
DETAILS AND PRINCIPLES PROPOSED REVISION OF PILOTAGE CHARGES

October 29, 2025



Administration de pilotage
des Laurentides

Laurentian
Pilotage
Authority

GENERAL

Pursuant to section [33.2 of the *Pilotage Act* \(R.S.C. \(1985\), c. P-14\)](#) (the "**Act**"), this document ("**Document**") provides additional information to supplement the *Notice of revised pilotage charges* dated **October 29, 2025** (the "**Notice**"), which provides for the coming into force of the revised pilotage charges on **February 1, 2026**. This Document, prepared by the Laurentian Pilotage Authority (the "**Authority**"), sets out further details regarding the pilotage charges proposed in the Notice, including the methodology and the justification in relation to the Authority's charging principles.

In reviewing the pilotage charges, the Authority has applied the charging principles set out in [section 33.2 of the *Act*](#). The charges included in the Document are based, among other factors, on current budgetary projections and may be revised following any representations received pursuant to [section 33.3 of the *Act*](#). The methodology and its application in determining the proposed pilotage charge revision for 2026 are described in this Document.

This Document consists of the following sections:

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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 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>

2. 2025 FORECAST

000\$	2025 Forecast	2025 Budget	2024 Actual
Pilotage charges	107 616	106 256	102 096
Other revenues	17 099	17 336	16 132
Total revenues	124 715	123 592	118 228
Contract pilots' fees	94 672	93 450	90 372
Pilot boat operating costs	13 937	14 064	12 773
Salaries and benefits	7 791	8 196	7 533
Depreciation and amortization	2 534	2 679	2 551
<i>Pilotage Act</i> administration fees	1 364	1 013	920
Other expenses	3 581	3 112	3 056
Total expenses	123 878	122 512	117 205
Operating surplus	837	1 080	1 023

Revenues

In 2025, we are forecasting revenues of \$124.7 M, against a budget of \$123.6 M, representing an increase of 0.9%. This increase is due to a higher volume of assignments than initially budgeted.

The 5.5% increase over 2024 is attributable to the 4% increase in charges that came into effect in February 2025, and a higher volume of assignments.

Expenses

In 2025, we are forecasting expenses of \$123.9 M, against a budget of \$122.5 M, an increase of 1.1%. This increase is due to the higher rates negotiated with the pilot corporations.

The 5.7% increase over 2024 is due to higher rates negotiated with the pilot corporations, as well as increased Pilotage Act administration fees.

The assignment trend as compared to the previous year

For the first six months of 2025, the number of assignments increased by 8.5% compared with the same period last year. However, the Authority anticipates a slowdown in the second half of the year, which is expected to offset the gains recorded earlier in the year. Overall, the Authority remains optimistic and expects the annual volume of assignments to be comparable to 2024.

Main sources of information and traffic outlook

To develop financial forecasts for subsequent years, the Authority relies on market intelligence gathered throughout the year. This information comes from various sources, including discussions with industry stakeholders, news articles, and multiple sources of data related to the marine industry and macroeconomic indicators. These insights are then compared against historical traffic data and emerging trends observed over the past year.

The 2026 financial forecasts are based on various assumptions applied to the actual 2025 results. The most significant assumption relates to continued economic uncertainty, global market instability, climate-related disruptions, and ongoing geopolitical conflicts in Eastern Europe and the Middle East.

With respect to marine traffic, the Authority anticipates 22,000 assignments for 2025, an increase in the first half of the year followed by a slowdown in the second half, resulting in an annual total comparable to 2024. For 2026, the Authority forecasts the same level of assignments as in 2025.

3. 2026 FORECAST

The findings from the analysis of results and trends for the first half of 2025 have enabled us to refine the forecast for 2026. While remaining cautious in the planning of individual projects, the Authority's expenses and operating assumptions for 2026 have been budgeted to ensure a realistic market adjustment based on the most recent information available.

In accordance with the *Act*, the Authority's ultimate financial objective is to ensure that its operations are funded by achieving a reasonable return, enabling it to gradually finance its long-term projects, as well as offset any market risks as needed. In recent years, this approach has enabled the Authority to maintain some of the lowest rate increases, with relatively stable levels of variation.

000\$	2026	2025	Écart
Pilotage charges	110 868	107 616	3%
Other revenues	17 484	17 099	2%
Total revenues	128 352	124 715	3%
Contract pilots' fees	97 512	94 672	3%
Pilot boat operating costs	14 357	13 937	3%
Salaries and benefits	8 067	7 791	4%
Depreciation and amortization	2 774	2 534	9%
<i>Pilotage Act</i> administration fees	1 405	1 364	3%
Other expenses	3 588	3 581	0%
Total expenses	127 702	123 878	3%
Operating surplus	651	837	-22%

Revenues

For 2026, revenues are projected to reach \$128.3 million, a 3% increase over 2025, driven primarily by the average tariff increase of 2.5% proposed herein.

Expenses

For 2026, expenses are projected to total \$127.7 million, a 3% increase over 2025. The increase is primarily driven by rate increases stemming from existing contractual agreements.

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 costs incurred by the Authority are broken down as follows on an approximate basis:

Cost categories	Proportion of the total costs	Specificities
Contract pilots' fees	77%	Governed by service contracts and varies depending on the pilotage revenues
Pilot Boats Services	11%	Mainly governed by contracts and varies depending on the pilotage revenues
Payroll cost	6%	Mainly governed by collective agreements
Depreciation and amortization	2%	Governed by accounting standards
Other administrative expenses	4%	Include the <i>Pilotage Act</i> administration fees

4. FUTURE CAPITAL

The Authority estimates that its capital program will require investments of approximately \$2 million for 2026.

From 2026 to 2030, the Authority anticipates capital investments to ensure the sustainability of its assets, optimize its service offering, and meet contractual obligations. These investments are directly tied to delivering a safe, efficient and reliable pilotage service

Portable Pilotage Units (“PPUs”)

As part of their duties, pilots use Portable Pilotage Units (PPUs), which provide access to various navigation and voyage-related information. The Authority supplies PPUs to CPSLC pilots, while a financial contribution is paid to CPBSL to allow them to procure PPUs for their pilots.

Optimized pilotage service and simulator

As mentioned earlier, the Authority is developing an information system that will allow clients to optimize vessel transits under pilotage on the St. Lawrence River and improve fluidity and safety throughout the Les Escoumins–Montréal segment. Development of this system is expected to continue until 2027, and additional investments may be required to enhance the solution.

Pilot boats and shuttle

To ensure efficient transportation and transfer of pilots, the Authority owns pilot boats and a shuttle vessel that must be properly maintained. The Authority will continue investing in these assets to maintain and improve service delivery, while planning the progressive renewal of aging assets, including pilot boats and the shuttle vessel.

Information technology

The Authority operates in an environment where the resilience of IT systems is critical. Investments will therefore be made over the coming years to maintain, enhance, renew, and optimize its IT network and its underlying systems. Additional investments are planned to ensure the security of all IT systems. New technologies that allow the Authority to optimize its overall service offering will also be evaluated, and investments will be made accordingly.

5. TREASURY AND RESERVE

Pilotage charges are established based on the financial requirements of the Authority, taking into account projected traffic volumes as well as expected revenues and expenses. Since actual revenues and expenses may differ from projections, mechanisms must be used to calculate variances. These variances are then considered when establishing or revising future pilotage charges, ensuring that the Authority does not inadvertently assume an operational continuity risk. A financial reserve contributes to the stability and predictability of pilotage charges over the planning horizon.

In addition, the Authority must consider unpredictable factors — primarily fluctuations in traffic volumes resulting from external and unforeseen events.

As discussed in further detail in Section 5, the Authority determines the level of pilotage charges based on its current and future financial requirements. In setting or revising pilotage charges, the Authority considers, among other factors, the following elements:

- the Authority's financial requirements and the extent to which operating costs are variable ;
- expected capital costs and the extent to which borrowing is introduced ;
- current and forecast cash and reserve account balances;
- current and future obligations pursuant to federal government priorities, particularly in terms of sustainable development and environmental protection.

The Authority's treasury and reserve accounts are also determined following an analysis of the following items:

- Analysis of the Authority's financial situation;
- Financial impact of projects;
- Analysis of the economic context;
- Risk identification and analysis;
- A forward projection of environmental considerations;
- Determination of an uncertainty margin; and
- Calculation of cash flow requirements.

For the purposes of the 2026 budget, the required treasury and reserve levels were as follows:

000\$	2023	2024	2025	2026
	Actual	Actual	Forecast	Budget
Reserve	5 767	9 116	10 799	12 548

It should be noted that the reserve account was created within the Authority to ensure that it can meet all of its obligations and manage various risks without materially impacting pilotage charge levels. The reserve enables the Authority to carry out essential investments required to maintain and improve the safety, efficiency, and effectiveness of its services, in accordance with its legislative mandate.

Based on an objective analysis of operating costs and the capital expenditure program, the Authority considers that the projected cash and reserve balances will allow it to meet its obligations for 2026, at least in the short term.

6. PROPOSED REVISION OF PILOTAGE CHARGES

The Authority determines the required pilotage charges as follows:

- By determining volumes;
- By determining expenditures based on volumes and contractual obligations;
- By determining capital expenditures and financing;
- Determining reserve account and funding requirement; and
- Determining the rate required to cover all the steps above.

This table presents the effect of the revised pilotage charges for the year 2026 compared to what is currently in effect since February 1, 2025. The pilotage charges that will come into effect on **February 1, 2026**, include:

Category	Pilotage charges	New / Adjustment	Application Methodology	Effect on Customers
Base Rate for District No. 1, 1-1 and 2	2.5% increase	Adjustment	All rates affected	\$2.8 M increase
Administration of the Act	\$55 per assignment	Adjustment	Fee per assignment	\$0.5 M increase

It should be noted that the Authority operates with a low gross margin, forecasted at 12.7% for 2026. Administrative and operating expenses, which are largely fixed and predominantly governed by collective agreements, leases, and service contracts, represent approximately 11% of the Authority's cost structure, excluding fees related to the administration of the *Pilotage Act*.

The charge associated with recovering the *Pilotage Act* administration fees, imposed under section 37.1 of the Act, is revised upward to \$55. This section authorizes the Minister of Transport to charge pilotage authorities for the costs incurred in administering the Act.

Transfer services, including pilot boarding or disembarkation by pilot boat or at a pilot station, give rise to pilotage charges corresponding to the costs incurred by the Authority for providing the required service. These charges apply whether the transfer is carried out directly by the Authority or through a subcontractor, and whether the pilot boat used is owned by the Authority, leased, or supplied by a third party. The Authority will recover the associated costs through pilotage charges, including, where applicable, rental fees and vessel operating costs.

7. 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 No. 1 or 1-1, and 3,300 tons and 80 metres or more in length for District No. 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](#).

8. 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>).

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

In writing: Chief financial and administrative officer
Laurentian Pilotage Authority
999 De Maisonneuve Blvd. West, Suite 1410
Montreal, Quebec, H3A 3L4

By email: asebastiampillai@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 and administrative officer
Laurentian Pilotage Authority
999 De Maisonneuve Blvd. West, Suite 1410
Montreal, Quebec, H3A 3L4

By email: asebastiampillai@apl.gc.ca

Note: Representations must be received by the Authority not later than the close of business on November 29, 2025.

9. PILOTAGE CHARGES AND CONDITIONS

Pilotage charges' chart

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 \$		
	Movage	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 movage	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 and for each subsequent 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 and for each subsequent 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 and for each subsequent 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 and for each subsequent 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 and for each subsequent 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 and for each subsequent 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 Pilotage Act (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; or (déplacement)
- c) the shifting of a vessel from one berth to another constitutes a movement if practices or procedures of the competent port authority in effect as of the effective date of these provisions require the presence of a pilot.

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)

Special request Any service request made by the master, owner, or agent of the vessel that does not comply with the General Pilotage Regulations or the published policies of the Authority, unless a pilot must be relieved as a result of an accident.

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 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 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 movage 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.