

LAURENTIAN PILOTAGE AUTHORITY

PILOTAGE TARIFF

+ 2.25 % effective on 2009-01-01

| Section | | BASIC | PILOTAGE UNITS | TIME FACTOR | Minimum | Maximum |
|---------|---|---|---|----------------|-------------|-----------|
| 1 | Trip District No. 1 | | | | | |
| | district 1 | | \$ 38.86 | \$ 19.13 | \$ 1 988.25 | |
| 1 | Trip District No. 2 | | | | | |
| | district 2 | | \$ 23.41 | \$ 13.48 | \$ 1 565.84 | |
| 2 | Movage | | | | | |
| | district 1 | \$ 447.27 | \$ 14.72 | | \$ 1 988.25 | |
| | district 1-1 | \$ 411.57 | \$ 13.55 | | \$ 1 829.51 | |
| | district 2 | \$ 425.97 | \$ 14.03 | | \$ 1 893.57 | |
| 3 | Anchorage (Movage) or (Trip) | | | | | |
| | district 1 | \$ 345.86 | \$ 3.72 | | | |
| | district 1-1 | \$ 318.25 | \$ 3.43 | | | |
| | district 2 | \$ 329.40 | \$ 3.55 | | | |
| 4 | Docking of ship at a wharf or pier at the end of a trip | | | | | |
| | district 1 | \$ 264.73 | \$ 2.73 | | | \$ 514.70 |
| | district 2 | \$ 252.12 | \$ 2.60 | | | \$ 490.20 |
| 5 | Request by a master, owner or agent of a ship for a pilot designated by the Corporation to perform a docking or undocking | | | | | |
| | district 2 | \$ 425.97 | \$ 9.63 | | \$ 1 565.84 | |
| 6 | Detention of a pilot at a pilot boarding station or on board ship | | | | | |
| | district 1 | First half hour | | | N/A | |
| | | First hour including the first half hour | | | \$ 103.17 | |
| | district 1-1 | First hour including the first half hour | | | \$ 94.92 | |
| | district 2 | First hour including the first half hour | | | \$ 98.24 | |
| 7 | Ship movements required for adjusting a ship's compasses | | | | | |
| | district 1 | \$ 447.27 | \$ 14.72 | | | |
| | district 1-1 | \$ 411.57 | \$ 13.55 | | | |
| | district 2 | \$ 425.97 | \$ 14.03 | | | |
| 8 | Trip or movage of a dead ship | | | | | |
| | | | 1.5 times the pilotage charges set out in titems 1 to 7 | | | |
| 9 | Cancellation | | | | | |
| | district 1 | Basic | | | \$ 554.87 | |
| | | First hour | | | NIL | |
| | | For the second hour including the first hour and for each subsequent hour | | | \$ 206.34 | |
| | | | | | \$ 103.17 | |
| | district 1-1 | Basic | | | \$ 510.58 | |
| | | First hour | | | NIL | |
| | | For the second hour including the first hour and for each subsequent hour | | | \$ 189.84 | |
| | | | | | \$ 94.92 | |
| | district 2 | Basic | | | \$ 528.45 | |
| | | First hour | | | NIL | |
| | | For the second hour including the first hour and for each subsequent hour | | | \$ 196.48 | |
| | | | | | \$ 98.24 | |
| 10 | A pilot is carried on a ship beyond the district for which the pilot is licenced | | | | | |
| | district 1 | Each hour | | | \$ 103.17 | |
| | district 1-1 | Each hour | | | \$ 94.92 | |
| | district 2 | Each hour | | | \$ 98.24 | |
| 11 | Special Request | | | | | |
| | district 1 | | | | \$ 2 308.84 | |
| | district 1-1 | | | | \$ 2 124.51 | |
| | district 2 | | | | \$ 2 198.90 | |