



**ANNOUNCEMENT OF
PILOTAGE CHARGES
2022**

**In Compliance with Decision No. CONF-10-2021 of the
Canadian Transportation Agency**

March 22, 2022

GENERAL

The Great Lakes Pilotage Authority's ("Authority") 2020 pilotage charges were the subject of a Notice of Objection filed on February 11, 2020 with the Canadian Transportation Agency ("Agency"). The objection challenged the following proposed charges:

- A 3% increase in the general pilotage charges for all districts;
- A new \$2,750 charge imposed on vessels when a pilot remains on board after the initial voyage to continue the transit, due to the lack of available replacement pilots (the "continued transit charge"); and
- A new \$1,200 docking charge.

On November 4, 2021, the Agency rendered the following decision ("Decision"):

- The 3% increase for all rates in the general tariff (pilotage charges), other than those specifically noted below, is not prejudicial to the public interest;
- The standardization of the docking/undocking charge at a rate of \$1,200 for all districts is not prejudicial to the public interest;
- The apprentice-pilot training surcharge is not prejudicial to the public interest; and
- The continued transit charge is not fair and reasonable and is prejudicial to the public interest, but that it would be fair and reasonable and in the public interest to recover the costs associated with a pilot remaining on board a ship to continue a transit on overtime. Accordingly, an additional increase to the general tariff (pilotage charges) of up to 11.5% was ordered to be fair and reasonable.

The Decision can be found [here](#).

The GLPA's 2021 pilotage charges were also the subject of a Notice of Objection filed on April 19, 2021 with the Agency. This objection was withdrawn on November 11, 2021.

On December 16, 2021, the Authority wrote to the Agency to seek clarification with respect to the mechanics of the implementation of the Decision. Specifically, the GLPA requested that the Decision be varied to confirm that it is not of retroactive effect and will come into force at the commencement of the 2022 navigation season. To date, this matter is still under review by the Agency and a decision is expected in the near future.

To ensure revised pilotage charges are in place for the start of the 2022 navigation season and to comply with the Decision, the Authority hereby announces and implements the revised 2022 pilotage charges, pursuant to Section 35 of the *Pilotage Act*, S.C. 1985, c. P-14. The application of the Decision will result in the following changes to the 2022 pilotage charges:

- The continued transit charge will be removed and will be replaced by a charge equivalent to the 2020 pilotage charge plus an additional 11.5% of that charge ; and
- The impact will result in an increase of 11.2% on the 2021 basic pilotage charge.¹

¹ The details of this 11.2% increase are set out in the chart in section 1.a below.

The revision set out in this notice is with respect to the implementation of the Agency's Decision issued in November 2021 only. Further review of the 2022 pilotage charges is underway and may result in additional increases. The Authority hopes to publish a revision in the very near future.

As such, this Announcement outlines the revised pilotage charges for the 2022 navigation season which become effective March 22, 2022. These include the following charges:

- a. basic charges for pilotage services – **revised**
- b. detention and delay charges – **no changes**
- c. cancellation charges – **no changes**
- d. overcarriage charges – **no changes**
- e. pilot transfer charges – **no changes**
- f. pilot boat finance recovery charges – **no changes**
- g. docking, undocking and stoppage charge – **no changes**
- h. continuous transits charge – **removed**
- i. request for pilotage services – short notice charge – **no changes**
- j. pilot travel charges – **no changes**
- k. Churchill pilotage charges – **no changes**
- l. assignments of more than one pilot – **no changes**
- m. apprentice-pilot training surcharge – **no changes**
- n. *Pilotage Act* administration surcharge – **no changes**

Ordinarily, an Announcement of the Authority's charges is accompanied by the following statement, setting out users' rights and obligations with respect to objections:

Pursuant to Section 34(1) of the *Pilotage Act*, S.C. 1985, c. P-14, persons wishing to object these charges 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 set out 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*.

However, as these charges are being implemented in compliance with the Agency's Decision, this provision is not applicable in the current circumstances.

This Announcement consists of two sections:

- (1) Revised 2022 pilotage charges; and
- (2) Reestablishment of Definitions and Interpretations.

1. REVISION TO PILOTAGE CHARGES

a. Basic Charges for Pilotage Services, including locks, mileage, periods, movage, minimums (revised)

		Billed				Revised	Unchanged	2022	2022 VS
		2019	2020	2021	2021	2020	2021	Starting Point	2021
		Tariff	Increase	Increase	Tariff	Increase*	Increase**	A*(1+C)*(1+D)	Increase
		A			B	C	D	E	E/B
BASIC CHARGE FOR PILOTAGE SERVICES, including Locks, Mileage, Periods, Movage, Minimums									
CORNWALL DISTRICT	Trip between the eastern limit of the Cornwall District and Cornwall or the pilot boarding station near Saint-Régis, Quebec	\$5,694	3%	3%	\$6,041	14.5%	3%	\$6,715	11.2%
	If a ship does not transit the entire district, the following charges apply:								
	(a) basic charge per statute mile; plus	\$43.51	3%	3%	\$46.16	14.5%	3%	\$51.32	11.2%
	(b) basic charge for each lock transited; with	\$728	3%	3%	\$773	14.5%	3%	\$859	11.2%
	(c) minimum basic charge	\$1,465	3%	3%	\$1,554	14.5%	3%	\$1,728	11.2%
	Basic charge for movage	\$2,193	3%	3%	\$2,327	14.5%	3%	\$2,587	11.2%
INTERNATIONAL DISTRICT #1	Basic charge per statute mile	\$36.21	3%	6%	\$39.54	14.5%	6%	\$43.95	11.2%
	Basic charge for each lock transited	\$483	3%	6%	\$527	14.5%	6%	\$586	11.2%
	The minimum basic charges for a trip through the district	\$1,057	3%	6%	\$1,154	14.5%	6%	\$1,283	11.2%
	The maximum basic charges for a trip through the district	\$4,643	3%	6%	\$5,069	14.5%	6%	\$5,635	11.2%
		Basic charge for movage	\$1,595	3%	6%	\$1,742	14.5%	6%	\$1,936

* Agency Decision for an additional increase to the general tariff of up to 11.5% plus the initial 3% tariff increase

** Impact of the 2021 increase over the 2020 revised tariff

	2019 Tariff A	Billed		2021 Tariff B	Revised 2020 Increase* C	Unchanged 2021 Increase** D	2022 Starting Point A*(1+C)*(1+D) E	2022 VS 2021 Increase E/B				
		2020 Increase	2021 Increase									
BASIC CHARGE FOR PILOTAGE SERVICES, including Locks, Mileage, Periods, Morage, Minimums												
LAKE ONTARIO	Basic charges for pilotage services in the district and its undesignated waters and contiguous waters apply to the following trips: * being present on board, for a six-hour period or part of a six-hour period, in the undesignated waters and contiguous waters of Lake Ontario				\$1,227	3%	8%	\$1,365	14.5%	8%	\$1,518	11.2%
INTERNATIONAL DISTRICT NO. 2	If a ship, during its passage through the Welland Canal, docks or undocks for any reason other than instructions given by the St. Lawrence Seaway Management Corporation, the following charges apply:											
	(a) basic charge per statute mile; plus				\$113.81	3%	3%	\$120.74	14.5%	3%	\$134.22	11.2%
	(b) basic charge for each lock transited; with				\$423	3%	3%	\$449	14.5%	3%	\$499	11.2%
	(c) minimum charge				\$1,415	3%	3%	\$1,501	14.5%	3%	\$1,668	11.2%
	Basic charges apply to the following trips:											
	* through the Welland Canal, if the pilot is changed at Lock 7											
	(a) for that portion of the passage between the northern limit of the Canal and Lock 7				\$2,610	3%	3%	\$2,769	14.5%	3%	\$3,078	11.2%
	(b) for that portion of the passage between Lock 7 and the southern limit of the Canal				\$2,610	3%	3%	\$2,769	14.5%	3%	\$3,078	11.2%
INTERNATIONAL DISTRICT NO. 2	* between Southeast Shoal and Toledo or any point on Lake Erie west of Southeast Shoal				\$2,790	3%	3%	\$2,960	14.5%	3%	\$3,291	11.2%
	* between points on Lake Erie west of Southeast Shoal				\$1,648	3%	3%	\$1,748	14.5%	3%	\$1,943	11.2%
	* between Southeast Shoal and the Port Huron Change Point or any point on the St. Clair River, if the pilot is not changed at the Detroit pilot boat				\$4,853	3%	3%	\$5,149	14.5%	3%	\$5,724	11.2%
	* between Southeast Shoal and Detroit, Windsor or any point on the Detroit River				\$2,790	3%	3%	\$2,960	14.5%	3%	\$3,291	11.2%
	* between Southeast Shoal and the Detroit pilot boat				\$2,019	3%	3%	\$2,142	14.5%	3%	\$2,382	11.2%
	* between Toledo or any point on Lake Erie west of Southeast Shoal and the Port Huron Change Point, if the pilot is not changed at the Detroit pilot boat				\$5,626	3%	3%	\$5,969	14.5%	3%	\$6,635	11.2%
	* between Toledo or any point on Lake Erie west of Southeast Shoal and Detroit, Windsor or any point on the Detroit River				\$3,623	3%	3%	\$3,844	14.5%	3%	\$4,273	11.2%
	* between Toledo or any point on Lake Erie west of Southeast Shoal and the Detroit pilot boat				\$2,790	3%	3%	\$2,960	14.5%	3%	\$3,291	11.2%
	* between Detroit, Windsor or any point on the Detroit River and any point on the Detroit River				\$1,648	3%	3%	\$1,748	14.5%	3%	\$1,943	11.2%
	* between Detroit, Windsor or any point on the Detroit River and the Port Huron Change Point or any point on the St. Clair River				\$3,652	3%	3%	\$3,875	14.5%	3%	\$4,307	11.2%
	* between the Detroit pilot boat and any point on the St. Clair River				\$3,652	3%	3%	\$3,875	14.5%	3%	\$4,307	11.2%
	* between the Detroit pilot boat and the Port Huron Change Point				\$2,835	3%	3%	\$3,008	14.5%	3%	\$3,343	11.2%
	* between points on the St. Clair River				\$1,648	3%	3%	\$1,748	14.5%	3%	\$1,943	11.2%
	* between the Port Huron Change Point and any point on the St. Clair River				\$2,019	3%	3%	\$2,142	14.5%	3%	\$2,382	11.2%
		Basic charges for pilotage services in the district and its undesignated waters and contiguous waters apply to the following trips: * being present on board, for a six-hour period or part of a six-hour period, in the undesignated waters and contiguous waters of Lake Erie				\$1,074	3%	3%	\$1,139	14.50%	3%	\$1,266
	* pilotage services consisting of a lockage and a morage between Buffalo and any point on the Niagara River below the Black Rock Lock				\$2,111	3%	3%	\$2,239	14.50%	3%	\$2,489	11.2%

*Agency Decision for an additional increase to the general tariff of up to 11.5% plus the initial 3% tariff increase

** Impact of the 2021 increase over the 2020 revised tariff

All pilotage charges for International District 3 are in US\$.

	Billed				Revised 2020 Increase*	Unchanged 2021 Increase**	2022 Starting Point A*(1+C)*(1+D) E	2022 VS 2021 Increase E/B				
	2019 Tariff A	2020 Increase	2021 Increase	2021 Tariff B								
BASIC CHARGE FOR PILOTAGE SERVICES, including Locks, Mileage, Periods, Movage, Minimums												
INTERNATIONAL DISTRICT NO. 3	Basic charges for pilotage services in the district and its designated waters and contiguous waters apply to the following trips:											
	(a) other than a movage, between the southern limit of the District and the northern limit of the District or the Algoma Steel Corporation Wharf at Sault Ste. Marie, Ontario				\$3,852	3%	3%	\$4,087	14.50%	3%	\$4,543	11.2%
	(b) other than a movage, between the southern limit of the District and Sault Ste. Marie, Michigan, or any point in Sault Ste. Marie, Ontario, other than the Algoma Steel Corporation Wharf at Sault Ste. Marie, Ontario				\$3,226	3%	3%	\$3,423	14.50%	3%	\$3,805	11.2%
	(c) other than a movage, between the northern limit of the District and Sault Ste. Marie, Ontario, including the Algoma Steel Corporation Wharf at Sault Ste. Marie, Ontario, or Sault Ste. Marie, Michigan				\$1,450	3%	3%	\$1,539	14.50%	3%	\$1,711	11.2%
	(d) basic charge for movage				\$1,450	3%	3%	\$1,539	14.50%	3%	\$1,711	11.2%
Basic charges for pilotage services in the district and its undesignated waters and contiguous waters apply to the following trips: * being present on board, for a six-hour period or part of a six-hour period, in the undesignated waters and contiguous waters of Lake Huron, Lake Michigan, or Lake Superior.				\$774	3%	3%	\$821	14.50%	3%	\$913	11.2%	

*Agency Decision for an additional increase to the general tariff of up to 11.5% plus the initial 3% tariff increase

** Impact of the 2021 increase over the 2020 revised tariff

b. detention and delay charges – no changes

- Detention and delay hourly rates at \$202
- The maximum basic charge payable for detention and delay for any 24-hour period - \$4,848

c. cancellation charges – no changes

- Cancellation hourly rates at \$202
- Basic charge payable each time there is a cancelled order in any of the districts - \$ 2,302

d. overcarriage charges – no changes

- Basic charge of \$ 625

e. pilot transfer charges – no changes

- Basic charge of \$139 for Cornwall district
- Basic charge of \$131 for District #2

f. pilot boat finance recovery charges – no changes

- Basic charge of \$325 for District 1, 2 and Lake Ontario
- Basic charge of \$100 for District #3

g. docking, undocking and stoppage charge – no changes

- Basic charge of \$1,236 for all district

h. continuous transits charge - removed

	Billed				Revised 2020	Unchanged 2021	2022 Starting Point A*(1+C)*(1+D)	2022 VS 2021 Increase
	2019 Tariff A	2020 Increase	2021 Increase	2021 Tariff B				
CONTINUOUS TRANSITS								
A basic charge is payable for each time a licensed pilot is retained on board a ship beyond the boarding point at the end of their assignment in the Cornwall District,								
* basic charge of:		n/a		\$2,833			\$0	

i. request for pilotage services – short notice charge – no changes

- Basic charge of \$3,936

j. pilot travel charges – no changes

- If a pilot must travel to embark on a ship at a location other than one of the designated boarding points at the extremities of a compulsory pilotage area in order to provide pilotage services
 - during the period beginning on January 1 and ending on March 21 of the same year, a basic charge is payable in an amount equal to the sum of the reasonable travel and other expenses incurred by the pilot in travelling from their residence to the embarking location; or
 - at other times of the year, a basic charge is payable in an amount equal to the sum of the reasonable travel and other expenses incurred by the pilot in travelling from their home base to the embarking location

k. Churchill pilotage charges – no changes

- The basic charges for any pilotage service provided in a year are the following:
 - the salary and benefits of the pilot, as contracted, beginning on the day on which the pilot departs from their home base in order to provide the pilotage services set out in the initial request and ending on the day on which the pilot returns to that home base
 - the travel expenses of the pilot, starting from and ending at the pilot’s home base, including transportation, meals and lodging
 - the cost of the pilot’s use of a pilot boat, helicopter or other means of transportation; and
 - an additional charge of 15% on the total to cover administrative and assignment costs

l. assignments of more than one pilot – no changes

- If more than one pilot is assigned to a ship, the above noted pilotage charges must be multiplied by the number of pilots assigned.

m. apprentice-pilot training surcharge – no changes

- Surcharge of 5%

n. Pilotage Act administration surcharge – no changes

- Basic charge of \$30

2. DEFINITIONS AND CALCULATIONS

Pilotage charges are applied to a pilotage assignment based on the type of movement, status of pilotage requirements for the area, and the interpretation and definitions below:

Definitions

Authority means the Great Lakes Pilotage Authority;

Breadth has the same meaning as in section 2 of the *Great Lakes Pilotage Regulations*;

Cancelled order is when a request for pilotage services is cancelled by the owner, master or agent of the ship after the request was accepted;

Cancelled sail is when, after a pilot reports for duty at a designated boarding point, the ship is overdue to sail by at least three (3) hours;

Cornwall District has the same meaning as in paragraph 3(a) of the *Great Lakes Pilotage Regulations*;

Depth has the same meaning as in section 2 of the *Great Lakes Pilotage Regulations*;

Designated waters means the waters in International Districts Nos. 1, 2 and 3;

International District No. 1 has the meaning assigned in paragraph 3(b) of the *Great Lakes Pilotage Regulations*;

International District No. 2 has the meaning assigned in paragraph 3(c) of the *Great Lakes Pilotage Regulations*;

International District No. 3 has the meaning assigned in paragraph 3(d) of the *Great Lakes Pilotage Regulations*;

Length has the same meaning as in section 2 of the *Great Lakes Pilotage Regulations*;

Movage has the same meaning as in section 2 of the *Great Lakes Pilotage Regulations*;

Port of Churchill is the reference to “all the navigable waters, including any foreshore, commencing at the northern extremity of Eskimo Point and running on a course due north to a point distant five nautical miles from the northernmost extremity of Eskimo Point; thence, on the circumference of a circle with the said northernmost extremity as a centre, easterly and southerly to the shore of Hudson Bay at the high-water mark; thence, following the said high-water mark westerly to Cape Merry; thence, following the high-water mark on the eastern shore of the Churchill River upstream as far as the tide ebbs and flows; thence, across the Churchill River to its western shore; thence, northerly and following the high-water mark downstream to the point at Old Fort Prince of Wales and across to Eskimo Point and to the place of beginning”;

Undesignated waters means the Canadian waters of Lake Ontario, Lake Erie, Lake Huron and Lake Superior that are not designated waters.

Weighting Factor of Pilotage Charges

The following pilotage charges are based on a flat rate with no weighting factor:

- pilot transfer charges;
- pilot boat finance recovery;
- docking, undocking, and stoppage;
- short notice;
- Pilot travel expenses and pilot boat recoveries; and
- Port of Churchill charges.

The following pilotage charges are subject to a weighting factor based on the pilotage unit, as calculated below:

- basic charges, including locks, mileage, periods, movage, minimums and maximums;
- delays and detentions;
- cancellations; and
- overcarriage.

The weighting factor of a ship for the various locations is set out in column 1 and whose pilotage unit is set out in column 2 of the following table is set out in column 3:

Item	Column 1 Locations	Column 2 Pilotage Unit	Column 3 Weighting Factor
1	Anywhere other than the Port of Churchill	Not more than 49	1.00
2	Anywhere other than the Port of Churchill	More than 49 but not more than 159	1.15
3	Anywhere other than the Port of Churchill	More than 159 but not more than 189	1.30
4	Anywhere other than the Port of Churchill	More than 189 but not more than 219	1.45

Pilotage Units

The pilotage unit of a ship is based on the following calculation:

$$\frac{\text{Length of the ship} * \text{Breadth of the ship} * \text{Depth of the ship}}{283.17}$$

283.17