## LAURENTIAN PILOTAGE AUTHORITY

## PILOTAGE TARIFF

(+ 2.35\%) effective on 2013-01-01

| \# Section |  |  | BASIC | PILOTAGE UNITS | $\begin{array}{r} \text { TIME } \\ \text { FACTOR } \\ \hline \end{array}$ |  | Maximum |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  | Minimum |  |
| 1 | Trip District No. 1 | district 1 |  | \$ 42.08 | \$ 20.71 | \$ 2153.06 |  |
| 1 | Trip District No. 2 | district 2 |  | \$ 25.35 | \$ 14.60 | \$ 1695.64 |  |
| 2 | Movage | district 1 | \$ 484.35 | \$ 15.95 |  | \$ 2153.06 |  |
|  |  | district 1-1 | \$ 445.69 | \$ 14.68 |  | \$ 1981.16 |  |
|  |  | district 2 | \$ 461.28 | \$ 15.19 |  | \$ 2050.53 |  |
| 3 | Anchorage (Movage) or (Trip) | district 1 | \$ 374.53 | \$ 4.03 |  |  |  |
|  |  | district 1-1 | \$ 344.62 | \$ 3.71 |  |  |  |
|  |  | district 2 | \$ 356.70 | \$ 3.85 |  |  |  |
| 4 | Docking of ship at a wharf or pier at the end of a trip | district 1 | \$ 286.67 | \$ 2.96 |  |  | \$ 557.37 |
|  |  | district 2 | \$ 273.01 | \$ 2.81 |  |  | \$ 530.83 |
|  | Request by a master, owner or agent of a ship for a pilot designated by the Corporation to perform a docking or undocking | district 2 | \$ 461.28 | \$ 10.43 |  | \$ 1695.64 |  |
|  |  |  |  |  |  |  |  |
| 6 | Detention of a pilot at a pilot boarding station or on board ship |  | First half hou |  |  | N/A |  |
|  |  | district 1 | First hour inc | the first half hour |  | \$ 111.73 |  |
|  |  | district 1-1 | First hour inc | the first half hour |  | \$ 102.79 |  |
|  |  | district 2 | First hour inc | the first half hour |  | \$ 106.38 |  |
| 7 | Ship movements required for adjusting a ship's compasses | district 1 | \$ 484.35 | \$ 15.95 |  |  |  |
|  |  | district 1-1 | \$ 445.69 | \$ 14.68 |  |  |  |
|  |  | district 2 | \$ 461.28 | \$ 15.19 |  |  |  |
| 8 | Trip or movage of a dead ship |  | 1.5 times the | ge charges set out in se | tions 1 to |  |  |
| 9 | Cancellation | district 1 | Basic |  |  | \$ 600.87 |  |
|  |  |  | First hour |  |  | NIL |  |
|  |  |  | For the second | including the first hour |  | \$ 223.44 |  |
|  |  |  | and for each | quent hour |  | \$ 111.73 |  |
|  |  | district 1-1 | Basic |  |  | \$ 552.90 |  |
|  |  |  | First hour |  |  | NIL |  |
|  |  |  | For the second | including the first hour |  | \$ 205.58 |  |
|  |  |  | and for each | quent hour |  | \$ 102.79 |  |
|  |  | district 2 | Basic |  |  | \$ 572.25 |  |
|  |  |  | First hour |  |  | NIL |  |
|  |  |  | For the second | including the first hour |  | \$ 212.75 |  |
|  |  |  | and for each | quent hour |  | \$ 106.38 |  |
| 10 | A pilot is carried on a ship beyond the district for which the pilot is licenced | district 1 | Each hour |  |  | \$ 111.73 |  |
|  |  | district 1-1 | Each hour |  |  | \$ 102.79 |  |
|  |  | district 2 | Each hour |  |  | \$ 106.38 |  |
| 11 | Special Request | district 1 |  |  |  | \$ 2500.23 |  |
|  |  | district 1-1 |  |  |  | \$ 2300.62 |  |
|  |  | district 2 |  |  |  | \$ 2381.17 |  |

