 31	1,078.48	100

**Schedule 8**  
(Subsection 13.2(1))

**Pilot Boat Fuel Charges**

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	Column 1	Column 2	Column 3	Column 4	Column 5
	Wholesale (rack) price for Diesel in Vancouver, British Columbia (cents per litre)	Brotchie Ledge Charge (\$)	Sand Heads Charge (\$)	Triple Island Charge (\$)	Pine Island Charge (\$)
1	up to 50.00	72	145	495	248
2	50.01 to 60.00	80	165	562	281
3	60.01 to 70.00	90	184	629	315
4	70.01 to 80.00	98	204	696	348
5	80.01 to 90.00	107	223	762	381
6	90.01 to 100.00	115	243	829	415
7	100.01 to 110.00	125	262	896	448
8	110.01 to 120.00	133	282	963	482
9	120.01 to 130.00	142	301	1,030	515
10	130.01 to 140.00	150	321	1,097	549
11	140.01 to 150.00	159	341	1,164	582
12	150.01 to 160.00	168	360	1,231	616
13	160.01 to 170.00	177	380	1,298	649
14	170.01 to 180.00	185	399	1,364	682
15	180.01 to 190.00	194	419	1,431	716
16	190.01 to 200.00	203	438	1,498	749
17	200.01 to 210.00	212	458	1,565	783
18	over 210.00	220	477	1,632	816