



**Great Lakes Pilotage
Authority**

**Administration de pilotage
des Grands Lacs**

**ANNOUNCEMENT OF
REVISED PILOTAGE CHARGES
2026**

JANUARY 23, 2026

GENERAL

The Great Lakes Pilotage Authority (“Authority”) hereby announces revised service charges, pursuant to Section 33.4 of the *Pilotage Act*, S.C. 1985, c. P-14. This Announcement outlines applicable pilotage charges for the 2026 navigation season. These include the following charges:

- a. basic charges for pilotage services – **Increase of 4%**
- b. detention and delay charges – **Increase of 4%**
- c. cancellation charges – **Increase of 4%**
- d. over carriage charges – **Increase of 4%**
- e. pilot transfer charges – **Increase of \$6 for Cornwall District and \$7 for District 2**
- f. pilot boat finance recovery charges – **No Changes**
- g. docking, undocking and stoppage charge – **Increase of 4%**
- h. request for pilotage services – short notice charge – **Increase of 4%**
- i. pilot travel charges – **No Changes**
- j. Churchill pilotage charges – **No Changes**
- k. assignments of more than one pilot – **No Changes**
- l. apprentice-pilot training surcharge of 5% – **No Changes**
- m. *Pilotage Act* administration surcharge – **Increase of \$16**

The Authority is implementing these charges in accordance with the methodology and principles set out in the Notice and Details and Principles documents, published on December 19, 2025. These pilotage charges will become effective on March 22, 2026.

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

Also, 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.

Since publishing the Notice and Details and Principles documents on the Authority’s website, the Authority has received written representations from the Shipping Federation of Canada (Annex A) expressing concerns related to costs associated with certificate holder certification and oversight, including the allocation of those costs between domestic and international users, as well as the inclusion of the Pilotage Act Administration Fee within pilotage tariffs. The Federation also raised concerns regarding potential duplication of oversight and administrative costs between the Authority and Transport Canada, and the application of the transit interruption surcharge. Certificate holder certification and oversight are statutory responsibilities carried out pursuant to the Pilotage Act and

applicable regulations, in coordination with Transport Canada, and the associated activities form part of the Authority's regulatory mandate.

The GLPA will investigate options to more equitably allocate the costs related to certificate holder certification and oversight costs in the future. The Pilotage Act Administration Fee is a charge imposed by Transport Canada pursuant to section 37.1 of the Pilotage Act to recover Transport Canada's costs associated with administering the Act; this fee is a flow-through charge that does not contribute to the Authority's operations, and the Authority does not control, nor does it have access to, detailed information regarding the underlying costs.

1. REVISION TO SERVICE CHARGES

The following tables set out the 2026 pilotage charges which will become effective on March 22, 2026. These rate increases are required to generate incremental revenues to recover the anticipated 2026 operating costs and provide a reasonable reserve that will allow the Authority to meet its mandate to be financially self-sufficient.

Pilotage Charges:

Basic Charges for Pilotage Services, including locks, mileage, periods, movage, minimums

		Billed 2025 Tariff A	2026 Tariff B	2026 VS 2025 Increase A/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	\$7,481	\$7,780	4.0%
	If a ship does not transit the entire district, the following charges apply:			
	(a) basic charge per statute mile; plus	\$57.17	\$59.45	4.0%
	(b) basic charge for each lock transited; with	\$957	\$995	4.0%
	(c) minimum basic charge	\$1,925	\$2,002	4.0%
	Basic charge for movage	\$2,882	\$2,997	4.0%
INTERNATIONAL DISTRICT #1	Basic charge per statute mile	\$48.96	\$50.92	4.0%
	Basic charge for each lock transited	\$653	\$679	4.0%
	The minimum basic charges for a trip through the district	\$1,429	\$1,486	4.0%
	The maximum basic charges for a trip through the district	\$6,277	\$6,529	4.0%
	Basic charge for movage	\$2,156	\$2,242	4.0%
LAKE ONTARIO DISTRICT	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	\$1,691	\$1,759	4.0%

		Billed 2025 Tariff A	2026 Tariff B	2026 VS 2025 Increase A/B
BASIC CHARGE FOR PILOTAGE SERVICES, including Locks, Mileage, Periods, Movage, Minimums				
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	\$149.51	\$155.49	4.0%
	(b) basic charge for each lock transited; with	\$555	\$578	4.0%
	(c) minimum charge	\$1,858	\$1,933	4.0%
	Basic charges apply to the following trips:			
	* through the Welland Canal, if the pilot is changed at			
INTERNATIONAL DISTRICT NO. 2	(a) for that portion of the passage between the northern limit of the Canal and Lock 7	\$3,429	\$3,566	4.0%
	(b) for that portion of the passage between Lock 7 and the southern limit of the Canal	\$3,429	\$3,566	4.0%
	* between Southeast Shoal and Toledo or any point on Lake Erie west of Southeast Shoal	\$3,666	\$3,813	4.0%
	* between points on Lake Erie west of Southeast Shoal	\$2,165	\$2,252	4.0%
	* 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	\$6,376	\$6,631	4.0%
	* between Southeast Shoal and Detroit, Windsor or any point on the Detroit River	\$3,666	\$3,813	4.0%
	* between Southeast Shoal and the Detroit pilot boat	\$2,654	\$2,760	4.0%
	* 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	\$7,391	\$7,687	4.0%
	* between Toledo or any point on Lake Erie west of Southeast Shoal and Detroit, Windsor or any point on	\$4,760	\$4,950	4.0%
	* between Toledo or any point on Lake Erie west of Southeast Shoal and the Detroit pilot boat	\$3,666	\$3,813	4.0%
	* between Detroit, Windsor or any point on the Detroit River and any point on the Detroit River	\$2,165	\$2,252	4.0%
	* between Detroit, Windsor or any point on the Detroit River and the Port Huron Change Point or any point on the St. Clair River	\$4,799	\$4,991	4.0%
	* between the Detroit pilot boat and any point on the St. Clair River	\$4,799	\$4,991	4.0%
	* between the Detroit pilot boat and the Port Huron Change Point	\$3,724	\$3,873	4.0%
	* between points on the St. Clair River	\$2,165	\$2,252	4.0%
	* between the Port Huron Change Point and any point on the St. Clair River	\$2,654	\$2,760	4.0%
	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	\$1,410	\$1,467	4.0%
	* pilotage services consisting of a lockage and a movage between Buffalo and any point on the Niagara River below the Black Rock Lock	\$2,773	\$2,884	4.0%
	* Welland Canal pilot boat charges - non pilot service related charges - Cost recovery	\$1,023	\$1,063	4%

		Billed 2025 Tariff A	Billed 2026 Tariff B	2026 VS 2025 Increase A/B
BASIC CHARGE FOR PILOTAGE SERVICES, including Locks, Mileage, Periods, Moveage, 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 moveage, between the southern limit of the District and the northern limit of the District or the Algoma Steel Corporation Wharf at Sault Ste. Marie,	\$7,076	\$7,359	4.0%
	(b) other than a moveage, 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	\$5,926	\$6,163	4.0%
	(c) other than a moveage, 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	\$2,665	\$2,771	4.0%
	(d) basic charge for moveage	\$2,665	\$2,771	4.0%
	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	\$1,422	\$1,479	4.0%

- a. detention and delay charges – increase of 4%
 - Detention and delay hourly rates at \$234
 - The maximum basic charge payable for detention and delay for any 24-hour period - \$5,616
 - All detention and delay charges will start at the 31-minute mark.
- b. cancellation charges – increase of 4%
 - Cancellation hourly rates at \$234
 - Basic charge payable each time there is a cancelled order in any of the districts - \$ 2,667
- c. over carriage charges – increase of 4%
 - Basic charge of \$ 725
- d. pilot transfer charges – increase of \$6 for Cornwall and \$7 for District #2
 - Basic charge of \$160 for Cornwall district
 - Basic charge of \$186 for District 2
- e. pilot boat finance recovery charges – No change
 - Basic charge of \$325 for District 1, 2 and Lake Ontario
 - The GLPA plans to eliminate pilot boat finance recovery programs for Wescott/DBP & Cape Vincent at some point during the navigation season.
- f. docking, undocking and stoppage charge – increase of 4%
 - Basic charge of \$1,432 for all district

g. request for pilotage services – short notice charge – increase of 4%

- Basic charge of \$4,559

h. Pilotage Act administration surcharge – Increase

- Basic charge of \$50

i. 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 22 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.

j. 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.

k. assignments of more than one pilot – no changes

If more than one pilot is assigned to a ship, the basic charges must be multiplied by the number of pilots assigned. Assignment of an additional pilot is always determined in consultation between the pilots and the Authority, based on specific criteria at the discretion of the Authority.

This includes but not limited to factors such as: vessel's construction, any restrictions to visibility, which may be caused by deck cargo or reduced visibility on vessels with a forward bridge, the absence of Navigational aids and environmental conditions at the beginning / end of the navigation season.

l. apprentice-pilot training surcharge – no changes

- Surcharge of 5%

m. ship Charges due to Interruption during Transit

- This charge, where applicable, establishes the financial levy for ships that

experience interruptions during normal transit due to issues related to the ship itself.

- Scope
 - This charge applies to all vessels transiting through GLPA districts and outlines the levy imposed in the event of a ship stopping during transit due to factors attributable to the ship.
- Levy Imposition
 - If a ship stops or becomes stationary during normal transit due to a condition or issue originating from the ship itself (e.g., mechanical failure, crew error, etc.), a levy of \$2,600.00 will be imposed on the vessel.
 - The levy applies regardless of the duration of the stop, provided that the cause is linked to the ship's own condition or operations.
- Exceptions
 - This levy does not apply in cases where the interruption is due to factors beyond the control of the ship (e.g., environmental, navigational hazards, or instructions from maritime authorities).
- Payment and Enforcement
 - The levy will be invoiced to the vessel owner/operator.
 - Failure to remit payment for the levy may result in additional penalties or restrictions on future transit.
- Effective Date
 - This charge is effective from the 2025 navigation season and will remain in force until further notice.

Vessels that choose not to pay the levy will be required to submit a 12-hour prospect and a 6-hour order to continue their transit. This requirement applies only in cases where the vessel is berthed or anchored, and a pilot is no longer needed on board.

n. Cost recovery program

- Welland Canal Pilot Boat Charges
- Any new pilot boat services areas implemented will be charged on a cost recovery basis

o. Other •

- District 3 billing will be done in Canadian dollars (CAD) starting in 2026. The currency conversion has been based on the USD/CAD exchange rate as of November 28th, 2025, reported as 1.3979 by the Bank of Canada.

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 Division 3 of the *General 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 of delay a cancelled sail fee will automatically apply;

Cornwall District has the same meaning as in Division 3 of the *General Pilotage Regulations*;

Depth has the same meaning as in the *General Pilotage Regulations*;

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

International District No. 1 has the meaning described in schedule 4 of the *General Pilotage Regulations*;

International District No. 2 has the meaning described in schedule 4 of the *General Pilotage Regulations*;

International District No. 3 has the meaning described in schedule 4 of the *General Pilotage Regulations*;

Interruption of Transit is an instance of transit execution for ships that experience interruptions during normal transit due to issues related to the ship itself outside the control of the Authority.

Length has the same meaning as in the *General Pilotage Regulations*;

Port of Churchill is the reference to “all the navigable waters, including any foreshore, commencing at the northern extremity of Arviat (formerly called Eskimo Point) and running on a course due north to a point distant five nautical miles from the northernmost extremity of Arviat; 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 Arviat and to the place of beginning”;

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
- Port of Churchill charges
- Welland Canal pilot boat charges
- ship Charges due to Interruption during Transit.

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:

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

$$283.17$$



23 January 2026

M. Nick Csirinyi, CPA
CFO / Directeur Financier
Great Lakes Pilotage Authority
202 Pitt St. 2nd floor, Cornwall, Ontario, K6H 5R9
Via E-mail : NCsirinyi@glpa-apgl.com

Dear Mr. Csirinyi,

The Shipping Federation of Canada would like to express its appreciation to the Great Lakes Pilotage Authority (GLPA) for its thorough engagement and detailed explanations regarding the rationale behind the proposed increases, particularly the need to address operational costs, maintain financial stability, and ensure continued investment in pilot and apprentice pilot training programs. We also acknowledge the careful planning undertaken in forecasting requirements for the 2026 navigation season.

In general, the Federation supports the GLPA's objective of generating a sufficient annual surplus, maintaining a reasonable reserve, and continuing to deliver high-quality pilotage services. The focus on prudent fiscal management, investment in training, and proactive financial planning reflects the GLPA's commitment to long-term operational excellence and sustainability. Nonetheless, we have identified the following key issues with the proposed tariff structure that we wish to bring to the Authority's attention.

Pilot Certification Program Cost Recovery

The Federation strongly objects to the way in which the GLPA's current rate structure places the cost recovery burden associated with Transport Canada's pilot certification program solely on the international fleet, rather than on domestic users who are the beneficiaries of the program. At present, the proposed rate increases do not include any mechanism for cost recovery from the domestic fleet, despite the significant resources devoted to administering and supporting the certification framework. The proposed general rate increase of 4% would only further exacerbate the issue of international vessels bearing the cost of the pilot certification program.

The significant resources allocated to the pilot certification program, including administrative and oversight activities coordinated with Transport Canada, should not be borne by international users. These costs are not directly related to the provision of pilotage services to the international fleet and, as such, should not be embedded within general pilotage rates. Accordingly, the Federation respectfully submits that these costs should be removed from the proposed rate increase.

The Federation is also concerned about the apparent duplication of costs between the GLPA and Transport Canada in relation to pilot certification oversight and related regulatory functions. As has been raised previously with the Canadian Transportation Agency (CTA), regulatory authorities must avoid duplicating charges for the same activities. The Federation is therefore of the view that both entities should not be recovering costs for overlapping functions, and that any such costs should be carefully reviewed to ensure they are recovered from the domestic fleet in a transparent and appropriate manner, consistent with established regulatory principles.

Section 33 of the *Pilotage Act* provides the Authority with the ability to establish and recover specific fees for services or activities that are distinct from general pilotage services. In this context, the Federation notes that the GLPA has the statutory authority to recover costs associated with the pilot certification program directly from domestic users. At present, this authority is not being exercised, resulting in those costs being absorbed into the general rate base. The Federation submits that a more equitable approach would be to recover such costs directly from the domestic fleet through targeted fees, rather than through general rate increases applied to international vessel traffic. An example of this can be found in the Atlantic Pilotage Authority (APA)'s "Certificated Movement Administrative Charge," in which a flat charge is applied for all vessel movements under the conduct of a certificated master to recover a portion of the APA's administrative costs.

Transparency and accuracy in the allocation and recovery of these costs are essential to maintaining a fair and balanced rate structure. The Federation therefore respectfully requests that the GLPA's total administrative costs associated with the pilot certification program be identified and communicated to industry, and that those costs be removed from the proposed general rates applicable to international vessels. We further request that the GLPA provide clarity on the measures being considered to avoid unnecessary duplication with Transport Canada and ensure cost recovery from the appropriate party going forward.

Pilotage Act Administration Fee

In addition, the Federation reiterates its long-standing objection to the inclusion of any "Pilotage Act Administration Fee" within pilotage tariffs. As consistently stated in previous objections filed with the CTA, the recovery of anticipated costs associated with the administration of the *Pilotage Act*—including potential charges under section 37.1—through pilotage rates is neither fair nor reasonable. Such charges are not supported by a transparent cost structure, are based on uncertain and speculative future obligations, and fall outside the core service of providing pilotage. In the Federation's view, embedding these administrative costs within general pilotage rates further compounds the inequity



already identified with respect to the pilot certification program, by shifting costs unrelated to international pilotage services onto international vessel traffic. The Federation therefore maintains that *Pilotage Act* administration costs should not be recovered through pilotage tariffs and should be excluded from the proposed rate structure altogether, consistent with the principles previously articulated by the Federation.

Transit Interruption Surcharge

Finally, with respect to the 2025 transit interruption surcharge, the Federation wishes to reiterate that it initially supported this initiative, as it was intended to improve traffic fluidity within the system. However, several Federation members were negatively impacted by the way the surcharge was administered during the last navigation season. Consequently, members are seeking greater clarity regarding the application of the surcharge, as well as a clearer understanding of its intended objectives and the tangible outcomes achieved.

Despite these concerns, the Federation remains confident that the GLPA's continued efforts to manage its financial responsibilities while maintaining high service standards can contribute positively to the industry. We remain available for further engagement on these matters and thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Cédric Baumelle".

Capt. Cédric Baumelle
Director, Marine Operations