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## **DETAILS AND PRINCIPLES PROPOSED REVISION OF PILOTAGE CHARGES**

**November 5, 2021**



Administration de pilotage des Laurentides  
Laurentian Pilotage Authority

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## GENERAL

Pursuant to section [33.2 of the Pilotage Act \(R.S.C. \(1985\), c. P-14\)](#) (the "**Act**"), this document ("**Document**") provides additional details to expand upon the Notice of revised pilotage charges dated **November 5, 2021** (the "**Notice**") providing for the coming into force of the revised pilotage charges on **February 7, 2022**. This Document prepared by the Laurentian Pilotage Authority (the "**Authority**") provides further details on the pilotage charges proposed in the Notice, including the methodology and justification against the stated charging principles.

In reviewing the charges, the Authority has respected and applied the charging principles set out in [section 33.2 of the Act](#). The charges included in the Document are based, among other things, on current budget estimates, and may be revised based on representations received pursuant to [section 33.3 of the Act](#). The methodology and its application are set out in this Document for the proposed revision of the pilotage charges for 2022.

**This Document consists of the following sections:**

1. [General overview of the Authority](#)
2. [Traffic and assignment volumes](#)
3. [Projected financial position of the Authority](#)
4. [Cash and reserves](#)
5. [Proposed revision of pilotage charges rates](#)
6. [Justification of the proposal in relation to the charging principles](#)
7. [Information regarding the Notice and on making representations to the Authority](#)
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## 1. GENERAL OVERVIEW OF THE AUTHORITY

The Authority is a Government of Canada non-agent Crown Corporation established in 1972 pursuant to the *Act*. The objective of the Authority is to establish, operate, maintain and administer in the interests of safety of navigation, an efficient and cost-effective 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 corporation financially self-sufficient, as required by the *Act*. The Authority is governed by a 7-member Board of Directors (the "**Board**"). The Governor in Council appoints the Chairperson of the Authority, for a term determined by the Governor in Council, and the Minister of Transport appoints the other members of the Board, upon the Governor in Council's approval, for terms not exceeding four years.

The fundamental elements governing the mandate conferred on the Authority by the *Act* include the exclusive right to provide pilotage services to ships in an area of water where 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.

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\(1\) of the Act](#). These principles prescribe that, among other things, 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 requirements related to the provision of compulsory pilotage services. Pursuant to these charging principles, the Board approves the amount and timing of the establishment or revision to pilotage charges. The Board also approves the Authority's annual budget where the amounts to be recovered through pilotage charges for the ensuing year are determined. Moreover, the Board also takes into account the five-year corporate plan, including the capital program. In addition, the Authority proceeds to a pre-consultation exercise with the industry stakeholders prior to the approval and publication of the Notice.

Pursuant to [section 33.2 of the Act](#), the Authority plans its operations to be financially self-sufficient and in which reasonable and prudent projections would not result in revenues exceeding 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 liability;
- g) payments to the Minister for the purpose of defraying the costs of the administration of the *Act*, including the development of regulations, and the enforcement of the *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 available at <https://www.pilotagestlaurent.gc.ca/en/index.html>.

## 2. TRAFFIC AND ASSIGNMENT VOLUMES

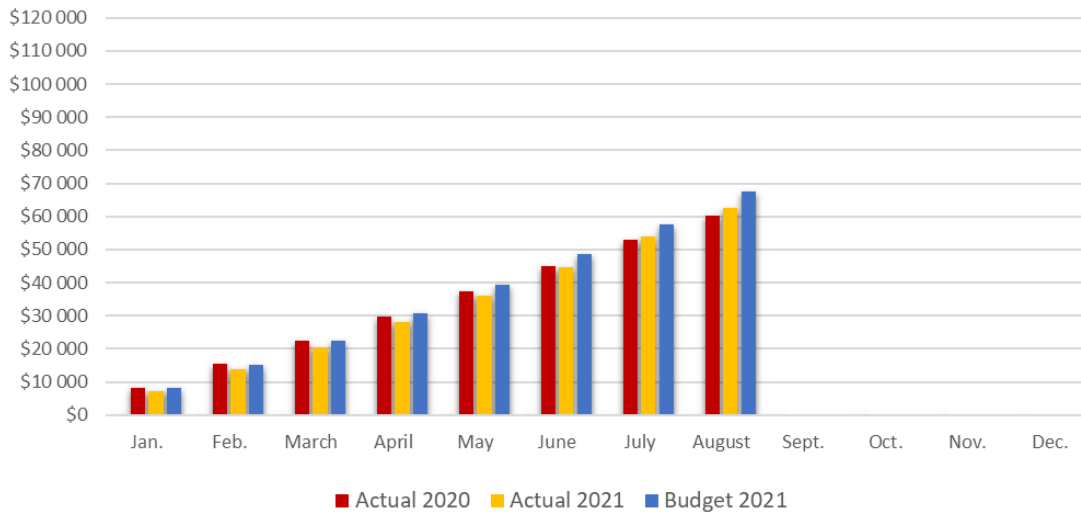
### Current revenues versus budgeted revenues 2021

For the period ending August 31, 2021, the Authority's pilotage revenues are almost 7.34% below budget. For this period, the Authority generated total revenues of \$62.4M, which are, however, in line with the revised forecast for the same period.

Based on the most recent forecasts, as well as the actual number of assignments as of August 2021, there has been an increase in assignments compared to 2020, suggesting that the second half of the year may be in line with the 2021 forecast. Recognizing the continue global economic uncertainty, the Authority can expect to reduce the overall budgeted loss in 2021 and realize \$108.7M in revenues, including \$95M in pilotage charges alone.

The chart below illustrates the gap between the current revenues and the budget:

**Actual 2021 vs Budget 2021 - Revenus (in thousands)**



**The trend as compared to the previous year**

Annual forecasts of assignments are established on the basis of historical traffic patterns, the number of vessels announced, and information obtained by industry partners after consultations. Thus, the first two months of 2021 proved to be more challenging compared to the equivalent period in 2020. However, since April 2021, the number of monthly assignments recorded has been steadily increasing compared to last year, and even exceeding since June.

**Main Sources of Information and Traffic Outlook**

In order to establish the financial forecasts for future years, the Authority relies on the information obtained from its market analysis carried out throughout the year. This information is obtained through different sources, such as discussions with industry’s stakeholders, news reports and various sources of information pertaining to the marine industry and macroeconomic indicators. This information is then compared with historical traffic data and new trends that surfaced in the past year.

The forecasts for the year 2022 were based on actual data for the year 2021 adjusted according to various assumptions. These include a gradual return to normal operations. Although the first six months of 2021 were also marked by the economic slowdown generated by the pandemic, recovery indicators are being felt and allow for an upward adjustment of the forecast. These assumptions are validated by the Authority and with business partners. It should be noted that as of August 2021, the actual year-to-date assignments were almost equal to the forecasted number.



The global pandemic has had a negative impact on several sectors, including the marine industry. With the economic recovery well underway, most of the maritime traffic has made its way out and appears to be back to pre-pandemic levels for most vessel types. For 2022, though, the annual traffic growth is expected to be low. However, the 2022 budget shows an increase over the 2021 forecast for cruise ships, which will not be allowed to sail until late fall 2021, and for liquid bulk where oil traffic is still down from 2019. The Authority does not expect regular traffic to return until 2023 for cruise ships and it will be a few more years before we see a return to 2019 levels for tankers.

### 3. PROJECTED FINANCIAL POSITION OF THE AUTHORITY

Based on the volumes projected in [section 2](#) above, the Authority forecasts pilotage revenues of \$95.8M, contributing to total revenues of \$109.7M.

Total expenses for 2022 will be about the same as budgeted in 2021 with a slight decrease of 0.12%. Underlying the fluctuation in budgeted expenses is the expected return to normal traffic and assignment levels.

Operating expenses (in thousands of dollars)	2021	2021	2022
	Forecast	Budget	Forecast
Pilotage fees	\$86,464	\$79,263	\$85,284
Pilot boat services operating fees	\$11,125	\$11,151	\$11,529
Payroll	\$6,195	\$6,045	\$6,576
Special and professional services	\$1,228	\$1,060	\$1,217
Rent	\$338	\$338	\$360
Utilities, supplies ad procurement	\$289	\$296	\$330
Communication and Transport	\$284	\$185	\$239
Act administrative fee	\$775	\$775	\$890
Information	\$120	\$95	\$114
Amortization	\$2,164	\$2,085	\$2,317
Other expenses	\$181	\$181	\$181
<b>Total of operating expenses</b>	<b>\$109,163</b>	<b>\$101,474</b>	<b>\$109,037</b>

### Cost structure

The Authority's costs associated with provision of pilotage services are dictated mainly by the Authority's contractual obligations and vary depending on the level of assignments and volume of traffic.

The cost structure of the Authority consists of approximately the following allocated costs:

Cost categories	Proportion of the total costs	Specificities
Pilotage fees	78.2%	Governed by contract and varies depending on the pilotage revenues
Pilot Boats Services	10.6%	Mainly governed by contract and varies depending on the pilotage revenues
Payroll	6%	Mainly governed by collective agreements
Amortization and rent	2.5%	
Other administrative expenses	2.7%	Include the administration costs of the Act which alone represent 0.8% of the charges

### Cost analysis

The observations drawn from the analysis of the results and trend of the first half of 2021 have allowed to refine the 2022 budget by considering a real increase in the number of assignments as forecasted. The negative impact of the pandemic is decreasing and a slight increase in activity is anticipated. While remaining cautious on the planning of the various projects, the expenses, and operating assumptions for 2022 have been budgeted to ensure a realistic adjustment to the market based on the most recent information available.

As always, and in accordance with the Act, the Authority's ultimate objective is to ensure the financing of its operations by generating a reasonable profit that will allow it to gradually finance its long-term projects and provide it with the necessary means to mitigate the various market risks. This approach has allowed the Authority, over the past few years, to maintain some of the lowest rates of increase in pilotage charges in the Canadian industry, with relatively stable levels of variation.




Compared to 2021, overall expenditures for fiscal 2022 vary only slightly. The \$7.6M increase is primarily due to the variation in pilot costs that vary with the projected increase in the number of assignments. Specifically, the factors that account for the significant changes in expenditures are:




- 1. Pilotage fees and pilot boats costs:** As previously mentioned, a gradual recovery of activities is planned for 2022. Therefore, the increase in pilotage costs is directly related to the increase in the number of assignments and the change in vessel type expected for 2022. The upward variation in fees is greater than the upward variation in pilotage revenues. This is due in part to the type of vessel from which the increase in revenue is made up of. In particular, the cruise ships that are subject to double pilotage and that were totally absent from the 2021 forecasts, alone represent nearly \$1.9M in fees. It should also be noted that a slight increase in the pilotage fee rate of about 0.25% is considered, as provided for in the latest contract in effect.
- 2. Staff costs:** These remain relatively stable. The only variations come from the increases set out in the collective agreements as well as the usual salary increases. No new positions are allowed since 2020.
- 3. Depreciation costs:** The increase in this expense is due to the amortization for the first year of various investments made in 2021, namely the dispatching and billing system. In addition, it is necessary to consider the planned renewal of the pilot portable units (“PPUs”) and a portion of the amortization of the rehabilitation of the Les Escoumins timber crib wharf planned for the spring of 2022.
- 4. Costs of administering the Act** of \$890K will be assumed during fiscal year 2022. This is the portion adjusted for the fiscal year of the Authority of the fees claimed by the Minister for the period of January 1, 2022, to December 31, 2022.
- 5. The other expenses for the year 2022** are of a current and recurring nature. They vary very little and their impact is negligible.

### Capital Program

The Authority anticipates that its capital program will require investments in the order of \$9.6M for 2022. These include projects arising from contractual obligations, optimizing pilotage services or requirements in order to ensure business continuity. These are mainly made up of:

-  The acquisition of the PPUs for the Mid St-Lawrence Pilots Corporation (“CPSLC”). The replacement of the PPUs was planned for 2021 but has been postponed to 2022. This item is the result of a contractual commitment with the CPSLC and is aimed directly at maintaining the tools required to ensure safe, efficient, and cost-effective navigation;



-  Acquisition of a pilot boat. The Authority is in the process of completely reviewing the pilot boat transshipment services in order to optimize them;
-  Rehabilitation of the timber crib wharf in Les Escoumins. This project was scheduled to be completed in 2021, but temporary repairs have made it possible to postpone it to 2022. It will begin in the spring of 2022; and
-  Upgrading of computer and office equipment.

The capital program for the next five years, excluding the year 2022 and taking into account the Authority's strategic directions and contractual obligations, includes the continuation of the pilot-boat service upgrade in the order of \$4.4M, the renewal of the pilots' PPU's is estimated at \$3M and \$0.5M of miscellaneous investments.




Over the years, the Authority has been conscious of the funds required for its investments and has built up the necessary reserves to cover these capital investments to support safe, efficient, and cost-effective pilotage services. However, with the losses that had to be assumed because of the pandemic crisis, the reserves have been greatly affected. The Authority believes that it still has sufficient funds to carry out its projects but could be in a fragile financial position without a rigorous funding strategy.

#### 4. CASH AND RESERVES








Pilotage charges are set according to the Authority's financial requirements, which take into account projected traffic volumes and anticipated revenues and expenses. As actual revenues and expenses will differ from these estimates, methods to calculate the differences are required so that they can be taken into account when establishing or revising future charges and so to mitigate potential risks to the Authority including business interruptions. The reserves also help provide pilotage charges stability for the foreseeable future.

It is also necessary to consider unpredictable factors, primarily fluctuations in traffic volumes, resulting from unforeseen events, such as those faced by the Authority in 2020 and 2021.

As discussed in more detail in [section 5](#), in determining the level of pilotage charges required, the Authority takes into account its current and future financial requirements. Among other things, the following elements are considered when establishing or revising pilotage charges:

-  The Authority's financial requirements and the extent to which operating costs are variable;
-  Anticipated capital costs and the extent to which borrowing is being introduced; and
-  Current and projected cash and reserves account balances.

The Authority’s cash and reserves accounts are determined based on an analysis of the following items:

-  Analysis of the Authority’s financial situation;
-  Financial impact of projects;
-  Analysis of the economic context;
-  Identification and analysis of risks;
-  Projection of environmental issues;
-  Determination of a margin of uncertainty; and
-  Cash flow calculation required.

While establishing the 2022 budget, the required cash and reserves levers were as follows:






(in thousands of dollars)	2020	2021	2021	2022
	Actual	Budget	Forecast	Budget
Cash	\$11,174	\$4,094	\$12,206	\$4,833
Investments	\$1,001	\$2,580	\$0	\$0
<b>Total reserves</b>	<b>\$12,775</b>	<b>\$6,674</b>	<b>\$12,206</b>	<b>\$4,833</b>

It should be noted that the reserves account was created within the Authority to enable it to meet unanticipated contingencies and deal with various risks without necessarily having a major impact on the level of pilotage charges. The reserves enable the Authority to make essential investments required to maintain and improve the safety, efficiency, and cost-effectiveness of its services, in accordance with its legislative mandate.

The Authority believes that the projected cash and reserves balance, based on an objective analysis of the magnitude of its operating costs, the impacts resulting from the pandemic, and the capital program, will enable it to meet, at least in the short term, its obligations for 2022.

## 5. PROPOSED REVISION OF PILOTAGE CHARGES RATES

The Authority establishes the required pilotage charges as follows:

-  Volumes as outlined in [section 2](#);
-  Expenditures based on volumes and contractual requirements as outlined in [section 3](#);
-  Capital expenditures and financing as outlined in [section 3](#);
-  Reserves account and funding requirements as set out in [section 3](#); and
-  The rate required to complete all of the above steps.

This table presents the effect of the revised pilotage charges for the year 2022 compared to what is currently in effect since May 12, 2021. The pilotage charges that will come into effect on **February 7, 2022**, include:

Category	Pilotage charges	New / Adjustment	Application Methodology	Effect on Customers
Base Rate	3% increase	Adjustment	All	Cost increase of \$2.6M
Administration of the Act	41.19% increase	Adjustment	Fee per assignment	Cost increase per assignment \$11.20

The CPI reported at the end of August 2021 is up sharply to 4.4%. This strong growth does not appear to be maintained in 2022. Instead, the main indications available forecast a CPI ranging between 2% and 2.5% for Quebec (3.1% in Canada). These forecasts are roughly in line with the increases provided for in the contracts and agreements governing most of the Authority's expenditures. However, the experience of the past year demonstrates a very high level of unpredictability for this figure.

It should be noted that the Authority's gross profit margin is very low. The objective remains to ensure the self-financing of operations and investments, as well as to establish and maintain a sufficient reserve to face potential risks.

### Use of pilot-boat services

Charges pertaining to transshipment services, such as pilot boat services to embark or disembark a pilot, including at a pilot boarding station, are applied and charged in an amount equal to the cost incurred by the Authority to provide the service. This applies whether the pilot boat or service is owned or operated by the Authority or provided by a third party on behalf of the Authority. Those pilotage charges include all cost incurred by the Authority, including but not limited to lease or rental fees if applicable.



### **Fees for the administration of the Act**

It is important to note that on January 6, 2020, the Authority received the Minister's Order outlining the allocation of the administrative costs of the amended *Act*. Based on this communication, for the period of April 1, 2021, to March 31, 2022, the total amount due to the Minister of Transport is \$862K. Of this amount, \$215,498 is attributable to the first three months of 2022. For the period April 1, 2022, to March 31, 2023, the total amount owing is \$897,954. The corresponding amount considered for the nine months of 2022 is \$673,466.

For the year 2021, the Authority has estimated an underpayment of \$9,741 generated by the application of the charge to recover these costs in 2021. This underpayment was caused by a lower estimate of the number of allocations over which the amount charged by the Minister was to be apportioned.

As a result, the amount to be allocated for the 12-month period is \$898,704 (\$888,963 plus the shortfall of \$9,741 for 2021).

Projected assignments for this period have been determined based on the assumptions described in [section 2](#) of this Document. The allocation of the total fees over the number of assignments forecast from February 7, 2022, to December 31, 2022, amounts to \$38.39 which will be invoiced per assignment upon implementation of the revised pilotage charges. It should be noted that these amounts are intended to offset the administrative costs imposed on the Authority under [section 37.1 of the Act](#). This section allows the Minister of Transport to levy fees on the authorities for costs associated with the administration of the *Act*. No margin is generated for the Authority from this charge.

### **Consultations Undertaken Prior to Publication of Notice**

The Authority has consulted marine industry associations regarding the revision for the pilotage charges proposed herein. Industry views have been considered and taken into account, and as appropriate, reflected in this Document.

## 6. JUSTIFICATION OF THE PROPOSAL IN RELATION TO THE CHARGING PRINCIPLES

The principles governing the establishment of new charges or the revision of existing charges by the Authority are set out in [section 33.2 of the Act](#). Each of the principles is presented below in italics, followed by an explanation of how the Notice complies with that principle.

***33.2 (1) a. Pilotage charges shall be established and revised in accordance with an explicit methodology – that includes and conditions affecting the pilotage charges – that the Authority has established and published;***

The methodology, which is reflected in this Document and the Notice has been published on the Authority's website as required under [section 33.2 of the Act](#). Based on this information, any person subject to the Authority's charges can calculate the amount that would be payable for a given pilotage job.

***33.2 (1) b. that pilotage charges are structured in a way that does not encourage the user to engage in practices that diminish safety for the purpose of avoiding a charge;***

The Authority's charges are not structured in such a manner that safety may be impacted. Since pilotage services are compulsory for all foreign-flag vessels 35 metres or more in length and for Canadian-flag vessels 2,400 tons and 70 metres or more in length for District 1 or 1.1, and 3,300 tons and 80 metres or more in length for District 2 when within the Authority's compulsory pilotage area, users have no choice but to use the services of a pilot. In addition, the Authority's fee structure is such that the largest portion of a pilotage charge is not related to time or route, but rather to the unalterable dimensions of the vessel, which do not change from one voyage to the next.

***33.2 (1) c. that pilotage charges be the same for Canadian users or ships and foreign users or ships;***

There is no differentiation in the proposed revision of pilotage charges for an assignment whether the user or vessel is domestic or foreign.

***33.2 (1) d. that pilotage charges are set at levels that allow the Authority to be financially self-sufficient and be fair and reasonable;***

The proposed charges are based on an allocation of operating and capital costs and cash and reserves, that allows the Authority to achieve its mission and remain financially self-sufficient. The revised charges allow the Authority to fulfill its mandate while being fair and reasonable.



***33.2 (1) e. that pilotage charges not be set at levels that, based on reasonable and prudent projections, would generate revenues exceeding the Authority's current and future financial requirements related to the provision of compulsory pilotage services;***

The Authority's charges are set to recover its expenses, net of other revenues determined in accordance with International Financial Reporting Standards and costs to meet certain financial requirements, including the maintenance of reasonable reserves, as detailed in [section 33.2 of the Act](#).



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## 7. INFORMATION REGARDING THE NOTICE AND ON MAKING REPRESENTATIONS TO THE AUTHORITY

This Document is available on-line and a copy may be downloaded from the Authority's website (<https://www.pilotagestlaurent.gc.ca/en/index.html>).

Additional copies of the Notice or the Document can be obtained through request at the following address:

In writing: Chief Financial Officer  
Laurentian Pilotage Authority  
999 De Maisonneuve Blvd. West, Suite 1410  
Montreal, Quebec, H3A 3L4

By email: [josee.leroux@apl.gc.ca](mailto:josee.leroux@apl.gc.ca)  
By telephone (514) 283-6320 ext. 208

Pursuant to [section 33.3 of the Act](#), any person may make representations about the proposal to the Authority, in writing, on or before the date set out in the Notice. Any person making written representations is to include a summary of those representations. The summary may be made public by the Authority. In addition, any person making written representations by the date set out in the Notice will have an opportunity to file a notice of objection related to the proposal with the Canadian Transportation Agency.

Pursuant to [section 33.3 of the Act](#), persons interested in making representations in writing to the Authority regarding the [section 1](#) of the Notice may do so in writing to the following address:

Chief Financial Officer  
Laurentian Pilotage Authority  
999 De Maisonneuve Blvd. West, Suite 1410  
Montreal, Quebec, H3A 3L4

By email: [josee.leroux@apl.gc.ca](mailto:josee.leroux@apl.gc.ca)

**Note: Representations must be received by the Authority not later than the close of business on December 5, 2021.**



## 8. PILOTAGE CHARGES AND CONDITIONS

### Pilotage charges' chart

Column	1	2	3	4	5	6	7	8	
Item	Pilotage service	District	Basic charge	Charge per unit	Charge per time factor	Charge per hour or part of an hour	Minimum charge	Maximum charge	
1	Trip	1	N/A	\$ 49,65	\$ 24,43	N/A	\$ 2 540,48	N/A	
		2	N/A	\$ 29,92	\$ 17,23	N/A	\$ 2 000,76	N/A	
2	Mouage	1	\$ 571,51	\$ 18,83	N/A	N/A	\$ 2 540,48	N/A	
		1-1	\$ 525,88	\$ 17,31	N/A	N/A	\$ 2 337,67	N/A	
		2	\$ 544,29	\$ 17,92	N/A	N/A	\$ 2 419,51	N/A	
3	Anchorage during a trip or a mouage	1	\$ 441,92	\$ 4,75	N/A	N/A	N/A	N/A	
		1-1	\$ 406,62	\$ 4,38	N/A	N/A	N/A	N/A	
		2	\$ 420,89	\$ 4,54	N/A	N/A	N/A	N/A	
4	Docking of ship at a wharf or pier at the end of a trip	1	\$ 338,26	\$ 3,49	N/A	N/A	N/A	\$ 657,67	
		2	\$ 322,13	\$ 3,33	N/A	N/A	N/A	\$ 626,36	
5	A docking or undocking performed at the request of a master, owner or agent of a ship, by a pilot designated by the Corporation	1	\$ 544,29	\$ 12,31	N/A	N/A	\$ 2 000,76	N/A	
		2	\$ 544,29	\$ 12,31	N/A	N/A	\$ 2 000,76	N/A	
6	Detention of a pilot at a pilot boarding station or on board ship	1	First half-hour	N/A	N/A	N/A	\$ 0,00	N/A	
			For the first hour, including the first half-hour and for each subsequent hour	N/A	N/A	N/A	\$ 131,83	N/A	
				N/A	N/A	N/A	\$ 419,20	N/A	
		1-1	First half-hour	N/A	N/A	N/A	\$ 0,00	N/A	
			For the first hour, including the first half-hour and for each subsequent hour	N/A	N/A	N/A	\$ 121,29	N/A	
				N/A	N/A	N/A	\$ 419,20	N/A	
2	First half-hour	N/A	N/A	N/A	\$ 0,00	N/A			
	For the first hour, including the first half-hour and for each subsequent hour	N/A	N/A	N/A	\$ 125,53	N/A			
		N/A	N/A	N/A	\$ 419,20	N/A			
6	Detention of a pilot on board ship in transit	1	First half-hour	N/A	N/A	N/A	\$ 0,00	N/A	
			For the first hour, including the first half-hour and for each subsequent hour	N/A	N/A	N/A	\$ 131,81	N/A	
				N/A	N/A	N/A	\$ 263,63	N/A	
		1-1	First half-hour	N/A	N/A	N/A	\$ 0,00	N/A	
			For the first hour, including the first half-hour and for each subsequent hour	N/A	N/A	N/A	\$ 121,29	N/A	
				N/A	N/A	N/A	\$ 242,59	N/A	
2	First half-hour	N/A	N/A	N/A	\$ 0,00	N/A			
	For the first hour, including the first half-hour and for each subsequent hour	N/A	N/A	N/A	\$ 125,53	N/A			
		N/A	N/A	N/A	\$ 251,05	N/A			
7	Compass adjustment by pilot	1	\$ 571,51	\$ 18,83	N/A	N/A	N/A	N/A	
		1-1	\$ 525,88	\$ 17,31	N/A	N/A	N/A	N/A	
		2	\$ 544,29	\$ 17,92	N/A	N/A	N/A	N/A	
8	Cancellation of a request for pilotage services if the pilot reports for pilotage duty	1	Basic	\$ 709,00	N/A	N/A	N/A	N/A	
			First hour	N/A	N/A	N/A	\$ 0,00	N/A	
			For the second hour including the first hour and for each subsequent hour	N/A	N/A	N/A	\$ 419,20	N/A	
				N/A	N/A	N/A	\$ 131,83	N/A	
		1-1	Basic	\$ 652,40	N/A	N/A	N/A	N/A	N/A
			First hour	N/A	N/A	N/A	\$ 0,00	N/A	
			For the second hour including the first hour and for each subsequent hour	N/A	N/A	N/A	\$ 419,20	N/A	
				N/A	N/A	N/A	\$ 121,29	N/A	
		2	Basic	\$ 675,22	N/A	N/A	N/A	N/A	N/A
			First hour	N/A	N/A	N/A	\$ 0,00	N/A	
			For the second hour including the first hour and for each subsequent hour	N/A	N/A	N/A	\$ 419,20	N/A	
				N/A	N/A	N/A	\$ 125,53	N/A	
9	Carrying a pilot on a ship beyond the district for which the pilot is licensed	1	Each hour	N/A	N/A	N/A	\$ 131,83	N/A	
		1-1	Each hour	N/A	N/A	N/A	\$ 121,29	N/A	
		2	Each hour	N/A	N/A	N/A	\$ 125,53	N/A	
10	Special Request Except in the case of a pilot having to be relieved after an accident, a mouage or departure that occurs, at the request of a master, owner or agent of a ship, before that set out in the notice required by section 8 or 9 of the <i>Laurentian Pilotage Authority Regulations</i>	1		\$ 2 950,13	N/A	N/A	N/A	N/A	
		1-1		\$ 2 714,61	N/A	N/A	N/A	N/A	
		2		\$ 2 809,64	N/A	N/A	N/A	N/A	
	Expenses allowances, applicable to Contrecoeur, Bécancour, Cacouana, Tadoussac and Pointe-au-Pic	1	Each assignment	\$ 277,67	N/A	N/A	N/A	N/A	
		1-1	Each assignment	\$ 277,67	N/A	N/A	N/A	N/A	
		2	Each assignment	\$ 277,67	N/A	N/A	N/A	N/A	
	Administration fees Transport Canada of the <i>Pilotage Act</i>	1	Each assignment	\$ 38,39	N/A	N/A	N/A	N/A	
		1-1	Each assignment	\$ 38,39	N/A	N/A	N/A	N/A	
		2	Each assignment	\$ 38,39	N/A	N/A	N/A	N/A	

\* The number of chargeable hours of service is calculated from the later of the time when the pilotage services are requested and the time the pilot reports for pilotage duty until the time of cancellation.





## Conditions

1. The definitions in this section apply to the [Pilotage charges' chart](#) herein above:

**District No. 1** means all waters between the northern entrance to Saint-Lambert Lock and a line running across the St. Lawrence River at longitude 71°08' W. (circonscription No. 1)

**District No. 1-1** means all waters between the northern entrance to Saint-Lambert Lock and a line running from east to west across the St. Lawrence River at the northernmost tip of Sainte-Thérèse Island. (circonscription no 1-1)

**District No. 2** means all waters between a line running across the St. Lawrence River at longitude 71°20' W and a line running across the St. Lawrence River bearing 121° (True) at latitude 48°20'48" N and longitude 69°23'24" W, including the Saguenay River. (circonscription no 2)

**Corporation** means a legal entity with which the Authority enters into a contract of service under [section 15 \(2\) of the Act](#) for the services of licensed pilots in District No. 2. (Corporation)

**Draught**, in respect of a ship, means the number of metres, measured to the second decimal place, that represents the greatest vertical distance, at the time pilotage services are performed, from the water surface to the most submerged part of a ship. (tirant d'eau)

**Movage** means the movement of a ship within the geographical limits of a harbour set out in [section 10](#), whether the ship is moved from one berth to another or is returned to the same berth, but does not include

- a) the manoeuvring of a ship that is leaving the wait wall at Saint-Lambert Lock to enter the lock or is leaving the lock to go to the wait wall, unless a pilot boards the ship for the purpose of carrying out the manoeuvre; or
- b) the warping of a ship from one berth to another solely by means of mooring lines attached to a wharf if the warping is over a distance less than the length of the ship and the wharf between the two berths is straight, unless the services of a pilot are used. (déplacement)

**Time Factor** means the result obtained by multiplying the draught of a ship by the number of hours, or parts of an hour, during which the ship is underway under the conduct of a pilot, but does not include any period during which charges are payable in accordance with item 6 or 9 of [Pilotage charges' chart](#). (facteur temps)

**Breadth**, in respect of a ship, means the number of metres, measured to the second decimal place, that represents the maximum distance between the outside edges of the shell platings of the ship. (largeur)



**Length**, in respect of a ship, means the number of metres, measured to the second decimal place, that represents the distance from the foremost to the aftermost point of the hull of a ship, excluding the bowsprit. (longueur)

**Tariff Length**, in respect of a ship, means the lesser of

- a) the length, and
- b) the breadth multiplied by 7.5. (longueur tarifaire)

**Deck Watch Officer** means a person who has the immediate charge of the navigation and safety of a ship, but does not include a pilot. (officier de quart à la passerelle)

**Berth** means a wharf, pier, anchorage or mooring buoy, and includes a berthed ship or a ship at anchor. (poste)

**Pilot Boarding Station Location** where pilots embark or disembark in Les Escoumins, Saguenay (La Baie, Lepage Wharf and Port-Alfred), Saguenay (Chicoutimi and Grande-Anse), Québec City, Trois-Rivières, Sorel-Tracy, Lanoraie and Montréal. (pilot boarding station)

**Draught** In respect of a ship, the number of metres, to the nearest one hundredth, that corresponds to the maximum depth of the immersed portion of the ship at the time the pilotage services are provided. (draught)

**Unit** is the number obtained by multiplying the tariff length of the ship by its breadth and depth, dividing by 850 and rounding to the second decimal place. (unité)

**Composite unit** means a ship consisting of a tug rigidly connected to the stern of a barge. (unité composite)

**Trip** means the piloting of a ship from one point to another within the region of the Authority, but does not include a movage, a docking or an undocking. (voyage)

### Pilotage Charges Generally

2. (1) A pilotage charge payable to the Authority for a pilotage service set out in column 1 of the [Pilotage charges' chart](#) that is provided in a district set out in column 2 of that chart is calculated based on the information provided on the pilotage service form under [subsection 7 \(1\)](#) and is equal to the sum of the following:
  - a) the basic charge set out in column 3,
  - b) the charge per unit set out in column 4,
  - c) the charge per time factor set out in column 5, and
  - d) the number of chargeable hours of service multiplied by the charge per hour or part of an hour set out in column 6.
- (2) The pilotage charge is subject to the minimum charge set out in column 7 of [Pilotage charges' chart](#) and the maximum charge in column 8.



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- (3)** Subject to subsections [\(4\)](#) to [\(6\)](#) and [section 4](#), a pilotage charge is multiplied by the number of pilots assigned to perform the pilotage service.
- (4)** A pilotage charge is determined on the basis of the services of a single pilot in respect of the following pilotage services:
- a)** an anchoring;
  - b)** a movage;
  - c)** a docking;
  - d)** an undocking; and
  - e)** a compass adjustment.
- (5)** A pilotage charge is determined on the basis of the services of a single pilot if a second pilot is assigned for the sole purpose of responding to one of the following circumstances:
- a)** it is likely that, between the time the pilots embark and the time they disembark, the ship will be underway in District No. 1 for more than either 10 consecutive hours for trips starting between 05:00 and 19:59, or 8 consecutive hours for trips starting between 20:00 and 04:59;
  - b)** it is likely that the ship will be underway for more than 11 consecutive hours in District No. 2; and
  - c)** the ship is underway in winter navigation conditions at any time during the period that starts on March 16 and ends on December 31.
- (6)** A pilotage charge is determined on the basis of the services of a single pilot if
- a)** a second pilot is assigned for the sole reason that the ship will likely be underway for more than 10 consecutive hours in District No. 2; and
  - b)** the second pilot is assigned to board the ship at any time during the period that starts at 19:00 and ends at 00:59.
- 2.1.** A charge of \$38.39 is payable for each pilot assignment for the administration of the *Act*, in force since February 7, 2022.
- 3.** A pilotage charge is adjusted in accordance with [subsection 7 \(3\)](#) if there is a discrepancy between the information provided on a pilotage service form and the information contained in the documents listed in that subsection.

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### Pilotage Charges for Towing and Pushing Operations

4. (1) In the event that a tug pulls or pushes one or more barges attached in a non-fixed manner, pilotage charges are payable, on the one hand, for the tug which is under the control of a pilot according to its own units and its time factor or the minimum according to this [Pilotage charges' chart](#), and, on the other hand, for each barge pulled or pushed according to its units and time factor or the minimum according to the [Pilotage charges' chart](#), regardless of the number of pilots assigned to the towing operation.
- a) However, the deduction is applicable for each pilot;
  - b) Docking and mooring fees are applicable to the barge. These fees apply to the tug if it is individually subject to compulsory pilotage.
  - c) In the case of a displacement, the charges payable are the greater of the amount provided for in the [Pilotage charges' chart](#) using a single base amount and the sum of the units of the tug (s) and of the (s) barges
- (2) In the case of a towing operation where a tug is pushing a barge, and which is coupled for the duration of the trip in a fixed manner to the rear of the barge in composite unit, as if it were a single vessel, pilotage charges are payable for all units considering the length of the tug and barge coupled, the maximum width and the strongest hollow and a single time factor according to the strongest draft water or the minimum according to the [Pilotage charges' chart](#).
- a) However, the deduction is applicable to a single pilot;
  - b) Mooring charges are applicable using a single base amount and units considering the length of the tug and barge mated, the maximum width and the strongest hollow;
  - c) Docking fees are applicable only once to the whole unit;
  - d) In the case of a displacement, the charges payable are the highest of the amount provided for in the [Pilotage charges' chart](#) using a single base amount and the units considering the length of the tug and barge coupled, the maximum width and the strongest hollow.
- (3) In the case of a towing operation where one or more tugs pull or push one or more dead vessels, pilotage charges are payable, on the one hand, for each tug under the pilot's control according to their own units and their time factor or the minimum according to the [Pilotage charges' chart](#), and, on the other hand, for each vessel pulled or pushed according to their respective units and time factor or the minimum according to the [Pilotage charges' chart](#).
- a) However, the deduction is applicable for each pilot;
  - b) Docking and anchoring costs are applicable to the dead vessel. These charges apply to the tug if it is individually subject to compulsory pilotage;
  - c) In the case of a displacement, the charges payable are the highest of the amount provided for in the [Pilotage charges' chart](#) using a single base amount and the sum of the tug units.

### Pilotage Charges for Travel and other Expenses

5. (1) A pilotage charge of \$277.67 is payable if a pilot is required to embark on or disembark from a ship at a place other than a pilot boarding station but within the compulsory pilotage area.
- (2) If a pilot is required to embark on or disembark from a ship outside the compulsory pilotage area, travel and other expenses reasonably incurred by the pilot are payable as a pilotage charge.

### Pilotage Charges – Transshipment fees

6. When providing a transshipment service serving to embark or disembark a pilot including at a pilot boarding station, a pilotage charge in an amount equal to the cost incurred by the Authority in providing the service is payable.

### Pleasure Craft Under Eight Units

- 6.1. Except for those fixed under [section 6](#), the pilotage charges payable for services rendered to a pleasure craft under eight units are reduced by 15%.

### Pilotage Service Form

7. (1) With the assistance of the master or the deck watch officer of the ship, the pilot must complete the pilotage service form provided by the Authority.
- (2) The pilot must then submit the pilotage service form to the Authority as soon as possible.
- (3) If a discrepancy occurs between the information provided on the pilotage service form and the information contained in the following documents, the particulars of a ship are those contained, in order of priority, in
- a) the official papers of the ship;
  - b) the Register of Ships published by Lloyd's Register of Shipping; or
  - c) a publication by any classification society other than Lloyd's Register of Shipping.

### Trip Rules

8. (1) Subject to [subsection \(3\)](#), a trip begins from the time that a ship is underway and one of the following events occurs:
- a) the ship enters the region of the Authority after the pilot has embarked;
  - b) the ship leaves a berth in a harbour or leaves a place within the region of the Authority after the pilot has embarked at the harbour or place, except if the ship is in transit and there is a change of pilot at Trois-Rivières, Sorel-Tracy or Montreal;



- c) a pilot embarks to replace a pilot who has performed a moveage;
  - d) a pilot embarks to replace a pilot who has performed an undocking as a result of a request by a master, owner or agent of the ship for a pilot designated by the Corporation to perform an undocking;
  - e) the ship leaves a wharf or pier to which it was secured in a harbour, or another ship to which it was secured, after the pilot referred to in paragraph (a) or (b) has embarked; or
  - f) the ship weighs anchor after having used Saguenay (La Baie, Quai Lepage and Port-Alfred) as a port of call, in the case of a passenger ship.
- (2) Subject to [subsection \(3\)](#), a trip ends when one of the following events occurs:
- a) the ship enters Saint-Lambert Lock;
  - b) the ship leaves the region of the Authority;
  - c) the pilot referred to in paragraph (1) (a), (b), (c) or (d) leaves the ship, except if the ship is in transit and there is a change of pilot at Trois-Rivières, Sorel-Tracy or Montréal;
  - d) a pilot embarks the ship to perform a docking as a result of a request by a master, owner or agent of the ship for a pilot designated by the Corporation to perform the docking;
  - e) the ship is secured at a wharf or pier in a harbour, unless the ship is secured at the wait wall at Saint-Lambert Lock;
  - f) the ship is secured to another ship;
  - g) the ship is anchored or is unable to move on account of ice while waiting for a berth within the limits of a harbour if the ship is later moved within the limits of the same harbour; or
  - h) the ship uses Saguenay (La Baie, Quai Lepage and Port-Alfred) as a port of call, in the case of a passenger ship.
- (3) A change of pilots at Trois-Rivières, or the anchoring or securing of the ship, on the pilot's advice, at a wharf or pier at Trois-Rivières owing to navigational restrictions, does not have the effect of beginning or ending a trip.

### Detention Rules

9. (1) For the purposes of determining if a pilotage charge for the detention of a pilot, as described in item 6 of the [Pilotage charges' chart](#), is payable, a pilot is detained if
- a) the pilot whose services have been requested reports to the pilot boarding station and is detained there; or
    - i. to a position prior to the commencement of the trip or journey;
    - ii. at a berth within the limits of the port and is subsequently moved within the limits of the same port;
    - iii. at a berth after the voyage or movement has been completed and until disembarkation.
  - b) the pilot is detained in transit when, outside the limits of a port, after having been under way a ship berths, anchors or makes a mandatory stop.



(2) However, when the pilot is detained for more than one hour, the charges set out in item 6 of the [Pilotage charges' chart](#) for each subsequent hour are the same as the first hour if the detention is caused by a docking, an anchoring, ice conditions that force the ship to stop, weather conditions, a change in the expected time of arrival of the ship, delays associated with pilot boat services, the delay of a replacement pilot, a shortage of pilots, delays at wharf or at anchor as a result of maritime traffic management by the competent authorities, or the grounding of the ship.

### Harbours and Their Geographic Limits

10. For the purposes of the definition of moorage in [section 1](#) of the current section for pilotage charges, the harbours and their geographical limits are as follows:

a) **Bécancour**

All waters located within the following boundaries: latitude 46°24'01" N and longitude 72°22'46" W; latitude 46°24'18" N and longitude 72°23'51" W; latitude 46°25'04" N and longitude 72°22'29" W; and latitude 46°24'07" N and longitude 72°22'27" W;

b) **Contrecoeur**

All waters located within the following boundaries: latitude 45°49'36" N and longitude 73°17'16" W; latitude 45°49'48" N and longitude 73°17'34" W; latitude 45°50'30" N and longitude 73°16'45" W; and latitude 45°50'18" N and longitude 73°16'27" W;

c) **Gros-Cacouna**

All waters located within the following boundaries: latitude 47°52'28" N and longitude 69°32'58" W; latitude 47°53'16" N and longitude 69°35'42" W; latitude 47°59'42" N and longitude 69°31'58" W; and latitude 47°57'32" N and longitude 69°27'06" W;

d) **Montreal**

All waters between the northern entrance to Saint-Lambert Lock and a line running east and west across the St. Lawrence River at the northernmost tip of Sainte-Thérèse Island;

e) **Pointe-au-Pic**

All waters located within the following boundaries: latitude 47°40'36" N and longitude 70°03'45" W; latitude 47°40'00" N and longitude 70°02'36" W; latitude 47°35'00" N and longitude 70°08'17" W; and latitude 47°35'56" N and longitude 70°10'06" W;

f) **Quebec**

All waters located between a line running across the St. Lawrence River bearing 345° (true) at latitude 46°43'40" N, longitude 71°20'08" W and a line running across the St. Lawrence River bearing 350° (true) at latitude 46°49'42" N, longitude 71°07'48" W;



**g) Rivière-du-Loup**

All waters located within the following boundaries: latitude 47°46'02" N and longitude 69°36'40" W; latitude 47°46'48" N and longitude 69°39'25" W; latitude 47°52'16" N and longitude 69°35'42" W, and latitude 47°52'28" N and longitude 69°32'58" W;

**h) Saguenay (Chicoutimi and Grande-Anse)**

All waters located westerly of a line bearing 011° (true) and running across the Saguenay River at latitude 48°22'59" N, longitude 70°45'00" W;

**i) Saguenay (La Baie, Quai Lepage and Port-Alfred)**

All waters located westerly of a line bearing 315° (true) and running across the Saguenay River at latitude 48°20'58" N, longitude 70°42'06" W;

**j) Sorel-Tracy**

All waters located between a line running across the St. Lawrence River bearing 285° (true) at latitude 45°58'00" N, longitude 73°11'30" W and a line running across the St. Lawrence River bearing 317° (true) at latitude 46°06'55" N, longitude 72°57'09" W; and

**k) Tadoussac**

All waters located northerly of a line bearing 090° (true) and running across Tadoussac Bay at latitude 48°08'08" N, longitude 69°42'59" W;

**l) Trois-Rivières**

All waters located between a line running across the St. Lawrence River bearing 333° (true) at latitude 46°17'06" N, longitude 72°35'06" W and a line running across the St. Lawrence River bearing 352° (true) at latitude 46°22'35" N, longitude 72°26'21" W.