

**PILOTAGE ACT
PACIFIC PILOTAGE TARIFF REGULATIONS**

Effective January 1, 2006

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**REGULATIONS PRESCRIBING TARIFFS OF PILOTAGE
CHARGES TO BE PAID TO THE PACIFIC PILOTAGE AUTHORITY
FOR PILOTAGE IN THE COASTAL AND
FRASER RIVER PILOTAGE AREAS
Effective January 1, 2006**

Short Title

1. These Regulations may be cited as the Pacific Pilotage Tariff Regulations.

Interpretation

2. In these Regulations,

“Areas” means the compulsory pilotage areas described in Section 3 of the Pacific Pilotage Regulations, (zone)

“Assignment” means the assignment of a pilot to take the conduct of a ship in the Areas; (affectation)

“Authority” means the Pacific Pilotage Authority, (Administration)

“Breadth of the ship” means the maximum distance, in metres and centimetres, to the outside of the shell plating of the ship; (largeur du navire)

“dead ship” means a ship normally self-propelled that is without the use of its propelling power; (navire mort)

“draught” means the greatest depth of the submerged part of a ship, in metres and centimetres, at the time pilotage services are performed; (tirant d’eau)

“harbour” means a place set out in Part 1 of Schedule I; (havre)

“harbor or port assignment” means an assignment which occurs wholly within a harbour or port at which pilots are based; (affectation dans un havre ou port)

“northern assignment” means an assignment in the area north Seymour Narrows or on the West Coast of Vancouver Island, excluding Barkley Sound and Alberni Inlet, during the course of which a ship enters or departs a harbour or port in that area or transits that area; (affectation nord)

“overall length” means the total distance, in metres and centimetres, from the foremost to the aftermost point of the hull of the ship; (longueur hors tout)

“Pilotage unit” means the result obtained by multiplying the overall length of the ship, by the breadth and the draught of the ship at the time of the assignment and by dividing the product by 100; (untie de pilotage)

“pilot boat” means a boat employed in the service of the Authority; (bateau-pilote)

“port” means a place set out in Part 2 of Schedule 1: (port)

“Prince Rupert assignment” means an assignment other than a harbour or port assignment that occurs within the area between the Triple Island boarding station and the port of Prince Rupert or the harbours of Porpoise Harbour or Port Simpson; (affectation Prince Rupert)

“Region” means the Region of the Authority as defined in the schedule to the Pilotage Act; (région)

“Southern assignment” means an assignment other than a harbour or port assignment within Barkley Sound and Alberni Inlet and the area south of Seymour Narrows during the course of which a ship enters or departs a harbour or port in that area or transits that area (affectation sud)

Bridge Watch

3. 1) A bridge watch begins:
 - a) when the pilot reports on the bridge of a ship and takes conduct thereof; or
- 2) A bridge watch ends:
 - a) when the pilot leaves the bridge to disembark at a pilot boarding station or when the pilot is relieved by another pilot;
 - b) when the ship has been secured at anchor and the pilot is released from the bridge; or
 - c) when the ship has tied up alongside a berth and no further pilotage services are required.

Calculation of Time Charges

4. Time charges for pilotage services are payable in respect of each pilot for each hour or part of an hour comprised in a period of pilotage service determined in accordance with Section 5.

5.
 - 1) For the purposes of calculating the charges referred to in Sections 4 and 7, a period of pilotage service:
 - a) begins at the earlier of
 - (i) the time for which the pilot is ordered, or
 - (ii) the time the pilot commences a bridge watch; and
 - b) ends when the pilot is able to disembark ship.
 - 2) Notwithstanding Subsection (1), where, for reasons unrelated to any act or omission of the owner, master or agent of the ship, a pilot is unable to board a ship and commence an assignment at the time for which he was ordered, the time charge shall commence at the time the pilot reports for the assignment.

Pilotage Charges for an Assignment

6. For an assignment to a ship set out in column 1 of Schedule 2, in waters set out in column 2, the pilotage charge payable is the amount set out in column 3 multiplied by the pilotage unit.

Time Charges for Bridge Watches

7.
 - 1) In addition to the pilotage charge for an assignment, for a period of bridge watch set out in column 1 of Schedule 3, the time charge set out in column 2 is payable in respect of the time of each pilot whose services are used.
 - 2) The time charge does not apply in respect of a ship that is being led, pushed or towed by another ship.

Minimum Charges

8. Despite Sections 6 and 7, the total charges payable under those sections in respect of a ship are not less than \$725.62.

Cancellation Charges

9. If a request for a pilotage service is cancelled after a pilot has been assigned, for a period set out in column 1 of Schedule 4, the cancellation charge set out in column 2 is payable in addition to any other charges.

Out-of-Region Charges

10. In the following circumstances set out in column 1 of Schedule 5, the out-of-Region charge set out in column 2 is payable and calculated over the period set out in column 3 when a pilot:
- a) embarks a ship or disembarks from a ship at a point outside the Region; or
 - b) remains on board a ship when it leaves the Region and is carried back into the Region on board the same ship to resume piloting the ship.

Transportation Charges

11. Where a pilot incurs travel expenses that are directly associated with an assignment set out in column 1 of schedule 6, the transportation charge set out in column 2 is payable on a per-pilot basis.

Pilot Boat and Helicopter Charges

12. On each occasion that a pilot boat or helicopter is used to embark or disembark a pilot at a location set out in column 1 of Schedule 7, the charges set out in columns 2 and 3 are payable.
13. For the purpose of creating a fund to enable the replacement of pilot boats for certain locations, on each occasion that a pilot boat is used to embark or disembark a pilot at a location set out in column 1 of Schedule 7, the charge set out in column 4 is payable.

Schedule I

(Section 2)

Harbours and Ports

Part 1
Harbours

Bamfield	Gibsons	Nanoose Bay	Snug Cove
Bull Harbour	Horseshoe Bay	Ocean Falls	Squamish
Chemainus	Hot Springs Cove	Pender Harbour	Ucuelet
Comox	Kitimat	Port Alberni	Vancouver
Crofton	Ladysmith	Powell River	Victoria
Esquimalt	Nanaimo (Including Harmac)	Prince Rupert (Porpoise Harbour excluded)	

Part 2
Ports

Alert Bay	Forward Harbour (Winter Harbour)	Plumper Sound Anchorage	Sand Heads
Bamberton	Gold River	Porpoise Harbour	Stewart
Beaver Cover (Englewood)	Hardy Bay (Port Hardy)	Port Alice	Tasu
Britannia Beach	Harriet Harbour	Port McNeil	Texada Mines
Campbell River	Hatch Point	Port Mellon	Toquart
Coal Harbour	James Island	Port Simpson	Union Bay
Cowichan Bay	Klemtu	Port Tahsis	Woodfibre
Deltaport	Menzies Bay	Roberts Bank (West Shore Terminal)	Yreka
Duncan Bay	Namu	Rupert Inlet	Zeballos
Emilia Anchorage			

Schedule 2
(Sections 6)

Pilotage Charges for an Assignment

Item	Column 1 Ship	Column 2 Water	Column 3 Amount (\$)
1.	Any ship, other than a dead ship	Waters, other than the Fraser River	3.121
2.	A dead ship	Waters, other than the Fraser River	6.242
3.	Any ship	Fraser River	3.121

Schedule 3
(Section 7)

Time Charges for Bridge Watches

Item	Column 1 Period	Column 2 Time Charge (\$)
1.	Per consecutive hour or part of an hour	156.78
2.	After 8 consecutive hours, an additional time charge, as follows:	
	a) for not more than 15 minutes	50 percent of the amount payable under item 1
	b) for more than 15 minutes, but not more than 30 minutes	100 percent of the amount payable under item 1
	c) for more than 30 minutes, but not more than 45 minutes	150 percent of the amount payable under item 1
	d) for more than 45 minutes, but not more than 60 minutes	200 percent of the amount payable under item 1
	e) for more than 60 minutes	300 percent of the amount payable under item 1

Schedule 4
(Section 9)

Cancellation Charges

Item	Column 1 Period	Column 2 Cancellation Charge (\$)
1.	If a cancellation notice is received after the pilot is assigned	471.26
2.	Additionally, if the pilot has begun travel, for each hour or part of an hour from the time the pilot began travel until the time the pilot returns to the pilot's base or is reassigned	156.78

Schedule 5
(Section 10)

Out-of-Region Charges

Item	Column 1 Circumstances	Column 2 Out of Region Charge(\$) (per hour of part of an hour)	Column 3 Period
1.	To embark	156.78	From the time the pilot leaves the pilot's base until the pilot begins to pilot the ship
2.	To disembark	156.78	From the time the pilot ceases to pilot the ship until the pilot returns to the pilot's base
3.	To remain on board	156.78	From the time the pilot ceases to pilot the ship until the pilot resumes piloting the ship.

Schedule 6
(Section 11)

Transportation Charges

Column 1		Column 2
Item	Assignment	Transportation Charges (\$)
1.	a Harbour or Port assignment in the Areas	135
2.	an assignment on the Fraser River	127
3.	A Northern assignment	1,066
4.	a Prince Rupert assignment	348
5.	a Southern assignment	348
6.	any Area where a pilot has begun travel and the assignment is cancelled	135

Schedule 7
(Sections 12 and 13)

Pilot Boat and Helicopter Charges

Column 1		Column 2	Column 3	Column 4
Item	Location	Charges (\$)	Additional Charge	Pilot Boat Replacement Charge (\$)
1.	Brotchie Ledge	297	n/a	180
2.	Sand Heads	1,104	n/a	180
3.	Triple Island	2,089	n/a	180
4.	Cape Beale	4,772	n/a	n/a
5.	Pine Island	6,622	n/a	n/a
6.	English Bay	212	\$53 for each period of 15 minutes that a pilot boat is detained on standby	n/a
7.	the entrance to Nanaimo Harbour	615	n/a	n/a
8.	any place other than a pilot boarding station	2,428	n/a	n/a