



ANNOUNCEMENT OF REVISED SERVICE CHARGES

January 30, 2026

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 December 29, 2025. These revised charges will become **effective on April 1, 2026**, 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
<p>We appreciate the clear methodology linking traffic forecasts, costs, capital needs, and reserves to rate impacts. The proposed fee increases reflect underlying cost pressures, including adjustments to BC Coast Pilots' new contract of services and the Fraser River transportation charges. We also support the transition to air-charter services for northern assignments to improve reliability and efficiency, with identified operational efficiencies appropriately passed on as fee reductions. The Authority's decision to temporarily absorb higher Transport Canada administrative costs demonstrates responsiveness to stakeholders, and the estimated \$3.9 million overall increase (approximately \$255 per assignment) provides helpful context.</p>	<p>We appreciate the supportive feedback on the transparency and methodology applied in determining the proposed service charges.</p>	<p>No change required to proposed service charges.</p>
<p>We would appreciate further clarification regarding the costs associated with the waiver program administered by the Authority. In particular, we would welcome additional information on whether the PPA fully recovers the costs incurred under this program and, if applicable, the methodology used for cost recovery. Greater transparency on these elements would help stakeholders better understand the program's financial framework.</p> <p>We would encourage consideration of whether such costs should be reflected separately rather than embedded in general rates, in order to maintain clarity and specifically to ensure that international ships are not unfairly subsidizing another class of user.</p>	<p>The costs of administering the waiver program include a part-time clerk dedicated to waivers, and the time of our Operations Coordinator and management staff reviewing and approving applications. We have also recently invested in an on-line portal to assist applicants in the annual renewal process. These costs are fully recovered through service charges specifically for waiver applicants and described in the PPA's Customer Guide. Hence, the cost of waiver administration is borne fully by the applicants and there is no subsidy provided from pilotage charges to vessels subject to compulsory pilotage.</p>	<p>Existing waiver charges will continue to be used to fully recover the costs of administering the waiver program.</p>
<p>We reiterate our objection to including a Pilotage Act Administration Fee in pilotage tariffs. Recovering potential administrative costs through rates is neither fair nor transparent, is based on uncertain future obligations, and falls outside core pilotage services. Including these costs further shifts unrelated expenses onto international vessel traffic. Pilotage Act administration costs should be excluded from the proposed rate structure entirely.</p>	<p>The Authority continues to convey industry's concerns with the cost of the Pilotage Act Administration Fee to Transport Canada. We have recommended that roles, responsibilities, and value provided, be articulated pursuant to the modernized <i>Pilotage Act</i>. We have also communicated our concerns with respect to the recent significant cost increases.</p>	<p>We need to continue to recover the administration cost passed on to us by Transport Canada, but, as proposed, we will spread cost increases over two years.</p>

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 April 1, 2026**. These rate increases, which are expected to generate incremental revenues of \$3.9 million for the Authority in 2026, 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
Vessel up to 226m				
Pilotage unit fee		5.9203	6.0979	3.0%
Vessel greater than 226m				
Pilotage unit fee		5.1661	5.3211	3.0%
Gross tonnage fee		0.015084	0.015537	3.0%
Tethered tanker (in Area 1)				
Pilotage unit fee		9.3248	9.6045	3.0%
Tethered tanker (in Area 1) greater than 226m				
Pilotage unit fee		8.1370	8.3811	3.0%
Gross tonnage fee		0.02378	0.02449	3.0%
Tethered tanker (in Areas 2-5) with DWT greater than 39 999				
Pilotage unit fee		9.3248	9.6045	3.0%
Tethered tanker (in Areas 2-5) greater than 226m with DWT greater than 39 999				
Pilotage unit fee		8.1370	8.3811	3.0%
Gross tonnage fee		0.02378	0.02449	3.0%
Tethered tanker (in Areas 2-5) with DWT greater than 39 999 and with three pilots onboard				
Pilotage unit fee		15.3928	15.8546	3.0%
Tethered tanker (in Areas 2-5) greater than 226m with DWT greater than 39 999 and with three pilots onboard				
Pilotage unit fee		13.4324	13.8354	3.0%
Gross tonnage fee		0.03922	0.04040	3.0%
Pilotage unit fee – dead ship		11.8407	12.1958	3.0%
Other charges				
Time charges		297.16	306.07	3.0%
Minimum charge		1,376.03	1,417.00	3.0%
Cancellation charge		1,188.67	1,224.00	3.0%
Out-of-region charges				
Per hour		297.16	306.07	3.0%

Description		Current Rate	New Rate	% Change vs. Current Rate
Embark/Disembark Anacortes, Bellingham, Cherry Point or Ferndale		2,654.99	2,735.00	3.0%
Embark/Disembark other out-of-region location		3,540.44	3,647.00	3.0%
Transportation charges				
Harbour or Port		217.27	222.00	2.0%
Fraser River		287.06	402.00	40.0%
Northern		2,155.12	2,478.00	15.0%
Prince Rupert		681.74	784.00	15.0%
Southern		718.50	733.00	2.0%
Area where pilot has begun travel and is cancelled		217.27	222.00	2.0%
Pine Island		6,813.05	6,132.00	(10.0)%
Pilot boat charges				
Brotchie Ledge		563.81	578.00	2.5%
Sand Heads		2,256.69	2,313.00	2.5%
Triple Island		2,927.75	3,001.00	2.5%
Northern LNG Carrier Boarding Station		4,099.00	4,099.00	-
Cape Beale		8,823.83	9,044.00	2.5%
Pine Island		5,430.45	5,566.00	2.5%
Entrance to Nanaimo Harbour		1,136.32	1,165.00	2.5%
Prince Rupert Anchorages 8 – 9		788.48	808.00	2.5%
Prince Rupert Anchorages 10 - 31		1,336.32	1,370.00	2.5%
Pilot Boat capital charge		123.31	126.00	2.0%
Helicopter charges				
Helicopter – Race Rocks		21,000.00	19,500.00	(7.1)%
Ad hoc helicopter usage (per hour)		4,800.00	4,896.00	2.0%
Other charges				
Delay charge		297.16	306.07	3.0%
Short order charges				
• Order initiated less than 10 hours and between 06:00 and 17:59		1,188.67	1,224.00	3.0%
• Order initiated less than 10 hours and between 18:00 and 05:59		2,377.33	2,449.00	3.0%
Restricted ship charge		2,234.39	2,301.00	3.0%
Remote port charge		7,166.31	7,381.00	3.0%
Technology charge		60.36	83.00	37.5%
Pilotage Act administration charge		52.00	58.00	11.5%

Changes in these rates will be **effective April 1, 2026**.

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; (*affection*)

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; (*affection 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; (*affection 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; (*affection 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. (*affection 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

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

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

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

** 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:

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

If vessel goes over 8 hours without a second pilot:

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

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

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