

Table of Contents

1. Preface / Notice to the Public	3
2. Vessel, Cargo, and Passenger Fees	4
2.1 Harbour Dues Fee	4
2.2 Berthage Fees	5
2.3 Passenger Vessel and Passenger Fees.....	7
2.4 Wharfage	8
2.5 Gateway Infrastructure Fee	10
2.6 Other Fees	12
3. Port Authority Services – Administration and User Fees	13
3.1 Environmental Fees.....	13
3.2 Maintenance Fees	13
3.3 Equipment Fees	13
3.4 Operations and Security Fees	13
3.5 Overdue Account Fees	15
3.6 Project and Building Permit Fees	15
3.7 Property Agreement Documentation Fees.....	16
3.8 Utility Fees	17
3.9 Non-Road Diesel Emissions Fee	17
4. Terminology	20
4.1 General Terms and Conditions	20
4.2 Definitions	23
4.3 Abbreviations	28
4.4 Conversion Factors.....	28
Schedule A: Environmental Criteria and Required Supporting Documentation	29
Gold Rate	29
Silver Rate.....	30
Bronze Rate.....	31
Notes	32
Schedule B: Rate Application Process and Rules	33
Schedule C: Gateway Infrastructure Fee Application.....	35
Schedule D: Jurisdictional Map.....	36

1. Preface / Notice to the Public

This document is prepared and issued by Vancouver Fraser Port Authority (hereinafter called the “**Port Authority**”) and may be cited as the “**Fee Document**”.

The Port Authority was established on January 1, 2008 through the amalgamation of three Lower Mainland port authorities of British Columbia. The Port Authority’s jurisdiction consists of the following areas as depicted on Schedule “D”.

- Vancouver
- Fraser River
- North Fraser River

Aside from conditions stipulated by Section 51 of the *Canada Marine Act*, this Fee Document may be amended, revoked, replaced or otherwise altered by the Port Authority, in its sole discretion at any time, without prior notice.

Information regarding facilities, terms and conditions and fees, as provided in this Fee Document, may be obtained at the following address:

Vancouver Fraser Port Authority
100 The Pointe
999 Canada Place
Vancouver, B.C.
Canada V6C 3T4

Attention: Trade Development Department

Telephone: Toll Free 1.888.767.8826
In Greater Vancouver 604.665.9091

Fax: 1.866.284.4271

Website: portvancouver.com

E-mail: commercial_enquiries@portvancouver.com

2. Vessel, Cargo, and Passenger Fees

2.1 Harbour Dues Fee

Summary

The Port Authority charges harbour dues to a vessel for each harbour call. Intended for recovery of investments and costs associated with harbour operations, including those contributing to harbour safety, security, and cleanliness, as well as some common user infrastructure.

- (a) The owner of every vessel calling in the harbour must pay harbour dues to the Port Authority at the rates set out in section 2.1.1 herein which are based on environmental criteria. The environmental criteria and required supporting documentation are set out in Schedule A: Environmental Criteria and Required Supporting Documentation, attached hereto and forming part of this Fee Document.

The rules and application process by which a vessel owner or its local representative applies for the gold, silver or bronze rate are set out in Schedule B: Rate Application Process and Rules, attached hereto and forming part of this Fee Document.

Exemptions

- (a) Notwithstanding section 2.1 above, harbour dues are not payable in respect of a vessel:
 - (i) Of a non-commercial type or design that belongs to Her Majesty in right of Canada or province or to a foreign government and that is not engaged in commercial activity;
 - (ii) Of a non-commercial type or design that is used solely for pleasure;
 - (iii) That enters and departs the Port Authority's jurisdiction within a period of 12 consecutive hours without engaging in commercial activity;
 - (iv) In distress that enters the Port Authority's jurisdiction for emergency services or repair and does not engage in commercial activity;
 - (v) That re-enters prior to final clearance by an authorized agency or the Port Authority's Harbour Master's Office for its ultimate destination while on a single deep-sea voyage; or
 - (vi) Of Canadian registry that is engaged exclusively in fishing operations pursuant to a valid license to such vessel under the *Fisheries Act*, the *Northern Pacific Halibut Act* or the *North Pacific Fisheries Convention Act*.
- (b) Harbour dues are not payable in respect of the same vessel more than five times in any calendar year.

- (c) All vessels exempted in this section need not submit a rate application.

The Port Authority reserves the right, in its discretion to determine for the purposes of harbour dues as set out in section 2.1.1 below:

- (a) The gross registered tonnage of any vessel that has not registered gross tonnage; and
- (b) Whether the rate application meets the criteria set out in Schedule A: Environmental Criteria and Required Supporting Documentation and whether the required supporting documentation provided is acceptable.

2.1.1 Harbour Dues Rates Per Gross Registered Tonne (GRT)*:

	Rate
(a) Base rate	\$0.094
(b) Bronze rate	\$0.072
(c) Silver rate	\$0.061
(d) Gold rate	\$0.050

* Minimum charge per call: \$30.00

2.2 Berthage Fees

Summary

The Port Authority charges a berthage fee based on the physical size of the vessel when it utilizes a berth owned by the Port Authority, as well as the vessel's length of stay at the berth. Such a fee also applies to vessels that are fast to or tied up alongside any other vessel occupying a Port Authority property berth. Berthage fees are intended to help recover investments and costs associated with the wharf apron and berth dredging and maintenance.

The owner of the vessel will be charged berthage fees as set out in sections 2.2.1 and 2.2.2 herein.

Berthage is assessed on the registered overall length ("LOA") of the vessel in metres and will be calculated from the time when the first line is made fast to when the last line is cast off. The owner of the vessel will be charged per hour, rounded up to the nearest quarter of an hour.

For Fraser River, in a situation where a vessel is ready for departure but must remain at berth to await a rising tide, the berthage period shall end when the vessel is ready for departure and the vessel informs the Authority or the terminal operator of this fact.

Exemptions

Berthage Fees are not payable in respect of the following vessels:

2.2.2 Berthage Fees: North Fraser River

Scows - \$90.00 per day

2.3 Passenger Vessel and Passenger Fees

2.3.1 Passenger Fees

Summary:

These fees are charged in order to recover investments and costs associated with provision of cruise terminal facilities and infrastructure.

- (a) The passenger fees set out below, will be payable by the owner and shall apply to each passenger embarking, disembarking, in-transit and overnighting on a vessel at Port Authority property.

	Friday/Saturday/ Sunday/Monday	Tuesday/Wednesday/ Thursday
Each embarking passenger	\$17.00	\$16.33
Each disembarking passenger	\$17.00	\$16.33
Each in-transit passenger, or overnighting passenger per day	\$17.00	\$16.33

2.3.2 Services and Facilities Fees

Summary:

Intended for recovery of investments and costs associated with provision of cruise berths and infrastructure.

- (a) Services and facilities fees set out in sub-section (g) herein are payable by the owner of every passenger vessel berthed at Port Authority property that arrives and/or departs with passengers.
- (b) Subject to sub-sections (c) through (f) that follow, the services and facilities fees in sub-section (g) will be assessed in respect of a passenger vessel for the period of time commencing when the first line is made fast and ending when the last line is cast off.
- (c) Where a passenger vessel arrives and immediately enters a working period, the services and facilities fees will be calculated from the time the first line is made fast to the end of the working period if the passenger vessel enters a layover period immediately thereafter.
- (d) Following a layover period where a passenger vessel then enters a working period, services and facilities fees will be calculated from the commencement of the working period to when the last line is cast off.
- (e) Services and facilities fees are calculated to no less than a 12-hour period.

- (e) Notwithstanding sub-sections (a), (b) and (c), it is a condition of the use of Port Authority property that the Port Authority and its officers and employees shall in any event be entitled to the same exceptions, exemptions, restrictions and limitations with respect to liability as are set out in the carrier's favour in any bill of lading or similar document relating to the passenger or goods in question.

4.1.7 Dangerous Goods

The acceptance, handling or storage of dangerous goods within the Port Authority's jurisdiction, including goods that are to be loaded, discharged or remain on board a vessel (including barges), is subject to obtaining prior approval from the Port Authority. Such goods are to be handled in compliance with applicable dangerous goods codes, regulations, and acts. For more information, please refer to the Port Information Guide available in the Marine Operations section of the [Port of Vancouver website](#).

4.1.8 Use of Port Deemed Acceptance

The Fee Document is binding upon any person entering the Port Authority's jurisdiction or using Port Authority property regardless of their knowledge. Entrance or use constitutes complete acceptance of the Fee Document, its revisions or supplements and the terms and conditions set forth therein.

4.1.9 Charges Generally

- (a) The charges prescribed by the Fee Document are in addition to any other tariff, notice or law, or any other charges that may be owing to the Port Authority.
- (b) The fees prescribed in this document do not include applicable federal, provincial or municipal taxes. Such taxes will be added to invoices where required.
- (c) All invoices issued by the Port Authority for administration and user fees and charges, as provided in section 3 of the Fee Document, shall be subject to a minimum billing charge of \$35.00.

4.1.10 Charges in Canadian Funds

All fees are quoted in Canadian dollars.

4.1.11 Charges Payable to Whom

All fees and charges are payable directly to the Port Authority or to the assigned operator of the Port Authority property at which the vessel, cargo, containers or goods are handled or passengers have transited. The operator of the Port Authority property collects the fees on behalf of the Port Authority.

4.1.12 Payment of Fees

- (a) The fees prescribed herein are due and owing by the owner to the Port Authority (or party shown on the invoice), within 30 days of the invoice

- (i) another facility in the Port Authority's jurisdiction;
- (ii) any other port or ports along the west coast of British Columbia; or
- (iii) Washington state and/or Oregon state in the United States of America.

"Container" means a freight container complying with ISO standards which has been designed for the carriage of goods and cargo by one or more modes of transport. It is a single rigid, intermodal, dry cargo, insulated, refrigerated, flat rack, platform, liquid tank, or open-top container unit, demountable, without wheels or chassis attached, furnished with unique identification numbers and markings. Unless specified herein, this term refers to both empty and laden containers. Containers have construction fittings and fastenings, compatible with the lifting beams of container handling equipment, to be able to withstand, without permanent distortion, all of the stresses that may be applied when lifted by container-handling equipment.

"Containerized cargo" means cargo in containers between vessels and inland carriers or vice versa, vessel to vessel, to or from a warehouse or between inland carriers in a container.

"Cruise line" means a common carrier of passengers, for a charge, but does not include a consortium or an affiliated company.

"Export" (aka **"outbound"**) means the movement of containers, cargo or goods from an inland carrier to a place of rest on Port Authority property and its subsequent transfer onto a vessel.

"Goods" means any cargo, livestock or other animals, commodity, thing or product within the harbour to be transported by ship, whether incoming or outgoing, whether loaded, unloaded, stored or handled, whether containerized or not and whether carried under a bill of lading or not.

"Gross Registered Tonnage/Tonne" (**"GRT"**) means the gross tonnage stated in the certificate of registry or tonnage certificate of a ship and where the ship has more than one gross registered tonnage, means the largest gross registered tonnage of that ship.

"Harbour" means all the navigable waters described in the Vancouver Fraser Port Authority's Letters Patent.

"Harbour dues" means the fees calculated as set out in section 2.1 Harbour Dues Fee in respect of a vessel calling the harbour.

"Import" (aka **"inbound"**) means the movement of containers, cargo or goods from a vessel to a place of rest on Port Authority property, and its subsequent transfer to an inland carrier.

"Inland carrier" means a railway company, rail carrier, truck carrier, cartage company, tug and barge company operating within the coastal waters of British Columbia, a private carrier, or any other transport vehicle that receives or delivers containers, cargo or goods discharged from or to be loaded to vessels.

“Layover” means that period of time when a passenger vessel is not in a working period. The Port Authority must pre-approve in writing all periods of layover, or the passenger vessel owner will be deemed to be in a working period and subject to the services and facilities fees.

“Length Over All” (“LOA”) means the maximum length overall of the vessel in metres as stated on the certificate of registry or an alternate certified document that declares the maximum length of the vessel.

“MFBM” means 1,000 foot board measures.

“Non-working period(s)” means for the purposes of calculation of Berthage Fees in section 2.2 are limited to: Christmas Day, New Years’ Day and Labour Day, always subject to the vessel in fact not being worked, meaning there is no loading or unloading of cargo and/or passengers.

“Ocean Carrier” means vessel owners, their agents, employees or charterers.

“Operator” means an organization that is contracted with the Port Authority as the authorized party to perform cargo and container handling activities on Port Authority property. An operator includes service and management contractors of the Port Authority.

“Outbound” (aka **“export”**) means the movement of containers, cargo or goods from an inland carrier to a place of rest on Port Authority property and its subsequent transfer onto a vessel.

“Owner” means the person who owns property and, for greater certainty, includes:

- (a) in the case of a vessel or shipping or cruise line: the agent, charterer by demise, master or person in apparent control of the vessel; or
- (b) in the case of goods: the agent, sender, consignee or bailee of the goods, or the carrier of goods to, upon, over or from Port Authority property.

“Passenger” means all persons travelling on board vessels with the exception of the crew of such vessels. For greater clarity, anyone not listed on the crew list is considered a passenger.

“Passenger fees” means a fee imposed in respect of each passenger for the use of Port Authority property in accordance with fees set forth in section 2.3 or a fee described as a composite passenger fee and as set forth in a bulletin published by the Port Authority to cruise lines.

“Rate application” means the online application form(s) provided by the Port Authority for vessel owners or their local representatives to complete in order to qualify a vessel for the gold, silver or bronze rate identified in section 2.1.1 herein by meeting environmental criteria set out in Schedule A: Environmental Criteria and Required Supporting Documentation.

“Scribner” means the quantity of one inch boards (board measure, abbreviated to BM) of sawn lumber configured in the cross section of a log measured at its

smallest end, allowing for ¼ inch saw kerf between each board, multiplied by the length of the log to the nearest full foot. The sum of the calculation is the quantity of BM of sawn lumber contained in the log as determined by a certified log scaler.

“Services and facilities fees” means those fees assessed against an owner of a passenger vessel for the use of Port Authority property for the movement of passengers, goods, and stores.

“Shipment” means a single consignment of cargo and goods tendered on one shipping document at one time from one point of origin by one shipper for one consignee to one point of destination. A shipment which is transported by a vessel is distinguished by a separate bill of lading issued by the ocean carrier.

“Shipping line” means a common carrier of goods, for a charge, but does not include a consortium, shipping conference, affiliated companies or a vessel sharing agreement.

“Stores” means vessel supplies.

“TEU” means the standard conversion basis of comparing container loads based on length measurement.

- (a) Containers with a length less than 40 feet shall be equal to 1 TEU;
- (b) Containers with a length equal to or greater than 40 feet but less than 45 feet shall be equal to 2 TEU's;
- (c) Containers with a length equal to 45 feet shall be equal to 2.25 TEU's; and
- (d) 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.

“Tonne” means, with reference to weight, one thousand (1,000) kilograms, and, with reference to measurement, one cubic metre. In the case of charges for cargo not otherwise specified (NOS), the charges in this tariff shall be calculated on whichever of the weight or measurement of the cargo yields the greater revenue.

“Transshipment” means to transfer cargo from one vessel to another for further transportation to another port with said transfer occurring completely on Port Authority property; in the case of laden containers, without the containers being de-stuffed or altered in form or composition.

“Transshipped” shall have a corresponding meaning.

“Vessel” means any ship, barge or floating craft that engages in commercial activity.

“Wharf” means a pier or other marine structure, property, facility or an anchorage used for the transfer of cargo and goods.

“**Working period(s)**” means all other period or periods of time outside those deemed non-working periods as defined earlier in this section. In the case of passenger vessels, this also means those period or periods of time when the passenger vessel is loading or unloading passengers, stores or both, usually signified by a ramp or gangway being in position.

4.3 Abbreviations

The abbreviations in this Fee Document carry the following meanings:

GRT	Gross Registered Tonnage/Tonne
LOA	Length Over All (in metres)
MFBM	One Thousand Foot Board Measure
NOS	Not Otherwise Specified, specifically in reference to goods and cargo
TEU	Twenty-foot Equivalent Unit

4.4 Conversion Factors

The following conversion factors will be used to convert weight and measurement or other values when needed to apply the applicable fee(s) contained in this Fee Document:

Converting From		Converting To	
Kilogram (kg): one	Equals	2.2046	Pounds
Litre (L): one	Equals	0.2200	Imperial Gallons
	or	0.2642	U.S. Gallons
Metres (m): one	Equals	3.2808	Feet
Metric Tonne (mt): one	Equals	1,000	Kilograms
	or	2,204.6	Pounds
	or	1.1023	Short Tons
	or	0.9842	Long Tons
MFBM: one	Equals	1,000	Foot Board Measure (FBM)

Schedule A: Environmental Criteria and Required Supporting Documentation

The criteria and supporting documentation required for a vessel to be eligible to qualify for the Port Authority's gold, silver or bronze rate are outlined in the tables in the following pages.

Gold Rate

Program Areas	Criteria		
	Option	Details	
Alternative Fuels and Technologies	Shore Power ¹	<ul style="list-style-type: none"> Ship-side Infrastructure in place to connect to electricity grid and shut engines down At dock All engines (excluding boilers) 	To be provided during on-board inspection: <ul style="list-style-type: none"> Visual confirmation by the Port Authority boat crew of ship-side infrastructure such as: <ul style="list-style-type: none"> Cable reels if on-board Plugs, wiring and controls to accept cable line from shore As required, the following information: <ul style="list-style-type: none"> Maximum total power demand for the vessel Maximum total power the vessel's shore power can supply Last port of call (including date) where the vessel connected to shore power Photos of the shore power set up may be taken by the Port Authority boat crew, including the electrical cabinet showing the amperage and voltage for the system
	Eligible Alternative Fuels ²	<ul style="list-style-type: none"> Where proven equivalent to level acceptable to the Port Authority At anchor and at dock³ Auxiliary engines 	To be provided during on-board inspection: <ul style="list-style-type: none"> Fuel delivery receipt(s); and, Fuel log (at the Port Authority's discretion, specific alternatives to this documentation may be considered); and, Supporting documentation to demonstrate equivalency to the Port Authority's satisfaction.
Environmental Designations	Environmental Ship Index	<ul style="list-style-type: none"> Score of ≥ 50 	To be checked by the Port Authority (online): <ul style="list-style-type: none"> ESI Score.
	Clean Shipping Index	<ul style="list-style-type: none"> Vessel score of 5 	To be attached to Rate Application and to be available during on-board inspection: <ul style="list-style-type: none"> Clean Shipping Index Certificate.
	Green Marine	<ul style="list-style-type: none"> Level 5 GHG; and, Level 2 Others or higher 	To be checked by the Port Authority (online): <ul style="list-style-type: none"> Levels attained as outlined in applicable Green Marine Annual Report.
	EEDI	<ul style="list-style-type: none"> 25% better than required 	To be attached to the Rate Application and to be available during on-board inspection: <ul style="list-style-type: none"> Supplement to the International Energy Efficiency Certificate.
	Clean Cargo Working Group (CCWG)	<ul style="list-style-type: none"> CO₂ emissions-DRY (g/TEU-km) 20% better than CCWG fleet-wide average 	Must provide copy of carrier-specific CCWG emission results.
Quiet Vessel Notation ^{5 7}	Bureau Veritas	<ul style="list-style-type: none"> Underwater Radiated Noise (URN) notation 	Must provide record of classification certificate.
	DNV-GL	<ul style="list-style-type: none"> Silent-Environmental (E) notation 	Must provide record of classification certificate.
	RINA	<ul style="list-style-type: none"> DOLPHIN notation 	Must provide record of classification certificate.
	Lloyd's Register	<ul style="list-style-type: none"> Underwater Radiated Noise (UWN-L) notation 	Must provide record of classification certificate.

Silver Rate

Program Areas	Criteria		
	Option	Details	
Alternative Fuels and Technologies	Eligible Alternative Fuels ²	<ul style="list-style-type: none"> Where proven equivalent to level acceptable to the Port Authority At anchor and at dock³ Auxiliary engines 	To be provided during on-board inspection: <ul style="list-style-type: none"> Fuel delivery receipt(s); and, Fuel log (at the Port Authority's discretion, specific alternatives to this documentation may be considered); and, Supporting documentation to demonstrate equivalency to the Port Authority's satisfaction.
	Environmental Designations	Environmental Ship Index	<ul style="list-style-type: none"> Score of 31 to < 50
	RightShip	<ul style="list-style-type: none"> EVDI of A with verification 	To be checked by the Port Authority (online): <ul style="list-style-type: none"> Rightship EVDI and verification.
	Clean Shipping Index	<ul style="list-style-type: none"> Vessel score of 4 	To be attached to Rate Application and to be available during on-board inspection: <ul style="list-style-type: none"> Clean Shipping Index Certificate.
	Green Marine	<ul style="list-style-type: none"> Level 4 GHG; and Level 2 Others or higher OR Level 5 Underwater Noise Reduction; and Level 2 Others or higher 	To be checked by the Port Authority (online): <ul style="list-style-type: none"> Levels attained as outlined in applicable Green Marine Annual Report.
	EEDI	<ul style="list-style-type: none"> 20% better than required 	To be attached to the Rate Application and to be available during on-board inspection: <ul style="list-style-type: none"> Supplement to the International Energy Efficiency Certificate.
	CCWG	<ul style="list-style-type: none"> CO₂ emissions-DRY (g/TEU-km) 15% better than CCWG fleet-wide average 	Must provide copy of carrier-specific CCWG emission results.

11. If, on two or more occasions in the current calendar year, a vessel for which a rate application is determined by the Port Authority to be unverifiable, the vessel may be required to pay harbour dues at the base rates for (i) the remainder of the current calendar year and (ii) the entire following calendar year, all at the sole discretion of the Port Authority.

Appeals

12. Appeals must be submitted no later than March 1 for the preceding calendar year.
13. To submit an appeal, please email EnvironmentalPrograms@portvancouver.com outlining the following:
 - vessel name/IMO number;
 - date of call under appeal;
 - identification of criteria from Schedule A: Environmental Criteria and Required Supporting Documentation;
 - provision of supporting documentation to support criteria;
 - justification for appeal (e.g. why correct application not submitted; and
 - any additional information as required by the Port Authority.
14. Appeals do not alter the payment conditions, including due dates, of harbour dues invoices as per the Payment of Fees section (4.1.12) of this Fee Document. The outcome of an appeal may result in a reimbursement by the Port Authority or additional payment by the vessel owner.

Schedule C: Gateway Infrastructure Fee Application

Trade Area	Terminal/Area	Terminal Operator
North Shore Trade Area	Chemtrade Electorchem Inc.	Chemtrade Electrochem Inc.
	Cargill	Cargill Limited
	District of North Vancouver	BA Blacktop Ltd.
	District of North Vancouver	Lehigh Hanson Materials Limited
	Fibreco	Fibreco Export Inc.
	G3 Terminal	G3 Terminal Vancouver Limited Partnership
	Kinder Morgan Vancouver Wharves	Kinder Morgan Canada Terminals Limited Partnership
	Lynnterm East Gate	Western Stevedoring Company Limited
	Neptune Bulk Terminals	Neptune Bulk Terminals (Canada) Ltd.
	Richardson International	Richardson International Limited
	Univar Canada Terminal	Univar Canada Ltd.
South Shore Trade Area	Waterfront Limited Partnership	Lafarge Canada Inc.
	Alliance Grain Terminal	Alliance Grain Terminal Ltd.
	Cascadia	Viterra Inc.
	Centerm	DP World (Canada) Ltd.
	Lafarge Construction Terminal	Lafarge Canada Inc.
	Lantic (Rogers Sugar)	Lantic Inc.
	Pacific Elevators	Viterra Inc.
	Vanterm	GCT Canada Limited Partnership
Roberts Bank Trade Area	West Coast Reduction	West Coast Reduction Ltd.
	Deltaport	GCT Canada Limited Partnership
	Westshore Terminals	Westshore Terminals Limited Partnership

Names current as of October 31, 2018. Changes will occur from time to time.



Schedule D: Jurisdictional Map

