

ANNOUNCEMENT OF REVISED SERVICE CHARGES NOVEMBER 1, 2020

GENERAL

The Atlantic Pilotage Authority hereby announces revised service charges, pursuant to Section 33.4 of the *Pilotage Act*, S.C. 1985, c. P-14. This Announcement sets out the revisions in charges that apply to pilotage charges: (i) port-by-port tariffs for one-way trips, thru trips, and movages in fourteen compulsory ports, (ii) daily rates in Voisey's Bay, NL, (iii) port-by-port tariffs for one-way trips and movages for all non-compulsory ports, (v) daily fees for coastal areas, and (vi) other charges. The Announcement also establishes: (i) a pilot boat charge in Stephenville, NL, and (ii) a deficit additional charge in eleven compulsory ports.

The Authority is implementing these charges for the reasons described in the *Notice and Details and Principles* documents, published on September 29, 2020, and will be effective on January 1, 2021, except where otherwise indicated. All other service charges provisions not amended by this Announcement remain in effect.

Prior to the publishing of the *Notice and Details and Principles* documents the Authority had consulted with its users regarding the proposal. Based on comments from several interested parties, the Authority delayed a large capital project, removed service charge rate increases from two ports, and lowered the rate of the Deficit Additional Charge. These adjustments were captured in the *Notice of Revised Service Charges*.

Since the *Notice* was published, the Authority has received additional comments with concerns regarding the accumulated increases at a time when industry is also suffering. Inquiries were made regarding the possibility of reducing costs and the Authority's ability to receive funding from the Federal Government. Planned capital costs are being re-evaluated, but based on the feedback received from stakeholder consultation, the decision was made to maintain resources so that current and future service standards are not impacted. As for receiving any Government funding, pursuant to section 36.01 of the *Pilotage Act*, the Authority is prohibited from receiving any appropriations by Parliament unless the authority is given under the *Emergencies Act* or any other Act in respect of emergencies. There has been no such authority passed.

Since the publishing of the *Notice and Details and Principles* documents on September 29, 2020, the Authority's financial outlook has only worsened with news of additional traffic reductions. With these factors considered, the Authority has not made further adjustments to its proposal as contained in the *Notice and Details and Principles* documents published on September 29, 2020.

Pursuant to Section 34(1) of the *Pilotage Act*, S.C. 1985, c. P-14, persons wishing to object these revisions may do so by making an application to the Canadian Transportation Agency. The application must be filed within 90 days after the date of this Announcement.

Pursuant to section 34(3) of the *Pilotage Act*, a notice of objection may be filed only if

- (a) the pilotage charge was not established or revised in accordance with the charging principles referred to in subsection 33.2(1) of the *Pilotage Act*; or
- (b) the Authority did not comply with the requirements set out in section 33.3 or 33.4 of the *Pilotage Act*.

This Announcement consists of four sections:

- (1) Revision to Service Charge Rates;
- (2) Implementation of the Deficit Additional Charge;
- (3) Reestablishment of Charges that are not Changing;
- (4) Reestablishment of Definitions and Calculations.

1. REVISION TO SERVICE CHARGE RATES

The following tables set out the revised rates to be effective January 1, 2021. These rate increases are required to generate incremental revenues of \$535,000 in the Authority's 2021 fiscal year, to partially offset a reduction in revenues due to declining traffic while continuing with its capital asset replacement program and assuring an effective and safe pilotage service.

a. Compulsory Pilotage Areas — One-Way Trips (Schedule 1)

	Column 1	Column 2	Column 3	Column 4	Column 5
Item	Compulsory Pilotage Area	Minimum Charge (\$)	Unit Charge (\$/pilotage unit)	Basic Charge (\$)	Budgeted Fuel Consumption (litres)
1	Saint John, N.B.	1,891.00	4.91	1,059.00	110.00
2	Miramichi, N.B.	1,873.00	6.30	565.00	n/a
3	Restigouche (Zone A, Dalhousie and Zone B, Campbellton), N.B.	2,040.00	9.16	1,020.00	n/a
4	Halifax, N.S.	1,732.00	3.04	779.00	140.00
5	Cape Breton (Zone A, Sydney), N.S.	2,637.00	7.66	1,284.00	108.00
6	Cape Breton (Zone B, Bras d'Or Lake), N.S.	3,059.00	13.50	2,180.00	108.00
7	Cape Breton (Zones C and D, Strait of Canso), N.S.	1,813.00	4.88	1,323.00	290.00
8	Pugwash, N.S.	n/a	5.70	483.00	n/a
9	Bay of Exploits (Botwood and Lewisporte), N.L.	2,672.00	13.70	1,302.00	n/a
10	Holyrood, N.L.	2,448.00	7.75	790.00	n/a
11	Humber Arm, N.L.	2,622.00	11.20	1,311.00	n/a
12	Placentia Bay, N.L.	3,298.00	5.81	2,488.00	600.00
13	St. John's, N.L.	2,448.00	7.75	790.00	80.00
14	Stephenville, N.L.	2,374.00	12.18	1,157.00	n/a
15	Charlottetown, P.E.I.	n/a	3.63	369.00	n/a

b. Compulsory Pilotage Areas — Trips Through (Schedule 2)

	Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Item	Compulsory Pilotage Area	Flat Charge, No Pilot Boat Used (\$)	Flat Charge, Pilot Boat Used (\$)	Unit Charge (\$/pilotage unit)	Basic Charge (\$)	Budgeted Fuel Consumption (litres)
1	Saint John, N.B.	1,426.00	1,426.00	n/a	n/a	110.00
2	Miramichi, N.B.	n/a	n/a	6.30	565.00	n/a
3	Restigouche (Zone A, Dalhousie and Zone B, Campbellton), N.B.	n/a	n/a	9.16	1,020.00	n/a
4	Halifax, N.S.	n/a	n/a	3.04	779.00	140.00
5	Cape Breton (Zone A, Sydney), N.S.	n/a	n/a	7.66	1,284.00	108.00
6	Cape Breton (Zone B, Bras d'Or Lake), N.S.	n/a	n/a	11.17	1,796.00	108.00
7	Cape Breton (Zones C and D, Strait of Canso), N.S.	n/a	2,102.00	n/a	n/a	290.00
8	Pugwash, N.S.	n/a	n/a	5.70	483.00	n/a
9	Bay of Exploits (Botwood and Lewisporte), N.L.	n/a	n/a	13.70	1,302.00	n/a
10	Holyrood, N.L.	n/a	n/a	7.75	790.00	n/a
11	Humber Arm, N.L.	n/a	n/a	11.20	1,311.00	n/a
12	Placentia Bay, N.L.	n/a	n/a	5.81	2,488.00	600.00
13	St. John's, N.L.	n/a	n/a	7.75	790.00	80.00
14	Stephenville, N.L.	n/a	n/a	12.18	1,157.00	n/a
15	Charlottetown, P.E.I.	n/a	n/a	3.63	369.00	n/a
16	Confederation Bridge, P.E.I.	765.00	1,639.00	n/a	n/a	n/a

c. Compulsory Pilotage Areas — Movages (Schedule 3)

	Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8
Item	Compulsory Pilotage Area	Flat Charge (\$)	Minimum Charge (\$)	Unit Charge, No Pilot Boat Used (\$/pilotage unit)	Basic Charge, No Pilot Boat Used (\$)	Unit Charge, Pilot Boat Used (\$/pilotage unit)	Basic Charge, Pilot Boat Used (\$)	Budgeted Fuel Consumption (litres)
1	Saint John, N.B.	n/a	1,701.00	3.92	847.00	4.43	953.00	110.00
2	Miramichi, N.B.	622.00	n/a	n/a	n/a	n/a	n/a	n/a
3	Restigouche (Zone A, Dalhousie and Zone B, Campbellton), N.B.	n/a	1,836.00	7.32	816.00	8.24	918.00	n/a
4	Halifax, N.S.	n/a	1,559.00	2.43	623.00	2.74	701.00	140.00
5	Cape Breton (Zone A, Sydney), N.S.	n/a	2,373.00	6.11	1,028.00	6.89	1,158.00	108.00
6	Cape Breton (Zone B, Bras d'Or Lake), N.S.	n/a	2,753.00	10.83	1,744.00	12.20	1,962.00	108.00
7	Cape Breton (Zones C and D, Strait of Canso), N.S.	n/a	1,632.00	3.91	1,059.00	4.39	1,192.00	290.00
8	Pugwash, N.S.	521.00	n/a	n/a	n/a	n/a	n/a	n/a
9	Bay of Exploits (Botwood and Lewisporte), N.L.	n/a	2,404.00	10.97	1,044.00	12.34	1,174.00	n/a
10	Holyrood, N.L.	n/a	2,203.00	6.20	631.00	6.98	711.00	n/a
11	Humber Arm, N.L.	n/a	2,359.00	8.97	1,047.00	10.09	1,180.00	n/a

	Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8
Item	Compulsory Pilotage Area	Flat Charge (\$)	Minimum Charge (\$)	Unit Charge, No Pilot Boat Used (\$/pilotage unit)	Basic Charge, No Pilot Boat Used (\$)	Unit Charge, Pilot Boat Used (\$/pilotage unit)	Basic Charge, Pilot Boat Used (\$)	Budgeted Fuel Consumption (litres)
12	Placentia Bay, N.L.							
	(a) between Whiffen Head and Come By Chance terminals	n/a	1,648.00	2.91	1,244.00	n/a	n/a	n/a
	(b) any other area	n/a	2,967.00	4.65	1,991.00	5.22	2,239.00	600.00
13	St. John's, N.L.	n/a	2,203.00	6.20	631.00	6.98	711.00	80.00
14	Stephenville, N.L.	n/a	2,137.00	9.74	925.00	10.98	1,040.00	n/a
15	Charlottetown, P.E.I.	400.00	n/a	n/a	n/a	n/a	n/a	n/a

d. Other Port and Harbour Areas (New Brunswick, Nova Scotia, Prince Edward Island, and Quebec)— One-Way Trips and Movages (Schedule 4)

	Column 1	Column 2	Column 3	Column 4
Item	Port or Harbour Area	Minimum Charge, One-way Trip (\$)	Unit Charge, One-way Trip (\$/pilotage unit)	Movage Charge (\$)
1	Caraquet, N.B.	800.00	4.56	680.00
2	Belledune, N.B.	800.00	4.56	680.00
3	Sheet Harbour, N.S.	800.00	4.56	680.00
4	Shelburne, N.S.	800.00	4.56	680.00
5	Pictou, N.S.	800.00	4.56	680.00
6	Souris, P.E.I.	800.00	4.56	680.00
7	Summerside, P.E.I.	800.00	4.56	680.00
8	Chandler, Q.C.	800.00	4.56	680.00

	Column 1	Column 2	Column 3	Column 4
Item	Port or Harbour Area	Minimum Charge, One-way Trip (\$)	Unit Charge, One-way Trip (\$/pilotage unit)	Movage Charge (\$)
9	Any port or harbour area that is a non-compulsory pilotage area	800.00	4.56	680.00

e. Compulsory Pilotage Area of Voisey's Bay

(1) The pilotage charge for a ship, other than a dead ship or an oil rig, for a one-way trip or a movage that is in the compulsory pilotage area of Voisey's Bay is \$1,200 for each 24-hour period, or part of a 24-hour period.

(2) The period referred to in subsection (1) shall begin when the pilot leaves the place of dispatch and ends when the pilot returns to the place of dispatch, and includes time spent on travel that is directly related to the pilotage assignment.

f. Coastal Areas — One-Way Trips and Movages

(1) A charge of \$590 for each 24-hour period, or part of a 24-hour period, is payable if the services of a pilot are used to pilot a ship, other than a dead ship or an oil rig, in a coastal area.

(2) The 24-hour period referred to in subsection (1)

- **(a)** begins
 - **(i)** where the services are immediately preceded by pilotage services in a compulsory pilotage area or a port or harbour area, when the ship leaves that area, and
 - **(ii)** in any other case, when the pilot leaves the place of dispatch;
- **(b)** ends
 - **(i)** where the services are immediately followed by pilotage services in a compulsory pilotage area or a port or harbour area, when the ship enters that area, and
 - **(ii)** in any other case, when the pilot returns to the place of dispatch; and
- **(c)** for the purposes of subparagraphs (a)(ii) and (b)(ii), includes time spent on travel or delay on shore that is directly related to the pilotage assignment.

(3) Where the provision of the services referred to in subsection (1) results in the pilot being unavailable for the pilot's normal duties and it is necessary to replace the pilot with another pilot for the period of absence, an additional charge equal to the sum of the following is payable:

- **(a)** the amount paid by the Authority for the services of the replacement pilot, and

- **(b)** \$228 for each 24-hour period, or part of a 24-hour period, that the replacement pilot is necessary.

g. Other Pilotage Charges

I. Dead Ships

The charge for a trip or movage of a dead ship is an amount equal to twice the charge that would be payable if the ship were not a dead ship.

II. Oil Rigs

The charge for an oil rig for a one-way trip or a movage is the greater of

- (a)** a minimum charge of, \$2,800 and
- (b)** the amount determined by multiplying the pilotage unit of the oil rig by a unit charge of \$1.85.

III. Pilot Boats

(1) The charge for the use of a pilot boat to embark or disembark a pilot for pilotage service on an oil rig in a compulsory pilotage area set out in column 1 of Schedule 1 is the basic charge set out in column 4 of that item.

(2) The charge for the use of a pilot boat if a request for the service of a pilot boat is cancelled after the pilot has embarked on the pilot boat in a compulsory pilotage area set out in column 1 of Schedule 1 is the basic charge set out in column 4 of that item.

(3) The charge for the use of a pilot boat to embark or disembark a pilot for pilotage service on a safety watch in a compulsory pilotage area set out in column 1 of Schedule 1 is the basic charge set out in column 4 of that item.

(4) The charge for the use of a pilot boat to embark or disembark a pilot for pilotage service in a non-compulsory pilotage area is

- **(a)** the basic charge set out in column 4 of that item, if the pilot boat is dispatched from a compulsory pilotage area are as set out in column 1 of Schedule 1; and
- **(b)** the actual cost of hiring the pilot boat, if the pilot boat is dispatched from a non-compulsory pilotage area.

(5) Despite subsections (1) and (3), in the following compulsory pilotage areas, the charge for the use of a pilot boat to embark or disembark a pilot for pilotage service is the actual cost of hiring the pilot boat:

- **(d)** Stephenville, Newfoundland, at any time during the year;

(6) Despite subsection (2), in the following compulsory pilotage areas, the charge for the use of a pilot boat if a request for the service of a pilot boat is cancelled after the pilot has embarked on the pilot boat is the actual cost of hiring the pilot boat:

- **(d)** Stephenville, Newfoundland, at any time during the year;

IV. Locks

A charge of \$174 is payable in respect of the passage of a ship through Canso Lock or St. Peter's Lock.

V. Trial Trips

The charge for a trial trip is

- (a)** for the first three hours or less, \$363; and
- (b)** for each hour or part of an hour after the first three hours, \$132.

VI. Compass Adjustments

The charge for ship movements required for adjusting a ship's compasses or calibrating a ship's direction finders is

- (a)** for the first three hours or less, \$363; and
- (b)** for each hour or part of an hour after the first three hours, \$132.

VII. Dry Dock

The charge payable where a pilot conducts a ship into or out of a dry dock, floating dock, graving dock, or onto or off of a syncrolift or a cradle is \$183.

VIII. Detention on Board Ship

(1) Subject to subsection (2), if a pilot is detained on board ship for any reason other than adverse weather conditions, the charge is

- **(a)** for the first hour or less of detention, no charge;
- **(b)** for the second hour of detention or part of it, \$231; and
- **(c)** for each hour of detention, or part of the hour, after the second hour, \$132.

(2) The maximum charge payable under subsection (1) for any 24-hour period is \$1,023.

IX. Detention on Shore

(1) If pilotage services are requested and the pilot reports for duty at the pilot station and is detained there, the charge for the period of detention is \$132 for each hour or less of detention, up to a maximum of \$1,023 for any 24-hour period.

(2) The period for which the charges set out in subsection (1) are payable begins one hour after the later of

- **(a)** the time at which the pilot was ordered to report at the pilot station for pilotage duty, and
- **(b)** the time at which the pilot actually reported at the pilot station for pilotage duty.

X. Detention on Oil Rigs

Where, owing to adverse weather conditions, a pilot is unable to disembark from an oil rig after the pilot has piloted the oil rig or been on duty on board the oil rig to perform a safety watch, the charge is an amount equal to the pilotage charge payable under section g (ii).

XI. In-Transit Charges

(1) When a pilot is transported to an area other than the one for which pilotage service is requested, a charge is payable as follows for the period commencing when the pilot begins to travel to the area for which pilotage service is requested and ending when the pilot begins to perform pilotage duties:

- **(a)** for the first two hours, \$231; and
- **(b)** for each hour, or part of an hour, after the first two hours, \$132.

(2) The maximum charge payable under subsection (1) for a 24-hour period is \$1,023.

XII. Overcarriage Charges

(1) If a pilot is carried on board ship beyond the area for which pilotage service is requested, a charge is payable as follows for the period it takes to return the pilot to the place where the pilot was taken on board the ship:

- **(a)** for the first two hours, \$231; and
- **(b)** for each hour, or part of an hour, after the first two hours, \$132.

(2) The maximum charge payable under subsection (1) for a 24-hour period is \$1,023.

XIII. Safety Watches

(1) If the owner, master or agent of a ship other than an oil rig, or the Authority, requires a pilot to be on duty on board the ship for reasons relating to safety, a charge is payable as follows:

- **(a)** for the first two hours, \$231; and
- **(b)** for each hour, or part of an hour, after the first two hours, \$132.

(1.1) The maximum charge payable under subsection (1) for a 15-hour period is \$1,023.

(2) Where the owner, master or agent of an oil rig, or the Authority, requires a pilot to be on duty on board the oil rig for reasons relating to safety, the charge is the greater of

- **(a)** a minimum charge of \$2,800, and
- **(b)** the amount determined by multiplying the pilotage unit of the oil rig by a unit charge of \$1.85.

XIV. Cancellations

If pilotage services are requested for a ship and after a pilot reports for pilotage duty the request is cancelled for any reason, including weather, the charge payable is the least of

- (a)** the basic charge for the pilotage area,
 - (a.1)** the flat charge for the pilotage area, with or without the use of a pilot boat, as the case may be,
 - (a.2)** the minimum charge for the pilotage area, and
- (b)** \$1,000.

2. ESTABLISH A DEFICIT ADDITIONAL CHARGE

The following additional charge is to be effective January 1, 2021. This charge is required to generate incremental revenues of \$905,000 in the Authority's 2021 fiscal year, to partially offset a reduction in revenues due to declining traffic associated with the global pandemic ("COVID-19").

Deficit Additional Charge

(1) For a period of five years that begins on the day on which this section comes into force, an additional charge of 4.0% is payable on each flat charge, minimum charge, unit charge, basic charge and cancellation charge payable under these charges for pilotage service provided in the following pilotage areas:

- (a) Bay of Exploits (Botwood and Lewisporte), N.L.;
- (b) Holyrood, N.L.;
- (c) Humber Arm, N.L.;
- (d) Placentia Bay, N.L.;
- (e) St. John's, N.L.;
- (f) Stephenville, N.L.;
- (g) Cape Breton (Zone A, Sydney), N.S.;

- (h) Cape Breton (Zone B, Bras d'Or Lake), N.S.;
- (i) Cape Breton (Zones C and D, Strait of Canso), N.S.;
- (j) Halifax, N.S.; and
- (k) Saint John, N.B.

(2) For greater certainty, when the additional charge is payable on a cancellation charge, it is payable on the cancellation charge only and not on the basic charge, flat charge or minimum charge that is used to determine the amount of the cancellation charge under section (g).

(3) The additional charge will be reviewed on an annual basis to determine whether it should remain.

3. REESTABLISHMENT OF CHARGES THAT ARE NOT CHANGING

g. Other Pilotage Charges

III. Pilot Boats

(1) The charge for the use of a pilot boat to embark or disembark a pilot for pilotage service on an oil rig in a compulsory pilotage area set out in column 1 of Schedule 1 is the basic charge set out in column 4 of that item.

(2) The charge for the use of a pilot boat if a request for the service of a pilot boat is cancelled after the pilot has embarked on the pilot boat in a compulsory pilotage area set out in column 1 of Schedule 1 is the basic charge set out in column 4 of that item.

(3) The charge for the use of a pilot boat to embark or disembark a pilot for pilotage service on a safety watch in a compulsory pilotage area set out in column 1 of Schedule 1 is the basic charge set out in column 4 of that item.

(4) The charge for the use of a pilot boat to embark or disembark a pilot for pilotage service in a non-compulsory pilotage area is

- **(a)** the basic charge set out in column 4 of that item, if the pilot boat is dispatched from a compulsory pilotage area set out in column 1 of Schedule 1; and
- **(b)** the actual cost of hiring the pilot boat, if the pilot boat is dispatched from a non-compulsory pilotage area.

(5) Despite subsections (1) and (3), in the following compulsory pilotage areas, the charge for the use of a pilot boat to embark or disembark a pilot for pilotage service is the actual cost of hiring the pilot boat:

- **(a)** Pugwash, Nova Scotia, at any time during the year;
- **(b)** Charlottetown, Prince Edward Island, at any time during the year;

- **(c)** Humber Arm, Newfoundland and Labrador, during the period beginning on December 15 in one year and ending on April 15 in the next year;
- **(e)** Miramichi, New Brunswick, at any time during the year; and
- **(f)** Restigouche, New Brunswick, at any time during the year.

(6) Despite subsection (2), in the following compulsory pilotage areas, the charge for the use of a pilot boat if a request for the service of a pilot boat is cancelled after the pilot has embarked on the pilot boat is the actual cost of hiring the pilot boat:

- **(a)** Pugwash, Nova Scotia, at any time during the year;
- **(b)** Charlottetown, Prince Edward Island, at any time during the year;
- **(c)** Humber Arm, Newfoundland and Labrador, during the period beginning on December 15 in one year and ending on April 15 in the next year;
- **(e)** Miramichi, New Brunswick, at any time during the year.
- **(f)** Restigouche, New Brunswick, at any time during the year.

XI. Travel and other Expenses of Pilots

Travel, meal and lodging expenses incurred by a pilot that are directly related to a pilotage assignment are payable as pilotage charges.

XVI. Tugs and Barges

For greater certainty, where pilotage services are provided for a tug and barge or barges, the pilotage unit to be used in the formulae set out in Appendix B is the sum of the pilotage units of each ship that is subject to compulsory pilotage or in respect of which pilotage services are requested.

XVII. Charges per Pilot

For greater certainty, where the services of more than one pilot are used, the charges for those services shall be determined by multiplying the number of pilots by the charges prescribed.

4. REESTABLISHMENT OF DEFINITIONS AND CALCULATIONS

Definitions

Authority means the Atlantic Pilotage Authority; (*Administration*)

berth includes a wharf, pier, anchorage and mooring buoy; (*poste*)

breadth, in respect of a ship, means the maximum distance, in metric units, between the outside edges of the shell platings of the ship; (*largeur*)

coastal area means that part of the waters of the Atlantic Pilotage Authority area that is outside the compulsory pilotage areas and located

(a) in and around Nova Scotia south and southwest of Halifax,

(b) in the Bay of Fundy and the waters contiguous to the Bay of Fundy, or

(c) to the south and southwest of the outer approaches to Chedabucto Bay; (*zone côtière*)

compulsory pilotage area means an area established as a compulsory pilotage area by section 3 of the [Atlantic Pilotage Authority Regulations](#); (*zone de pilotage obligatoire*)

dead ship means a self-propelled ship that is without the use of its propelling power or its rudder, but does not include a ship warped from one berth to another solely by means of mooring lines attached to a wharf, to the shore or to a mooring buoy; (*navire mort*)

length, in respect of a ship, means the distance, in metric units, between the fore and aft extremities of the ship; (*longueur*)

moulded depth, in respect of a ship, means the vertical distance, in metric units, at amidships from the top of the keel plate to the uppermost continuous deck, fore and aft, that extends to the sides of the ship and, for the purposes of this definition, the existence of tonnage openings, engine spaces or a step in the deck is not regarded as an interruption of the continuity of the deck; (*creux sur quille*)

movage means the manoeuvring of a ship from one berth to another or back to the same berth within a compulsory pilotage area or a non-compulsory pilotage area, but does not include the warping of a ship from one berth to another solely by means of mooring lines attached to a wharf, to the shore or to a mooring buoy unless a pilot is employed; (*déplacement*)

non-compulsory pilotage area means a port or harbour area described in Appendix C or a coastal area; (*zone de pilotage non obligatoire*)

one-way trip means the passage of a ship from

(a) outside a compulsory pilotage area or non-compulsory pilotage area to any place inside that area (inward), or

(b) inside a compulsory pilotage area or non-compulsory pilotage area to any place outside that area (outward); (*voyage simple*)

pilot boat means a boat used by the Authority to embark or disembark pilots; (*bateau-pilote*)

pilotage unit, in respect of a ship, means the figure obtained by multiplying its length by its breadth and moulded depth and dividing the product by 283.17; (*unité de pilotage*)

trip through means the continuous passage of a ship from outside a compulsory pilotage area into that area and out of that area again. (*voyage via une zone de pilotage obligatoire*)

Calculations

Compulsory Pilotage Areas — One-Way Trips

The charge for a ship, other than a dead ship or an oil rig, for a one-way trip in a compulsory pilotage area set out in Table 1 is the sum of X and the greater of Y and Z

where

X = a fuel charge determined by the following formula:

$$\mathbf{AFP \times BFC}$$

where

AFP = the average price, in dollars per litre, for fuel for the pilot boat used in the compulsory pilotage area, based on invoices received by the Authority for fuel supplied to the pilot boat in the calendar month that is two months before the month in which the one-way trip is undertaken, and

BFC = the budgeted fuel consumption set out in column 5 of that item, or 0 if “n/a” is set out in column 5 of that item;

Y = the minimum charge set out in column 2 of that item; and

Z = the amount determined by the following formula:

$$\mathbf{(the\ greater\ of\ (PU \times UC)\ and\ (GT \times TC)) + BC}$$

where

PU = the pilotage unit,

UC = the unit charge set out in column 3 of that item,

GT = the gross tonnage,

TC = the tonnage charge of \$0.0175 per gross ton, and

BC = the basic charge set out in column 4 of that item.

Compulsory Pilotage Areas — Trips Through

(1) If a pilot boat is not used, the charge for a ship, other than a dead ship or an oil rig, for a trip through a compulsory pilotage area set out in Table 2 is the flat charge set out in column 2 of that item or, if “n/a” is set out in column 2 of that item, the amount determined by the following formula:

$$\mathbf{(PU \times UC) + BC}$$

where

PU = the pilotage unit;

UC = the unit charge set out in column 4 of that item; and

BC = the basic charge set out in column 5 of that item.

(2) If a pilot boat is used, the charge for a ship, other than a dead ship or an oil rig, for a trip through a compulsory pilotage area set out in column 1 of an item of Table 3 is the sum of X and the greater of Y and Z

where

X = a fuel charge determined by the following formula:

$$\mathbf{AFP \times BFC}$$

where

AFP = the average price, in dollars per litre, for fuel for the pilot boat used in the compulsory pilotage area, based on invoices received by the Authority for fuel supplied to the pilot boat in the calendar month that is two months before the month in which the trip is undertaken, and
BFC = the budgeted fuel consumption set out in column 6 of that item, or 0 if “n/a” is set out in column 6 of that item;

Y = the flat charge set out in column 3 of the item; and

Z = the amount determined by the following formula:

$$\mathbf{(PU \times UC) + BC}$$

where

PU = the pilotage unit,

UC = the unit charge set out in column 4 of that item, and

BC = the basic charge set out in column 5 of that item.

Compulsory Pilotage Areas — Movages

The charge for a ship, other than a dead ship or an oil rig, for a movage in a compulsory pilotage area set out in Table 3 is the sum of X and the flat charge set out in column 2 of that item or, if “n/a” is set out in column 2 of that item, the sum of X and Y

where

X = a fuel additional charge determined by the following formula:

$$\mathbf{AFP \times BFC}$$

where

AFP = the average price, in dollars per litre, for fuel for the pilot boat used in the compulsory pilotage area, based on invoices received by the Authority for fuel supplied to the pilot boat in the calendar month that is two months before the month in which the movage is undertaken, and

BFC = the budgeted fuel consumption set out in column 8 of that item, or 0 if “n/a” is set out in column 8 of that item; and

Y = the greater of the minimum charge set out in column 3 of that item and the amount determined by the following formula:

$$(PU \times UC) + BC$$

where

PU = the pilotage unit,

UC = the unit charge set out in column 4 of that item if a pilot boat is not used or the unit charge set out in column 6 of that item if a pilot boat is used,

BC = the basic charge set out in column 5 of that item if a pilot boat is not used or the basic charge set out in column 7 of that item if a pilot boat is used, and

Port or Harbour Areas — One-Way Trips

The pilotage charge for a ship, other than a dead ship or an oil rig, for a one-way trip in a port or harbour area set out in table 4 is the greater of

- (a) the minimum charge set out in column 2 of that item, and
- (b) the amount determined by the following formula:

$$PU \times UC$$

where

PU = the pilotage unit,

UC = the unit charge set out in column 3 of that item.

Port or Harbour Areas — Movages

The charge for a ship, other than a dead ship or an oil rig, for a movage in a port or harbour area set out in table 4 is the amount set out in column 4 of that item.

Non-Compulsory Areas

The following areas are non-compulsory pilotage areas:

- (a) Bathurst, New Brunswick, consisting of all the navigable waters inward of a line drawn from Carron Point to Youghall Point and all the navigable waters seaward of that line within a radius of 5.0 nautical miles;
- (b) Caraquet, New Brunswick, consisting of all the navigable waters within a line drawn from Pointe de Maisonnette on a bearing of 000° (True) for a distance of 1.8 nautical miles, thence on a bearing of 070° (True) for a distance of 10.0 nautical miles and thence on a bearing of 180° (True) to Pokesudie Island Light;
- (c) Belledune, New Brunswick, consisting of all the navigable waters within a line drawn from Little Belledune Point on a bearing of 000° (True) for a distance of 3.0 nautical miles, thence to latitude 47°56' N, longitude 65°47' W, and thence on a bearing of 180° (True) to the shore;
- (d) Georgetown, Prince Edward Island, consisting of all the navigable waters within a line drawn from Boughton Island to a geographic point situated at a distance of 2.0 nautical miles on a bearing of 090° (True), thence on a bearing of 180° (True) for a distance of 5.2 nautical miles and thence on a bearing of 270° (True) to Graham Point;
- (e) Pictou, Nova Scotia, consisting of all the navigable waters within a line drawn from Logan Point to a geographic point situated at a distance of 2.7 nautical miles on a bearing of 070° (True) and thence on a bearing of 161° (True) to Evans Point;
- (f) Souris, Prince Edward Island, consisting of all the navigable waters within a line drawn from Deane Point to a geographic point situated at a distance of 2.0 nautical miles on a bearing of 180° (True), thence on a bearing of 270° (True) for a distance of 4.0 nautical miles and thence on a bearing of 000° (True) to Souris Head;
- (g) Summerside, Prince Edward Island, consisting of all the navigable waters within a line drawn from Seacow Head to a geographic point situated at a distance of 5.5 nautical miles on a bearing of 270° (True) and thence on a bearing of 000° (True) to Sunbury Point;
- (h) Chandler, Quebec, consisting of all the navigable waters within a line drawn from Chandler Government Wharf Light on a bearing of 090° (True) for a distance of 1.0 nautical mile, thence on a bearing of 108° (True) for a distance of 1.5 nautical miles, thence on a bearing of 270° (True) for a distance of 1.5 nautical miles and thence on a bearing of 000° (True) for a distance of 1.8 nautical miles to the shore; and
- (i) any other port or harbour area, other than a compulsory pilotage area or a port or harbour area in or around the Province of Newfoundland and Labrador.