

October 31, 2014

To Whom It May Concern:

RE: NOTICE OF FEE AMENDMENTS

In accordance with Section 51 of the *Canada Marine Act*, the Vancouver Fraser Port Authority (VFPA) Board of Directors has approved the following proposed fee amendments that will take effect on January 1, 2015:

1. Wharfage

- a. Containers: Set rates as follows:
 - i. For the former Vancouver Port Authority jurisdiction (VPA): Import laden: \$38.51 per twenty foot equivalent unit (TEU), export laden: \$27.46 per TEU.
 - ii. For the former Fraser River Port Authority jurisdiction (FRPA): Import laden: \$19.31 per TEU, export laden: \$13.94 per TEU.
 - iii. For the purposes of this TEU-based wharfage fee:
 1. containers with a length less than 40 feet shall be equal to 1 TEU;
 2. containers with a length equal to or greater than 40 feet but less than 45 feet shall be equal to 2 TEUs;
 3. containers with a length equal to 45 feet shall be equal to 2.25 TEUs; and
 4. the TEU measure for containers with a length greater than 45 feet shall be determined by dividing the length, in feet, by twenty to the nearest second decimal point.
- b. Non-containerized cargo: Set rates as follows:
 - i. For the former VPA jurisdiction: Logs: \$4.86 per Thousand Foot Board Measure (MFBM) Scribner; lumber: \$2.69 per MFBM; woodpulp: \$2.37 per tonne; dry bulk: \$0.60 per tonne; all other cargo not otherwise specified: \$2.49 per tonne.
 - ii. For the former FRPA jurisdiction: Logs: \$3.22 per MFBM Scribner; lumber: \$1.34 per MFBM; woodpulp: \$1.18 per tonne; dry bulk: \$0.60 per tonne; liquid bulk: \$0.43 per tonne; all other cargo not otherwise specified: \$1.18 per tonne.
 - iii. For the former FRPA jurisdiction: Vehicles moved through automobile terminals: \$2.50 per unit, which will take effect on April 1, 2015.

2. Berthage

- a. Set rates for the entire VFPA jurisdiction as follows:
 - i. Deep-sea vessels during working periods at \$0.437 per hour metre of Length Over All (LOA) with a minimum charge of \$321.84 per terminal visit;
 - ii. Deep-sea vessels during non-working periods at \$0.16 per hour metre of LOA with a minimum charge of \$321.84 per terminal visit;
 - iii. Coastal vessels, tugs, fishing vessels, and yachts at \$0.118 per hour metre of LOA with a minimum charge of \$75.10 per terminal visit; and
 - iv. All vessels will be charged per hour, rounded up to the nearest quarter of an hour.
- b. Set rates for vessels calling automobile terminals will take effect on April 1, 2015.

3. Container Vessel On Time Performance Incentive

No changes to the 2014 Container Vessel On Time Performance Incentive are contemplated for 2015 at this time.

4. Harbour Dues

No changes to the 2014 Harbour Dues rates are contemplated for 2015 at this time.

5. Gateway Infrastructure Fee

The Gateway Infrastructure Fee is intended to recover 90% of VFPA's investments and costs associated with the Gateway Infrastructure Program. The VFPA supports the Gateway Infrastructure Program which is increasing the efficiency and productivity of the supply chain. Fee differences in trade areas reflect the different levels of VFPA investment in each trade area and the intent is to have users who benefit from trade area infrastructure improvements pay a portion of the costs associated with these improvements.

The Gateway Infrastructure Fee is payable in respect of laden containers, by the owner of the vessel and in respect of non-containerized cargo, by the owner of cargo, at rates set out below:

Gateway Infrastructure Fee	
Containerized Cargo (per laden TEU)	
Trade Area	2015
North Shore Trade Area	\$1.33
South Shore Trade Area	\$1.84
Roberts Bank Rail Corridor	\$0.55
Non-Containerized Cargo	
Trade Area	2015
North Shore Trade Area	
- Breakbulk lumber rates per MFBM	\$0.11
- Breakbulk log rates per MFBM Scribner	\$0.31
- Other cargo rates per metric tonne	\$0.08
South Shore Trade Area	
- Cargo rates per metric tonne	\$0.18
Roberts Bank Rail Corridor	
- Cargo rates per metric tonne	\$0.06

6. EcoAction Program (formerly Differentiated Harbour Dues Program)

Changes have been made to the environmental criteria used to evaluate reduced harbour dues rates. In particular, the EcoAction Program fuel sulphur content options will no longer be eligible for reduced harbour dues rates. This change is required in response to the International Maritime Organization, North American Emission Control Area, 2015 fuel sulphur content restrictions. Ships can continue to receive discounted harbour dues rates through a variety of other environmental practices, such as shore power capability, environmental designations, alternative fuels and clean technologies.

7. Non Road Diesel Emissions Fee: New

The Non Road Diesel Emissions (NRDE) Fee applies to older, higher-emitting diesel engines operating on VFPA lands. Any party occupying VFPA lands, operating Tier 0 and Tier 1 non road engines greater than 25 horsepower (HP), will be required to pay a corresponding fee. The fee is based on actual operating hours and will be payable at the beginning of the following year once operating hours have been reported to the VFPA (e.g. 2015 fees payable in 2016). Up to 80% of the fees collected will be rebated when the engine is retired, retrofitted or replaced to meet a minimum Tier 2 engine particulate matter emissions equivalent. The remaining 20% of the fees collected are intended to recover VFPA's costs to administer the program and related air quality activities. For more information, please visit Porttalk.ca/NRDE.

Non Road Diesel Emissions Fee (per HP)		
Year	Tier 0	Tier 1
2015	\$10.00	\$6.00
2016	\$14.00	\$8.00
2017 - 2020	\$20.00	\$10.00

The NRDE Fee is calculated as follows:

For ≥ 2000 hours: [Engine max. HP] x [Fee rate]

For < 2000 hours: [Engine max. HP] x [Fee rate] x [Calendar year hours]/2,000 hours

The Vancouver Fraser Port Authority Fee Document is posted on our website www.portmetrovancover.com and may also be obtained from the VFPA upon request (1-888-767-8826).

Persons interested in making written representations to the VFPA on the subject of the proposed fee amendments or any other matter in this notice may do so, **prior to January 1, 2015**, by writing to:

Director, Trade Development

Vancouver Fraser Port Authority

100 The Pointe,

999 Canada Place

Vancouver, BC V6C 3T4 Canada

Email: commercial_enquiries@portmetrovancover.com

Yours truly,



Katherine Bamford
Director, Trade Development

Appendix

1. Container Wharfage

	Import		Export	
	2014 Rates (per TEU)	2015 Rates (per TEU)	2014 Rates (per TEU)	2015 Rates (per TEU)
Deltaport, Vanterm, Centerm & Lynnterm	\$38.17	\$38.51	\$27.22	\$27.46
Fraser Surrey Docks	\$19.13	\$19.31	\$13.81	\$13.94

2. Non-Containerized Cargo Wharfage

		Per Unit (F-FRPA)		Per Unit (F-VPA)	
Commodity	Unit	2014 Rate	2015 Rate	2014 Rate	2015 Rate
Automobiles	Unit	N/A	\$2.50	N/A	N/A
Breakbulk: Logs	MFBM Scribner	\$3.19	\$3.22	\$4.81	\$4.86
Breakbulk: Lumber	MFBM	\$1.33	\$1.34	\$2.67	\$2.69
Breakbulk: Woodpulp	Tonne	\$1.17	\$1.18	\$2.35	\$2.37
Bulk: Dry	Tonne	\$0.59	\$0.60	\$0.59	\$0.60
Bulk: Liquid	Tonne	\$0.43	\$0.43	N/A	N/A
All Other NOS*	Tonne	\$1.17	\$1.18	\$2.47	\$2.49

* Not Otherwise Specified.

3. Berthage

Category		2014	2015
Deep-sea working period	Rate/ LOA/hr	\$0.433	\$0.437
	Min per visit	\$318.97	\$321.84
Deep-sea non-working period	Rate/ LOA/hr	\$0.159	\$0.160
	Min per visit	\$318.97	\$321.84
Coastal vessels	Rate/ LOA/hr	\$0.117	\$0.118
	Min per visit	\$74.43	\$75.10
Tugs, fishing vessels, and yachts	Rate/ LOA/hr	\$0.117	\$0.118
	Min per visit	\$74.43	\$75.10