

Pacific Pilotage Authority



CUSTOMER GUIDE TO CHARGES FOR PILOTAGE AND OTHER SERVICES

Updated April 1, 2026



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A. Foreword

1. Background

The Pacific Pilotage Authority (the “**Authority**”) is a Government of Canada non-agent Crown corporation established in 1972 pursuant to the *Pilotage Act*. The objective of the Authority is to establish, operate, maintain and administer in the interests of safety of navigation, an efficient pilotage service within the Authority’s regional jurisdiction. The Authority is tasked with achieving this objective while respecting the following principles:

- a. that pilotage services be provided in a manner that promotes and contributes to the safety of navigation, including the safety of the public and marine personnel, and that protects human health, property and the environment;
- b. that pilotage services be provided in an efficient and cost-effective manner;
- c. that risk management tools be used effectively and that evolving technologies be taken into consideration; and
- d. that an Authority’s pilotage charges be set at levels that allow the Authority to be financially self-sufficient.

The system of governance at the Authority is intended to make the Authority financially self-sufficient. The Authority is governed by a seven-member Board of Directors (the “**Board**”). The Governor in Council appoints the Chairperson of the Authority and the Minister of Transport appoints the other members of the Board for terms not exceeding four years.

The fundamental elements governing the mandate conferred on the Authority by the *Pilotage Act* include the exclusive right to provide pilotage services to ships in an area of water in which ships are subject to compulsory pilotage. This includes the exclusive ability to set and collect charges for pilotage services provided or made available by the Authority or a contractor acting for the Authority, and the obligation by the Authority to provide these services.

The purpose of this Guide is to provide information on the calculation of the charges applicable to the various ports, categories of vessels, and activities while also explaining the administrative procedures relating to the charges. These charges apply in respect of pilotage services in compulsory pilotage areas and non-compulsory pilotage areas. This Guide is available on the Pacific Pilotage Authority’s website at <https://www.ppa.gc.ca/>.

The charges described in this Guide are effective April 1, 2026.

2. Charging Principles

When establishing a new charge for pilotage services or revising an existing charge, the Authority must follow the charging principles set out in section 33.2 of the *Pilotage Act*. These principles prescribe that, among other requirements, charges must not be set at levels that, based on reasonable and prudent projections, would generate revenues exceeding the Authority's current and future financial obligations related to the provision of compulsory pilotage services. Pursuant to the charging principles, the Board approves the amount and timing of changes to customer service charges. The Board also approves the Authority's annual budget where the amounts to be recovered through customer service charges for the ensuing year are determined.

As noted, the Authority plans its operations to result in an annual financial position in which revenues do not exceed current and future financial requirements related to the provision of compulsory pilotage services. Financial requirements include:

- a. operations and maintenance costs;
- b. management and administration costs;
- c. debt servicing requirements and financial requirements arising out of contractual agreements relating to the borrowing of money;
- d. capital costs and depreciation costs on capital assets;
- e. financial requirements necessary for the Authority to maintain an appropriate credit rating;
- f. tax liabilities;
- g. payments to the Minister for the purpose of defraying the costs of the administration of this Act, including the development of regulations, and the enforcement of the *Pilotage Act*;
- h. reasonable reserves for future expenditures and contingencies; and
- i. other costs determined in accordance with accounting principles recommended by the Chartered Professional Accountants of Canada or its successor or assign.

The financial statements and Management's Discussion and Analysis, issued quarterly and annually, provide extensive information on the revenues and expenses of the Authority. These documents are also available at <https://www.ppa.gc.ca/>.

B. Schedule of Charges

1. Introduction

The Authority obtains its revenues in the form of charges levied on vessel operators for the provision of pilotage services.

The charging system is based on:

- The size, or type, of vessel requiring pilotage;
- The number of hours under pilotage; and
- Additional services or costs incurred for the transit.

The charges applicable to each area, and ancillary charges that may apply, are described in the following sections and schedules.

2. Summary of Charges

a. Bridge Watch

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 the 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.

b. Calculation of Time Charges

3. 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 2.b.4.
4. For the purposes of calculating the charges referred to in sections 2.b.3 and 2.d.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.

5. Notwithstanding section 2.b.4, 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 it was ordered, the time charge shall commence at the time the pilot reports for the assignment.

c. **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) For an assignment with a second pilot, which is completed, or could be completed under normal sea speed, in eight hours or less, the pilotage charge payable is the amount payable under subsection (1) multiplied by 1.8

(3) Subject to subsection (6), for an assignment to a ship that is 226 m or more in overall length, the pilotage charge payable is the sum of

- (a) \$5.3211 multiplied by the pilotage unit; and
- (b) \$0.015537 multiplied by the gross tonnage of the ship.

(4) For an assignment under subsection (3) above, which also has a second pilot, and which is completed, or could be completed under normal sea speed, in eight hours or less, the pilotage charge payable is the amount payable under subsection (3) multiplied by 1.8

(5) Subject to subsection (6), for an assignment in Area 1 to a tethered tanker ship, in any waters, the pilotage charge payable is \$9.6045 multiplied by the pilotage unit.

(6) For an assignment in Area 1 to a tethered tanker ship that is 226 m or more in overall length, in any waters, the pilotage charge payable is the sum of

- (a) \$8.3811 multiplied by the pilotage unit; and
- (b) \$0.02449 multiplied by the gross tonnage of the ship.

(7) Subject to subsections (8) and (9), for an assignment in Areas 2-5 to a tethered tanker ship with a deadweight tonnage (summer) that exceeds 39 999 metric tons, in any waters, the pilotage charge payable is \$9.6045 multiplied by the pilotage unit.

(8) For an assignment in Areas 2-5 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) \$8.3811 multiplied by the pilotage unit; and
- (b) \$0.02449 multiplied by the gross tonnage of the ship.

(9) Subject to subsection (10), for an assignment in Areas 2-5 to a tethered tanker ship with a deadweight tonnage (summer) that exceeds 39 999 metric tons and with

three pilots, in any waters, the pilotage charge payable is \$15.8546 multiplied by the pilotage unit.

(10) For an assignment in Areas 2-5 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 and with three pilots, in any waters, the pilotage charge payable is the sum of

- (a) \$13.8354 multiplied by the pilotage unit; and
- (b) \$0.04040 multiplied by the gross tonnage of the ship.

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

d. **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.

e. **Minimum Charges**

8. Notwithstanding sections 2.c.6 and 2.d.7, the total charges payable under those sections in respect of a ship shall be not less than \$1,417.

f. **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.

g. **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 \$2,735 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 \$3,647 per pilot is payable in addition to any other charges.

(4) Notwithstanding subsection (1), for out-of-Region assignments that begin in out-of-Region waters, a period of pilotage services begins at the time the pilot commences a bridge watch, and ends when the pilot is able to disembark the ship.

h. Transportation Charges

11. The transportation charge set out in column 2 of Schedule 6 is payable in respect of each pilot who incurs travel expenses that are directly associated with an assignment set out in column 1.

12. Assignments that require a Pine Island charter flight will incur a Pine Island charter fee of \$6,132.

When two pilots require a Pine Island charter flight and both pilots use the same chartered flight, the Pine Island charter fee is payable on a per-assignment basis. Otherwise, the Pine Island charter fee is payable on a per pilot basis.

A Northern assignment which incurs a Pine Island charter fee will be charged a Southern assignment transportation charge as set out in column 2 of Schedule 6.

i. Pilot Boat and Helicopter Charges

13. 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 2 is payable.

14. On each occasion that a helicopter is used, or is intended to be used, to embark or disembark a pilot at or near Race Rocks, the charge set out in column 2 (corresponding to Race Rocks) of Schedule 7 is payable. This charge will also apply for the provision of a pilot launch, if used as an alternate or backup service to the helicopter due to weather or any other reason.

15. To recover the cost of purchasing pilot boat(s), the charge set out in column 3 of Schedule 7 is payable on each occasion that a pilot boat is used to embark or disembark a pilot at a location set out in column 1 of that Schedule.

16. (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 20th day of the preceding month, as posted on the following Department of Natural Resources

website: [http://www2.nrcan.gc.ca/eneene/sources/pripri/wholesale_bycity_e.cfm?P
riceYear=2001&ProductID=13&LocationID=2](http://www2.nrcan.gc.ca/eneene/sources/pripri/wholesale_bycity_e.cfm?P
riceYear=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 website for the 20th 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 20th day of the preceding month that is posted on that website.

j. Delay Charges

17. 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 at the later of the time for which the pilot was ordered and the time the pilot reports and ends when the ship sails. No delay charge is payable if the delay period is less than 40 minutes.

k. Short Order Charges

18. (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 \$1,224 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 \$2,449 is payable in addition to any other charges.

l. Restricted Ship Charges

19. A charge of \$2,301 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.

m. Remote Port Charges

20. On each occasion that a pilotage order is initiated for any place other than a pilot boarding station, a charge of \$7,381 per pilot is payable in addition to any other charges.

This charge is levied in order to compensate the Authority for the costs of chartering transportation. Where a pilot is held without the need to charter transportation, this

charge will not apply. When two pilots are required for an assignment and they use the same charter, the transportation charge is payable on a per-assignment basis.

n. Technology Charge

21. 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 \$83 is payable in addition to any other charges.

o. Pilotage Act Administration Charge

22. For each assignment to a ship set out in column 1 of Schedule 2, in waters set out in column 2, a pilotage administration charge of \$58 is payable in addition to any other charges.

p. Administrative fees for the issuance of waivers

23. For US commercial operations, issued annually:

	Applications received by the Authority:		
	Before Feb 13, 2026	Feb 13 - 27, 2026	After Feb 27, 2026
1 - 5 vessels	\$1,556	\$1,683	\$1,923
6 -15 vessels	\$2,081	\$2,249	\$2,489
Over 15 vessels	\$2,606	\$2,815	\$3,055

24. For Canadian commercial operations, issued annually:

	Applications received by the Authority:		
	Before April 16, 2026	April 16 - 30, 2026	After April 30, 2026
1 - 5 vessels	\$1,556	\$1,683	\$1,923
6 -15 vessels	\$2,081	\$2,249	\$2,489
Over 15 vessels	\$2,606	\$2,815	\$3,055

25. Short-term waivers for pleasure craft and commercial vessels

- On application \$1,683
- Amendments to an existing waiver \$173

q. Other Charges

26. The Authority may, by resolution, establish or revise charges to be paid to the Authority for services that the Authority provides or makes available — other than services related to compulsory pilotage — including advisory services and simulator usage by third parties. These charges will vary, depending on the scope and related costs of the service, and will be agreed to between the parties prior to services being provided.

C. Billing Information

1. Pilotage Charges

The Authority issues invoices when each movement is complete, and all supporting documentation has been received.

2. Invoice

For pilotage charges, invoices are issued individually for each movement with a detailed source report that pertains to that assignment. The invoices are normally sent out by email or by regular mail.

D. Terms and Conditions

1. Payment

Amounts are billed in Canadian dollars. Payments should also be made in Canadian dollars. If payments are made in another currency, amounts will be converted at the exchange rate for buying Canadian dollars on the day the remittance is deposited by the Authority.

Remittances may be made by cheque, money order, wire transfer, online bank transfer (from Canadian bank accounts only) or by credit card (VISA or MasterCard – administrative charges to cover credit card transaction costs may apply).

Cheques and money orders must be sent by mail. The Authority is unable to accept credit card information via email or voicemail. Please contact Accounts Receivable at 604-666-6771 between 8:30 a.m. and 3:30 p.m. Pacific time.

Payment is credited to the customer account on the date of receipt by the Authority.

All charges are due within 15 days of the date of the invoice ("**the due date**"). Balances paid after the 15 days will normally be charged interest, as provided for in subsection D.3.

To ensure payments are applied correctly, customers are requested to provide clear remittance advice by listing the invoice number and/or job number.

2. Credit Card Privacy Policy

The Authority will safeguard the confidentiality and security of the information we obtain from you. The following describes our privacy policy as it relates to the collection, protection and disclosure of such information resulting from credit card transactions only.

Collection of information: The Authority will collect and use information obtained from credit card transactions only for business purposes. These business purposes include the payment for pilotage and other charges.

Protecting your credit card information: The credit card information provided by you to the Authority will be stored in a confidential manner. Our employees may access such information only when there is an appropriate business reason to do so, such as to process a pre-authorized payment or when a refund must be issued back to the credit card. We maintain physical, electronic and procedural safeguards to protect your information, and our employees are required to follow these privacy standards.

Disclosure of your information: The Authority does not disclose any non-public information (such as credit card number and their expiration dates) about our customers or former customers to anyone, except as required by law. We do not disclose information about you to other entities who may want to sell their products to you.

3. Interest Charges and Administrative Charges

When payment in full is not received by the 15th day following the due date, the Authority shall charge interest on the amount outstanding and such interest shall be calculated commencing on the first day after the due date and continuing until all outstanding amounts are paid in full.

Interest charged is simple interest calculated monthly.

Interest shall be calculated at an annual rate of 18 per cent (or 1.5 % monthly).

NSF cheques or stop payments will be debited to the customer account along with a \$25 administrative charge and any applicable interest charges.

Administrative Charges (if applicable) for credit card payments will be added to the charge against the customer's credit card. For all transactions where a customer opts to pay for pilotage services via credit card, a 2.5% additional charge will be added to offset banking fees.

Interest and administrative charges are required to be paid immediately upon receipt of invoice or statement for same.

4. Person Liable for the Charges

Pursuant to section 42 of the Pilotage Act, the owner, master and agent of a ship are jointly and severally liable to pay any pilotage charges. Where a vessel agent has significant and/or long overdue charges, the Authority may contact the master and/or owner of the vessel and advise of the overdue account status and of their joint and several liability and seek payment from them accordingly.

5. Credit Security

A customer shall be required to pay for the provision or availability of pilotage or other services in advance or provide satisfactory credit security for such payment on the basis of an estimate of charges to be incurred, in any of the following circumstances:

- A customer fails to make a payment or any part of a payment in accordance with the Authority's payment terms and conditions on three occasions or more;
- If a customer is under creditor protection (e.g., Companies' Creditors Arrangement Act (CCAA) in Canada or Chapter 11 in the United States) or any other form of financial restructuring in accordance with applicable insolvency legislation or the customer has publicly announced that it may file for creditor protection or bankruptcy; or
- The customer has not provided the Authority, upon request, with financial information such as credit ratings, credit reports, analyst reports, current audited or unaudited financial statements, etc. which the Authority deems sufficient to enable it to assess and conclude that the creditworthiness of the customer is satisfactory.
- A customer has not been invoiced previously by the Authority for services.

6. Change of Address

The Authority should be advised in writing, no later than 5 days prior to month's end, of a change of address.

7. Withholding of Service

Where an agent or vessel operator has significant and/or overdue charges owed to the Authority or where the Authority, acting reasonably and in good faith, is of the opinion that pilotage charges will not be paid when due, or where an agent or operator fails to comply with any of the provisions of subsection D.5, the Authority shall have the right to terminate or reduce (withhold) its services, except in an emergency situation, until such time as applicable charges have been paid or until such time as credit security arrangements have been made by the operator in a form and substance satisfactory to the Authority.

8. Limitation of Liability

In no event shall the Authority, or any of its officers, directors, employees or affiliates, be liable to its customer or any of its officers, directors, employees or affiliates, or to any third party for any loss of profit or revenue, loss of data, loss of income, failure to realize expected savings, or for any other indirect, consequential, special, incidental, punitive or other similar damages, whether incurred or suffered as a result of unavailability of services, delay in delivery of services, performance, non-performance, suspension, termination, negligence, breach (including fundamental breach or otherwise), or other action or inaction by the Authority, or for any other reason, theory of law or equity, even if the customer has advised the Authority of the possibility of such loss or damage or the Authority had knowledge of, or reasonably could have foreseen the possibility of such loss or damage.

E. Special Applications

1. Claims and Credit Notes

If you believe that your invoice contains data or charges that are inaccurate, contact Accounts Receivable. For all such requests, the invoice number must be quoted. Each claim is investigated by the Authority with the objective of resolving disputes and settling claims in a timely manner. Where a claim is rejected, a confirmation is provided giving the reasons for the rejection. **A claim must be filed within 60 days from the date of the invoice.**

If payment of a disputed amount is withheld by the agent or operator, and after investigation by the Authority that outstanding amount is deemed to have been payable, interest will accrue from the due date. The Authority reserves the right to make billing adjustments if exemptions/credits have been improperly claimed.

F. Customer Service and Account Inquiries

The Authority has a dedicated person in Accounts Receivable to handle your enquiries. Any questions should be directed to Accounts Receivable. You can also forward the inquiry by mail or e-mail with a brief explanation of the issue. The contact numbers and e-mail address are as follows:

- Telephone: 604-666-6771
- E-mail: AccountsReceivable@ppa.gc.ca

Regular hours of operation are Monday to Friday 8:00 a.m. to 4:30 p.m. Pacific time.

As a service for our customers, our Customer Portal Website includes a pro-forma calculator which allows you to calculate the pilotage charges for selected ports.

The link to the invoice calculator is: <https://ppaportal.portlink.co/invoice-calculator>

Schedules

Schedule 1. Harbours and Ports

PART 1 Harbours

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

PART 2 Ports

- Alert Bay
- Bamberton
- Beaver Cove (Englewood)
- Britannia Beach
- Campbell River
- Coal Harbour
- Cowichan Bay
- Deltaport
- Duncan Bay
- Emilia Anchorage
- Forward Harbour (Winter Harbour)
- Gold River
- Hardy Bay (Port Hardy)
- Harriet Harbour
- Hatch Point

- James Island
- Klemtu
- Menzies Bay
- Namu
- Plumper Sound Anchorage
- Porpoise Harbour
- Port Alice
- Port McNeil
- Port Mellon
- Port Simpson
- Port Tahsis
- Roberts Bank (Westshore Terminal)
- Rupert Inlet
- Sand Heads
- Stewart
- Tasu
- Texada Mines
- Toquart
- Union Bay
- Woodfibre
- Yreka
- Zeballos

Schedule 2. Pilotage Charges for an Assignment

	Column 1	Column 2	Column 3
Item	Ship	Waters	Amount (\$)
1	any ship, other than a dead ship	waters, other than the Fraser River	6.0979
2	a dead ship	waters, other than the Fraser River	12.1958
3	any ship	Fraser River	6.0979

Schedule 3. Time Charges for Bridge Watches

	Column 1	Column 2
Item	Period	Time Charge (\$)
1	per consecutive hour or part of an hour	306.07

Column 1		Column 2
Item	Period	Time Charge (\$)
2	after 8 consecutive hours, an additional time charge, as follows:	
	(a) for not more than 15 minutes	50 per cent of the amount payable under item 1
	(b) for more than 15 minutes, but not more than 30 minutes	100 per cent of the amount payable under item 1
	(c) for more than 30 minutes but not more than 45 minutes	150 per cent of the amount payable under item 1
	(d) for more than 45 minutes but not more than 60 minutes	200 per cent of the amount payable under item 1
	(e) for more than 60 minutes	300 per cent of the amount payable under item 1

Schedule 4. Cancellation Charges

Column 1		Column 2
Item	Period	Cancellation Charge (\$)
1	if a cancellation notice is received after the pilot is assigned	1,224.00
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	306.07

Schedule 5. Out-of-Region Charges

Column 1		Column 2	Column 3
Item	Circumstances	Charge (\$) (per hour or part of an hour)	Period
1	pilot embarks on a ship at a location outside the Region	306.07	from the time the pilot leaves the pilot's base until the time the pilot begins to pilot the ship
2	pilot disembarks from a ship at a location outside the Region	306.07	from the time the pilot ceases to pilot the ship until the time 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	306.07	from the time the pilot ceases to pilot the ship until the time the pilot resumes piloting the ship

Schedule 6. Transportation Charges

Column 1		Column 2
Item	Assignment	Transportation Charges (\$)
1	a harbour or port assignment in the Areas	222
2	an assignment on the Fraser River	402
3	a northern assignment	2,478
4	a Prince Rupert assignment	784
5	a southern assignment	733
6	any Area when a pilot has begun travel and the assignment is cancelled	222

Schedule 7. Pilot Boat and Helicopter Charges

	Column 1	Column 2	Column 3
Item	Location	Charge (\$)	Pilot Boat Capital Charge (\$)
Pilot Boat			
1	Brotchie Ledge	578	126
2	Sand Heads	2,313	126
3	Triple Island	3,001	126
4	Northern LNG Carrier Boarding Station	4,099	126
5	Cape Beale	9,044	126
6	Pine Island	5,566	126
7	The entrance to Nanaimo Harbour	1,165	126
8	Prince Rupert Anchorages 8 and 9	808	126
9	Prince Rupert Anchorages 10 to 31	1,370	126
Helicopter			
10	Race Rocks	19,500.00	-
11	Ad hoc usage (per hour)	4,896.00	-

Schedule 8. Pilot Boat Fuel Charges

	Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Item	Wholesale (rack) price for diesel in Vancouver, British Columbia (cents per litre)	Brotchie Ledge Charge (\$)	Sand Heads Charge (\$)	Triple Island Charge (\$)	Pine Island Charge (\$)	Northern LNG Carrier Boarding Station (\$)
1	up to 50.00	74	149	507	296	710
2	50.01 to 60.00	82	169	576	328	806
3	60.01 to 70.00	92	189	645	368	903

	Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Item	Wholesale (rack) price for diesel in Vancouver, British Columbia (cents per litre)	Brotchie Ledge Charge (\$)	Sand Heads Charge (\$)	Triple Island Charge (\$)	Pine Island Charge (\$)	Northern LNG Carrier Boarding Station (\$)
4	70.01 to 80.00	100	209	713	400	998
5	80.01 to 90.00	110	229	781	440	1,093
6	90.01 to 100.00	118	249	850	472	1,190
7	100.01 to 110.00	128	269	918	512	1,285
8	110.01 to 120.00	136	289	987	544	1,382
9	120.01 to 130.00	146	309	1,056	584	1,478
10	130.01 to 140.00	154	329	1,124	616	1,574
11	140.01 to 150.00	163	350	1,193	652	1,670
12	150.01 to 160.00	172	370	1,266	689	1,772
13	160.01 to 170.00	183	394	1,348	733	1,887
14	170.01 to 180.00	194	418	1,429	778	2,001
15	180.01 to 190.00	206	442	1,511	822	2,115
16	190.01 to 200.00	217	466	1,593	867	2,230
17	200.01 to 210.00	228	490	1,674	911	2,344
18	210.01 to 220.00	239	514	1,756	956	2,458
19	220.01 to 230.00	250	538	1,838	1,000	2,573

Appendices

Appendix A - 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; (*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; (*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*)

Appendix B

Calculations

Compulsory Pilotage Areas — One-Way Trips 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

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