
ANNOUNCEMENT OF PILOTAGE CHARGES REVISION

December 1, 2025



Administration de pilotage des Laurentides Laurentian Pilotage Authority

GENERAL

Pursuant to [section 33.4 of the Pilotage Act \(R.S.C., 1985, c. P-14\)](#) (the “**Act**”), the following document provides announcement of the revision (the “**Announcement**”) of the Laurentian Pilotage Authority’s (the “**Authority**”) proposed pilotage charges which will come into effect on **February 1, 2026**, except as otherwise noted. The Authority revises and implements these pilotage charges for the reasons described in the Notice of revised pilotage charges (the “**Notice**”), published on **October 29, 2025**, and in the Details and principles – Proposed revision of pilotage charges (the “**Details and Principles**”). All other provisions with respect to pilotage charges not revised by this Announcement remain in effect.

Persons interested in making a notice of objection regarding the establishment of the Authority's pilotage charges may do so by filing an application to the Canadian Transportation Agency. The application must be filed within ninety (90) days after the published date of this Announcement, pursuant to [section 34\(1\) of the Act](#). A pilotage charge is not suspended or prevented from taking effect by reason of a notice of objection.

Pursuant to [section 34\(3\) of the 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 Act](#); or
- b) the Authority did not comply with the requirements set out in [section 33.3 or 33.4 of the Act](#).

Pursuant to [section 33.4\(2\)](#) of the *Act*, this Announcement provides a summary of the written representations received under [paragraph 33.3\(2\)\(b\)](#) of the Act and the Authority’s analysis of the issues and concerns brought to its attention, including how it considered those issues and concerns in its decision.

This Announcement consists of two sections:

1. [Summary of the written representations received under paragraph 33.3\(2\)\(b\) of the Act and the Authority’s analysis](#)
2. [Revision of pilotage charges rates](#)

1. SUMMARY OF THE WRITTEN REPRESENTATIONS RECEIVED UNDER PARAGRAPH 33.3(2)(b) OF THE ACT AND THE AUTHORITY'S ANALYSIS

The Authority received written comments on the Notice and the Details and Principles relating to the proposed pilotage charges from one stakeholder, the Shipping Federation of Canada. The Authority has reviewed and analyzed these comments, and provides below the rationale for its decision.

General Perspective on the Proposed Increase

The Authority notes Shipping Federation of Canada's comment that the proposed increase represents a balanced approach. The Authority remains mindful of the economic pressures facing Canadians and the maritime sector. In this context, it has been able to limit the proposed adjustment through targeted internal measures aimed at improving operational efficiency. These efforts also support the Authority's ability to contribute to broader government objectives, including the diversification of commercial trade through waterborne transportation.

Financial Reserve

The Authority acknowledges Shipping Federation of Canada's request for greater transparency regarding the targeted reserve range.

Consistent with the methodology advanced through the National Pilotage Committee, the Authority's reserve strategy is designed to ensure compliance with its statutory obligation to provide safe, reliable and continuous pilotage services under conditions of operational, financial and environmental uncertainty. The reserve framework also supports a degree of predictability in pilotage charges over time, helping to moderate the impact of economic cycles. It is in part due to this approach that the Authority has been able to propose a modest adjustment for 2026, despite ongoing economic challenges.

As noted by the Shipping Federation of Canada, the reserve level is based on prudent financial and governance principles, including:

- Maintaining sufficient working capital to meet current liabilities and operational obligations;
- Supporting the renewal of capital assets, project financing and the funding of future operational commitments;
- Maintaining a risk-stabilization buffer to protect against adverse operational, financial and environmental risks, and to reduce the likelihood of significant pilotage fee increases;
- Supporting alignment with evolving government and regulatory expectations, including environmental stewardship objectives and best practices applicable to Canadian Crown corporations.

Transport Canada Administration Fee

The Authority acknowledges the Shipping Federation of Canada's concerns regarding the Transport Canada administration fee.

The Authority reiterates that this fee is statutorily imposed under section 37.1 of the Pilotage Act to cover Transport Canada's costs of administering and enforcing the Act. The fee is a flow-through cost that does not contribute to the Authority's operational funding, and the Authority retains no discretion over the methodology used, its calculation or application.

Ship Simulator Centre Decision

In 2024, the Authority established a team to evaluate the future of the simulator, including identifying strategic options, developing a market approach and assessing commercial viability. Following this assessment, the Authority concluded that it could no longer justify continuing this line of business.

The Authority takes seriously its responsibility to manage public funds prudently and to provide its users with cost-effective services. This decision, together with other operational and financial measures, has contributed to the Authority's ability to limit the proposed annual rate increase to 2.5%.

Conclusion


The Authority has carefully reviewed and considered all comments received and has concluded that the proposed charges are consistent with its established charging methodology and the requirements of the Pilotage Act.

Accordingly, the Authority has decided to maintain the proposed adjustment to its pilotage charges as published in the Notice and the Details and Principles.

2. REVISION OF PILOTAGE CHARGES RATES

The chart below describes the revised pilotage charges effective **February 1, 2026**. These increases are consistent with the revision set out in this Announcement and are intended to allow the Authority to finance its operations, carry out the projects contained in the capital program, meet its contractual obligations and ensure the sustainability of the infrastructure, all of which are more fully explained in the Details and Principles.

Pilotage charges' chart

 ADMINISTRATION DE PILOTAGE DES LAURENTIDES REDEVANCES DE PILOTAGE <small>EN VIGUEUR LE 01 FÉVRIER, 2026</small> <small>AUGMENTATION DE 2,5%</small>										
Article	Service de pilotage	Circonscription		Base	Redevance par unité	Redevance par facteur temps	Redevance par heure ou fraction d'heure	Redevance minimum	Redevance maximum	
	Trip	1-1			57,52 \$	28,30 \$		2 943,09 \$		
		1			57,52 \$	28,30 \$		2 943,09 \$		
		2			36,70 \$	21,13 \$		2 453,71 \$		
	Mouage	1-1		609,21 \$	20,06 \$			2 708,13 \$		
		1			662,07 \$	21,81 \$		2 943,09 \$		
		2			667,52 \$	21,98 \$		2 967,25 \$		
	Anchorage during a trip or a mouage	1-1		471,06 \$	5,08 \$					
		1			511,96 \$	5,51 \$				
		2			516,18 \$	5,57 \$				
	Docking of ship at a wharf or pier at the end of a trip	1		391,87 \$	4,05 \$				761,89 \$	
		2			395,06 \$	4,08 \$			768,16 \$	
	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		630,55 \$	14,25 \$			2 317,83 \$		
		2			667,52 \$	15,09 \$		2 453,71 \$		
9 (1) a)	Detention of a pilot at a pilot boarding station or on board ship (except when section 9(2) of pilotage charges' Conditions is applicable)	1-1	First half-hour				0,00 \$			
			For the first hour, including the first half-hour				140,52 \$			
			and for each subsequent hour*				242,82 \$			
		1	First half-hour					0,00 \$		
			For the first hour, including the first half-hour					152,70 \$		
			and for each subsequent hour*					242,82 \$		
2	First half-hour					0,00 \$				
	For the first hour, including the first half-hour					153,94 \$				
	and for each subsequent hour*					257,05 \$				
9 (1) b)	Detention of a pilot on board ship in transit (except when section 9(2) of pilotage charges' Conditions is applicable)	1-1	First half-hour				0,00 \$			
			For the first hour, including the first half-hour				140,51 \$			
			and for each subsequent hour				281,03 \$			
		1	First half-hour					0,00 \$		
			For the first hour, including the first half-hour					152,70 \$		
			and for each subsequent hour					305,40 \$		
2	First half-hour					0,00 \$				
	For the first hour, including the first half-hour					153,95 \$				
	and for each subsequent hour					307,89 \$				
	Compass adjustment by pilot	1-1		609,22 \$	20,06 \$					
		1			662,07 \$	21,81 \$				
		2			667,52 \$	21,99 \$				
10	Cancellation of a request for pilotage services if the pilot reports for pilotage duty (except when section 10(3) of pilotage charges' Conditions is applicable**)	1-1	Basic	755,79 \$						
			First hour				0,00 \$			
			For the second hour including the first hour and for each subsequent hour				485,63 \$			
		1	Basic	821,36 \$						
			First hour					0,00 \$		
			For the second hour including the first hour and for each subsequent hour					485,63 \$		
2	Basic	828,08 \$								
	First hour					0,00 \$				
	For the second hour including the first hour and for each subsequent hour					514,10 \$				
5 (2)	Carrying a pilot on a ship beyond the district for which the pilot is licensed	1-1	Each hour				140,51 \$			
		1	Each hour				152,70 \$			
		2	Each hour				153,95 \$			
	Special Request	1-1		3 144,80 \$						
		1		3 417,65 \$						
		2		3 445,71 \$						
5 (1)	Expenses allowances, applicable to Contrecoeur, Bécancour, Cacouna, Tadoussac and Pointe-au-Pic	1-1	Each assignment	321,67 \$						
		1	Each assignment	321,67 \$						
		2	Each assignment	340,53 \$						
2.1	Administration fees of the <i>Pilotage Act</i> (section 37.1)	1-1	Each assignment	55,00 \$						
		1	Each assignment	55,00 \$						
		2	Each assignment	55,00 \$						

* 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:

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

Breadth, with respect to a vessel, the number of meters and centimeters, which corresponds to the maximum distance between the outer faces of the outer planks of the vessel.

The Authority shall apply the extreme width shown in the official data (IHS Sea-Web or official ship plans) except in the following cases:

- (a) In the event that the extreme width is not available or is equal to the "molded" width shown in the official data, the Authority shall apply the "molded" width by adding four (4) centimeters;
- (b) If the difference between the extreme width and the moulded width exceeds six (6) centimetres, the width shall be equivalent to the value calculated in (a). (largeur)

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

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 within a district. (corporation)

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)

Depth, in respect of a ship, means the number of metres, measured to the second decimal place, that represents the vertical distance at amidships from the top of the keel plate to the uppermost continuous deck that extends fore and aft and to the sides of the ship, with the continuity of the deck not being considered to be interrupted by a tonnage opening, engine space or a step in the deck. (creux)

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 n° 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 n° 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 n° 2)

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)

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)

Movage means the movement of a ship within the geographical limits of a harbour set out in [section 11](#), 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)

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. (Station d'embarquement de pilotes)

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

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

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 section 5, 9 or 10 of [Pilotage charges' chart](#). (facteur temps)

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)

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)

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 [section 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.
- (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 is payable for each pilot assignment for the administration of the Act.

3. A pilotage charge is adjusted in accordance with [section 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 section.

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 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) Reasonable travel and other expenses incurred by a pilot in boarding or disembarking a ship outside the compulsory area are payable as pilotage charges in addition to the pilotage charges set out in the [Pilotage charges' chart](#) in section 5(2).

Pilotage Charges – Pilot transfer fees

6. When providing a pilot transfer 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 ship's official documents (including the vessel's plans and/or the logbook);
 - b) the publication entitled Register of Ships issued by Lloyd's Register of Shipping, or the dimensional characteristics published on the IHS Sea-Web website.

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 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 on the ship; or
 - i.** at a berth prior to the commencement of the trip or movage;
 - ii.** at a berth within the limits of the harbour and is subsequently moved within the limits of the same harbour;
 - iii.** at a berth after the trip or movage has been completed and until disembarkation.
 - b)** the pilot is detained in transit when 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 section 9 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.

Cancellation

10. (1) A charge for a cancellation of pilotage services shall be made whenever the services requested are cancelled after the pilot(s) have been assigned to the vessel, whether or not the pilot(s) are on board the vessel.

(2) If the pilot(s) have been on board the vessel at the time of cancellation of services, the first hour after cancellation is free of charge. From the second and subsequent hours onward, charges are provided for in section 10 of the [Pilotage charges' chart](#).

(3) Where the pilot has boarded the ship prior to the cancellation, the exceptions in section 9(2) that apply to extensions of a pilot's stay on board a ship apply, with the necessary modifications

Harbours and Their Geographic Limits

11. 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.