



# Fee Document

Effective January 1, 2020

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## 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: [www.portvancouver.com](http://www.portvancouver.com)

E-mail: [commercial\\_enquiries@portvancouver.com](mailto: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, from temporary anchorage, or a terminal that is within the Port Authority's jurisdiction; 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)\*:

		<b>Rate</b>
(a)	Base rate	\$0.096
(b)	Bronze rate	\$0.074
(c)	Silver rate	\$0.062
(d)	Gold rate	\$0.051

## 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:

- (a) a vessel that, in the opinion of the Port Authority, is not of a commercial type or design and belongs to Her Majesty in right of Canada or to a foreign government;
- (b) a tug that is docking or undocking another vessel;
- (c) a vessel that is loading or unloading goods to or from any vessel that is paying berthage to the Port Authority; or
- (d) a vessel that is loading or unloading cargo at Port Authority property (often for subsequent reshipment), with said cargo being loaded to or received from a vessel at Port Authority property paying berthage charges to the Port Authority.

The Port Authority reserves the right, in its discretion, to determine for the purposes of berthage fees the length of any vessel.

### 2.2.1. Berthage Fees: Fraser River and Vancouver

(a) Canada Place:

- (i) \$9.46 x length of vessel (in metres) for the first 12-hour period or portion thereof;
- (ii) \$0.84 x length of vessel (in metres) per hour or portion thereof after the 12th hour.\*

\* *subject to a discounted rate for the second and subsequent whole 12-hour period(s) of \$9.27 x length of vessel (in metres)*

(b) All Other Terminals:

Coastal Vessels, tugs, fishing vessels and yachts

\$0.128 per hour metre of Length Over All (LOA) with a minimum charge of \$81.62 per terminal visit

Deep-Sea Vessels – Working Period

\$0.476 per hour metre of LOA with a minimum charge of \$349.79 per terminal visit

Deep-Sea Vessels – Non-Working Period

\$0.174 per hour metre of LOA with a minimum charge of \$349.79 per terminal visit

Non-Working Periods are presently Labour Day, noon Christmas Eve to Midnight Christmas Day, and noon New Year’s Eve to Midnight New Year’s Day.

All vessels will be charged per hour, rounded up to the nearest quarter of an hour.

### 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.

	<b>Friday/Saturday/ Sunday/Monday</b>	<b>Tuesday/Wednesday/ Thursday</b>
Each embarking passenger	\$17.39	\$16.71
Each disembarking passenger	\$17.39	\$16.71
Each in-transit passenger, or overnighting passenger per day	\$17.39	\$16.71

### 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.
- (f) Where a passenger vessel departs with passengers following a layover, services and facilities fees will apply for each 12-hour period during which passengers have access to the vessel before the last line is cast off.
- (g) Services and facilities fees are as follows:

	<b>Friday/Saturday/ Sunday/Monday</b>	<b>Tuesday/Wednesday/ Thursday</b>
The first 12-hour period or portion thereof.*	\$38.21 x length of vessel (in metres)	\$36.57 x length of vessel (in metres)
Each subsequent hour up to a maximum of \$22.00 x length of vessel (in metres) for each whole 12-hour period or periods.*	\$2.00/hour x length of vessel (in metres)	\$2.00/hour x length of vessel (in metres)

\* Rates calculated based on average sized vessel (250 m with approx. 2,200 passengers) being at berth for 12 hours.

### 2.3.3. Cruise Terminal Fresh Water Supply Fee

**Summary:**

This fee shall be payable by the owner of every passenger vessel for supply of fresh water and is set forth as follows:

Fresh water supplied to vessels                      \$2.19 per tonne\*

\* Subject to change as per updates to City of Vancouver rates.

## 2.4. Wharfage

### Summary:

Wharfage is a fee for cargo, good, and container handling at Port Authority property. The fee is based on the weight or measurement of the cargo and is variable by cargo type and/or commodity. Wharfage fees are intended to help recover investments and costs associated with the provision of port infrastructure and services to handle cargo.

- (a) Subject to paragraphs (d) and (e) below, wharfage fees on laden containers, both export and import, are charged as set out in section 2.4.3. Wharfage fees for non-containerized cargo are charged as set out in sections 2.4.1 and 2.4.2.
- (b) Wharfage fees on laden containers are payable by the owner of the container, and wharfage fees for non-containerized cargo are payable by the owner of the goods.
- (c) The Port Authority reserves the right to classify any goods and the Port Authority's decision in this regard shall be final and binding.
- (d) Wharfage will not be assessed more than once in respect of transshipped cargo (including laden containers). Furthermore, transshipped containers will be charged wharfage fees once at the applicable export rate.
- (e) Where cargo (including laden containers) is transferred overside on the offshore side of a vessel from vessel to vessel, unloaded overside from vessel directly to the water or loaded from the water directly to a vessel, it is subject to a 50% reduction to this fee.

### Exemptions:

No wharfage fees will be charged in respect of the following:

- (a) Ship's stores and bunker fuel used solely for a vessel that is loading or unloading goods or paying berthage in respect of Port Authority property, provided the Port Authority does not issue a receipt for the stores and fuel;
- (b) Repair materials, lining or ballast delivered to and for the sole use of a vessel loading or unloading goods or paying berthage in respect of Port Authority property; or
- (c) Empty containers, unless carried for and charged by a vessel, in which case the applicable non-containerized cargo wharfage rate will apply.

### 2.4.1. Non-Containerized Cargo: Fraser River

Fees for non-containerized cargo handling at Port Authority property for the Fraser River are set forth in the following table:

Commodity	Unit	Rate per Unit
Vehicles moved through automobile terminals	Unit	\$7.65
Breakbulk: logs	MFBM Scribner	\$3.50
Breakbulk: lumber	MFBM	\$1.46
Breakbulk: woodpulp	Tonne	\$1.28
Bulk: dry	Tonne	\$0.65
Bulk: liquid	Tonne	\$0.47
All other NOS (not otherwise specified)	Tonne	\$1.28*

\* Wharfage basis on tonnes or volume (cubic metre) whichever is greater.

#### 2.4.2. Non-Containerized Cargo: Vancouver

Fees for non-containerized cargo handling at Port Authority property for Vancouver are set forth in the following table:

Commodity	Unit	Rate per Unit
Breakbulk: logs	MFBM Scribner	\$5.28
Breakbulk: lumber	MFBM	\$2.92
Breakbulk: woodpulp	Tonne	\$2.58
Bulk: dry	Tonne	\$0.65
All other NOS (not otherwise specified)	Tonne	\$2.71

#### 2.4.3. Containerized Cargo: Fraser River and Vancouver

Fee for handling containers at Port Authority property for Fraser River and Vancouver are set forth in the following table:

Rate by Direction per TEU	Fraser River	Vancouver
Import laden (full)	\$20.98	\$41.86
Export laden (full)	\$15.15	\$29.85

#### 2.4.4. Container Vessel On Time Incentive

A scaled, wharfage-based incentive that recognizes vessel on time arrival within 8 hours of the start of the scheduled terminal berth window, for container vessels only.

- (a) The incentive program starts on January 1, 2020.
- (b) All container lines which operate vessels will receive a monthly vessel on time performance report during 2020.
- (c) Following December 31, 2020, the vessel operator's overall percentage of on time arrivals for the entire year will determine the wharfage discount on the 2020 wharfage rate, as noted in the table below.
- (d) In early 2021, the vessel operator will receive the wharfage discount, if applicable, as a result of the overall 2020 vessel on time performance and based on 2020 gross wharfage paid.
- (e) Early arrival to scheduled weekly call is considered on time.
- (f) Applicable wharfage discounts for new carriers will be pro-rated from the start of the new service.

##### Container Vessel On Time Performance Incentive Thresholds and Wharfage for 2020

Percentage On Time (for the year)	Incentive Rates (Wharfage Discount)
≥90%	15%
75-89%	5%
0-74%	0%

## 2.5. Gateway Infrastructure Fee

### Summary:

The Port Authority is supporting the Gateway Infrastructure Program which includes the development of seventeen infrastructure projects in three trade areas, being the Roberts Bank Trade Area, North Shore Trade Area and South Shore Trade Area, each as described in Schedule C attached hereto. These infrastructure projects are expected to increase efficiency and productivity in the supply chain. The Gateway Infrastructure Fee is intended to enable the Port Authority to recover 90% of its investments and costs associated with the Gateway Infrastructure Program from users who will benefit from the trade area infrastructure improvements.

As set out in 2.5.1 and 2.5.2 below, the Gateway Infrastructure Fee differs as between containerized and non-containerized cargo and further varies by trade area to reflect the different levels of the Port Authority's investment in each trade area.

### 2.5.1. Containerized Cargo

#### Gateway Infrastructure Fee – Fee Payable per TEU

Trade Area	2020
North Shore Trade Area	\$0.86
South Shore Trade Area	\$1.49
Roberts Bank Trade Area	\$0.43

### 2.5.2. Non-Containerized Cargo

The Gateway Infrastructure Fee for non-containerized cargo is payable by the owner of the cargo based on cargo tonnage loaded to or unloaded from a vessel over the wharf.

#### Gateway Infrastructure Fee

Trade Area	2020
North Shore Trade Area	
• Breakbulk lumber rates per MFBM	\$0.11
• Breakbulk log rates per MFBM-Scribner	\$0.32
• Other cargo rates per metric tonne	\$0.08
South Shore Trade Area	
• Cargo rates per metric tonne	\$0.15
Roberts Bank Trade Area	
• Cargo rates per metric tonne	\$0.05

The Gateway Infrastructure Fee is payable on a monthly basis and within 30 days of the invoice date. The Gateway Infrastructure Fee will be invoiced and collected, as determined by the Port Authority, in its sole discretion, either directly by the Port Authority or by the terminal operators identified on Schedule C attached hereto acting on behalf of the Port Authority.

The Gateway Infrastructure Fee will not be assessed more than once in respect of transshipped cargo (including laden containers).

**Exemptions:**

The Gateway Infrastructure Fee is not payable in respect of the following:

- (a) Ship's stores and bunker fuel used solely by a vessel that is loading or unloading goods;
- (b) Repair materials, lining or ballast delivered to and for the sole use of a vessel that is loading or unloading goods; or
- (c) Empty containers.

**2.6. Other Fees**

**2.6.1. Cargo Rates (North Fraser River Only)**

<b>Commodity</b>	<b>Unit</b>	<b>Rate per unit</b>
Fish and fish products	Tonne	\$0.068686
Logs*	MFBM	\$0.064308
Woodpulp	Barge or Scow	\$36.73
All other NOS (not otherwise specified)	Barge or Scow	\$36.73

*\* Log charges are to be paid by the owner of the flats and/or bundles at the time of entry into Port Authority jurisdiction*

**2.6.2. VFPA Tsawwassen Container Examination Facility Fee**

**Summary:**

This fee is charged in order for the VFPA to recover a portion of its costs relating to the Tsawwassen container examination facility.

The fee is payable by the owner of inspected cargo, to the operator of the Tsawwassen container examination facility and remitted to the VFPA.

	<b>Unit</b>	<b>Rate per unit</b>
Inspected Cargo	TEU	\$25.00

### 3. Port Authority Services – Administration and User Fees

#### 3.1. Environmental Fees

Review of environmental testing/analysis \$200.00

#### 3.2. Maintenance Fees

Labour (\$/hour)	Regular time	Overtime
All job classifications	\$90.50	\$115.00

#### 3.3. Equipment Fees

	(\$/hour)
3-Ton Super Duty Dumper	\$15.38
5 Ton Flat Deck c/w Chassis Mounted Crane	\$30.75
Bucket Truck	\$61.50
Forklift	\$10.25
10-Ton Terex Crane	\$51.25
Backhoe	\$30.75
Pickup Truck	\$10.25
Cargo/Passenger Vans	\$10.25

#### 3.4. Operations and Security Fees

##### 3.4.1. Labour

Labour (\$/hour)	Regular time	Overtime
Director, Marine Operations & Safety	\$152.70	\$192.30
Manager, Marine Operations & Deputy Harbour Master	\$122.20	\$152.70
Manager, Marine Operations & Assistant Harbour Master	\$122.20	\$152.70
Manager, Marine Operations & Fleet	\$122.20	\$152.70
Manager, Safety & Emergency Management	\$122.20	\$152.70
Manager, Port Security Officer	\$122.20	\$152.70
Security Specialist	\$90.50	\$113.10
Marine Hydrographic Specialist	\$90.50	\$113.10
Marine Operations & Hydrographic Coordinator	\$90.50	\$113.10
Senior Harbour Patrol Officer	\$90.50	\$113.10
Marine Operations Specialist	\$90.50	\$113.10
Operations Coordinator	\$90.50	\$113.10
Harbour Patrol Officer	\$62.20	\$73.20

### 3.4.2. Equipment

Vessels per hour (including fuel)	\$135.80
Oil spill containment equipment – per foot per hour (max. \$2.30 per foot per day)	\$0.17

### 3.4.3. Fenders (Camels)

Wooden	\$28.30/day
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### 3.4.4. Overhead

Applicable on purchased materials and services	Cost + 10%
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### 3.4.5. Application Fees: Fraser River

Barge loading and unloading from riverbanks	\$337.50
Explosive permits (North and Middle Arm only)	\$337.50

### 3.4.6. Land Operations

Terminal Gate Efficiency Fee (per truck)  
Single-Ended Transactions

Wait time incurred (minutes)	Fee
After 90 minutes of wait time in geofence zone	\$50.00
Each additional 30 minutes of wait time in geofence zone	\$25.00

*Double-Ended Transactions*

Wait time incurred (minutes)	Fee
After 150 minutes of wait time in geofence zone	\$50.00
Each additional 30 minutes of wait time in geofence zone	\$25.00

*Notes:*

1. Fees are subject to permitted exclusions and extensions
2. Rates effective July 1, 2017

### 3.4.7. Port Pass Fees

Cost per card	\$5.00
Annual activation fee	\$10.00
Lost port pass fee *	
1st lost port pass	\$60.00
2nd lost port pass	\$100.00
3rd lost port pass	\$150.00
Thereafter	\$150 plus interview with the Port Authority plus any other discretionary measures as deemed appropriate and in consultation with the Port Authority (e.g. port pass suspension)

\* *inclusive of taxes*

### 3.4.8. Other Services

Lay-by moorage: Fraser River	\$3.80 per metre per day
Environmental contingency: Fraser River	1%
Deadhead recovery on request: North Fraser River	\$84.00

### 3.4.9. Debris Disposal: North Fraser River

In harbour, per section	\$900.00
Out of harbour, per section	\$1,688.00

### 3.4.10. Logs

Inbound log surcharge: North Fraser River Per section, flat or bundle *	\$4.00
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\* to be paid by the owner of the flats and/or bundles at the time of entry into the Port Authority waterway jurisdiction

Log cleanup fee: Fraser River Timberland basin – per MFBM Scribner	\$0.30
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Log transit storage fees: North Fraser River, over 72 hrs.	\$28.00 per section
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### 3.5. Overdue Account Fees

Interest rate	18% per annum, simple interest 1.5% per month
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### 3.6. Project and Building Permit Fees

Applicants should contact the Port Authority's Planning & Development Department to discuss their proposal and application requirements prior to submitting an application. If necessary, a pre-application meeting will identify requirements specific to the proposal and issues that may be expected to arise in the review process. For further details, please refer to the Project and Environmental Review Application Guide at [www.portvancouver.com/PER](http://www.portvancouver.com/PER).

#### 3.6.1. Project Permit Fees

Projects reviewed through the Project and Environmental Review process are subject to a non-refundable project permit application fee to accompany a complete application. These fees do not include expenses related to obtaining a building permit from the Port Authority.

Application type	Fee*
Category A	N/A
Category B (no consultation)	\$500.00
Category B (with consultation)	\$2,500.00
Category C	\$12,500.00
Category D	\$22,500.00
Designated Projects	
Tier 1	\$150,000.00
Tier 2	\$45,000.00
Tier 3	\$22,500.00
Amendment (no consultation)	\$500.00
Amendment (with consultation)	½ base permit fee
Unauthorized Work	2x base permit fee

3 <sup>rd</sup> party technical analysis to support application review	Cost + 10% service fee
Building Permit (Without waiving its right to recover from the Applicant or Permit Holder, VFPA may, upon request, direct the invoice for the fee applicable for building permits to a third party.)	Cost + 10% service fee
Documentation Deposit (refundable in full with interest upon submission of all required record drawings)	1% of project cost (min: \$1,500.00, max: \$10,000.00)

*\*Does not include applicable federal, provincial or municipal taxes.*

### 3.7. Property Agreement Documentation Fees

#### 3.7.1. Lease

Long form lease	\$500.00
Short form lease	\$300.00
Renewal or surrender of lease (at customer's request)	\$200.00
Licence (all types)	\$300.00

#### 3.7.2. Agreement

Short term use (filming or general purposes)	15% of total rental amount (min. \$105.00 to max. \$315.00)
Easement	\$300.00
Right of Way	\$300.00
Discharge of easement or right of way	\$200.00
Waiver and indemnity	\$0.00
Consent to assignment or mortgage (long form lease)	\$500.00 plus costs
Consent to assignment or mortgage (short form ease, license, seasonal license, easement, right of way)	\$300.00
Consent to sublease or sublicense	\$300.00
Amendment of any of the above documents	\$250.00

### 3.8. Utility Fees

#### 3.8.1. Utilities

Water supply	Municipal rates plus 10%
Sewer supply	Municipal rates plus 10%
Meters and other	Municipal rates plus 10%

#### 3.8.2. Electricity

Supply	BC Hydro rates plus 15%
Transformer	BC Hydro rates plus 10%
Other	BC Hydro rates plus 15%

#### 3.8.3. Natural Gas

Supply	Fortis BC rates plus 10%
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### 3.9. Non-Road Diesel Emissions Fee

#### Summary:

The Non-Road Diesel Emissions (“**NRDE**”) fee recovers costs associated with managing air quality and reducing diesel particulate matter emissions, while also providing an incentive in the form of a rebate when an applicable engine is retired or improved.

The NRDE fee is applicable to all parties granted the right by the Port Authority (pursuant to a lease, licence, or other form of agreement) to occupy lands owned, managed, or administered, by the Port Authority (the “**responsible party**”).

Effective January 1, 2015, responsible parties who operate, cause to be operated, or otherwise permit the operation of, non-road diesel engines must label and report all non-road diesel engine and equipment information to the Port Authority in accordance with the criteria set forth herein, and any additional instructions provided by the Port Authority.

Effective January 1, 2015, responsible parties must not introduce non-road diesel engines that are “non-certified” (referred to as “**Tier 0**”) or certified as “**Tier 1**”, as more particularly described on the Port of Vancouver website at [www.portvancouver.com/NRDE](http://www.portvancouver.com/NRDE), without prior written approval from the Port Authority.

The NRDE fee does not apply to: engines with a maximum horsepower below 25 hp (19 kW); refrigerated containers; or emergency backup power devices, such as gensets, intended to be operated only in the case of emergencies.

#### 3.9.1. Calculation of NRDE Fee

The rates for the NRDE fee are as follows:

Year	\$/hp for Tier 0	\$/hp for Tier 1
2015	\$10.00	\$6.00
2016	\$14.00	\$8.00
2017	\$20.00	\$10.00
2018	\$20.00	\$10.00
2019	\$20.00	\$10.00
2020	\$20.00	\$10.00

The NRDE fee is calculated as follows:

$$[\text{engine maximum horsepower}] \times [\text{fee rate}]$$

For engines operating less than 2,000 hours in the calendar year, the NRDE fee is calculated as follows:

$$[\text{engine maximum horsepower}] \times [\text{fee rate}] \times \text{hours operated in calendar year} / 2,000 \text{ hours}$$

Where the NRDE fee is applicable, the minimum annual NRDE fee for a responsible party is \$15.00 to account for administrative costs.

#### 3.9.2. NRDE Fee Rebate

A NRDE fee rebate of up to 80% will be provided to a responsible party that demonstrates a non-road diesel engine is no longer in operation or meets specified criteria for emission reduction measures.

An “emission reduction measure” includes a retrofit, re-power, re-manufacture, or similar device, alteration or technological change made to a non-road diesel engine that reduces the particulate matter emission rate. Rebates will be provided for emission reduction measures that result in particulate matter emissions of a “Tier 2” non-road diesel engine or better (more particularly described on the Port of Vancouver website at [www.portvancouver.com/environment/air-energy-climate-action/terminal-energy-efficiency/nrde/](http://www.portvancouver.com/environment/air-energy-climate-action/terminal-energy-efficiency/nrde/)), as determined by the Port Authority.

Rebates will be provided if the responsible party in addition to the above noted requirement:

- (a) submits a complete equipment inventory in accordance with instructions provided by the Port Authority;
- (b) labels all equipment in accordance with instructions provided by the Port Authority;
- (c) demonstrates the implementation of a Fuel Efficiency Plan, including an Idle Reduction Policy, in accordance with instructions provided by the Port Authority;
- (d) maintains opacity levels below 20%, measured after the first three minutes of start-up of the non-road diesel engine; and
- (e) provides all assistance and access reasonably required by the Port Authority for the proper implementation of the NRDE Fee program, including with respect to the verification of any information provided by the Responsible Party.

Appeals regarding fee rebates can be submitted to the Port Authority’s Director, Environmental Programs at [EnvironmentalPrograms@portvancouver.com](mailto:EnvironmentalPrograms@portvancouver.com).

Further information can be obtained in writing from the Port Authority or found on the Port of Vancouver website [www.portvancouver.com/environment/air-energy-climate-action/terminal-energy-efficiency/nrde/](http://www.portvancouver.com/environment/air-energy-climate-action/terminal-energy-efficiency/nrde/)

## 4. Terminology

### 4.1. General Terms and Conditions

#### 4.1.1. Application

- (a) The Fee Document is published by the Port Authority in accordance with the *Canada Marine Act* as notification of the Port Authority's fees and charges, and specifically how they apply.
- (b) Fees and terms may be amended, revoked or replaced by the Port Authority upon sixty days' notice if section 51 of the *Canada Marine Act* applies to them. Any other fees and terms of this Fee Document may be amended or revoked by the Port Authority without prior notice.
- (c) The Fee Document applies within the navigable waters and real property under the jurisdiction and management of the Port Authority as described in its Letters Patent.

#### 4.1.2. Exemptions

A Canadian warship, naval auxiliary ship or other ship under the command of the Canadian Forces, a ship of a visiting force within the meaning of the *Visiting Forces Act* or any other ship while it is under the command of the Royal Canadian Mounted Police are exempted from paying the vessel fees contained in section 2 of this document.

#### 4.1.3. Right to Refuse Cargo, Containers or Goods

The Port Authority reserves the right, without responsibility for demurrage, loss, or damage attaching, to refuse to accept, receive, unload or to permit operators, ocean and inland carriers to discharge cargo, containers or goods.

#### 4.1.4. Compulsory Removal of Goods

- (a) The Port Authority may, by written notice to the assigned operator of cargo, containers or goods that are on Port Authority property, require the removal of the cargo, containers or goods at the operator's expense and risk. Upon receipt of such notice, the operator shall remove the cargo, containers or goods forthwith from the Port Authority property.
- (b) The Port Authority may, at the risk and expense of the owner of goods, either store or remove or transfer to another location, within the Port Authority's jurisdiction any cargo, containers or goods, which, in the opinion of the Port Authority, is offensive or hazardous, or which, by its very nature, is liable to endanger persons, Port Authority property or facilities, or to damage other cargo, containers or goods situated on Port Authority property.

#### 4.1.5. Security

Operators, ocean and inland carriers, and other users within the Port Authority's jurisdiction shall require their members to comply with any security procedures established by the Port Authority and any security laws, statutes, and regulations in force while on or using the Port Authority's property.

#### 4.1.6. Liability

- (a) Cargo, containers and goods: It is a condition of the use of any Port Authority property referred to in this Fee Document that the Port Authority shall not be liable for any loss or destruction of or damage to any goods or property unless:

- (i) The loss, destruction, damage or injury, whether direct or indirect, occurred solely as a result of the negligence of an officer or employee of the Port Authority, acting within the scope of their duties or employment; and
  - (ii) Legal proceedings to enforce a claim for such loss, destruction or damage are instituted within one year from the time the loss, destruction or damage was incurred.
- (b) Notwithstanding the generality of sub-section (a) above, it is a condition of the use of any Port Authority property referred to in this Fee Document that the Port Authority is not liable for any loss or destruction of or damage to any goods or property in any amount exceeding the lesser of either of the following:
- (i) the landed cost of the goods, including invoiced cost, as paid to the supplier, plus freight, insurance and any duty paid and which is not refundable; or
  - (ii) one hundred dollars (\$100.00) per package or per customary freight unit, unless the nature and value of the goods is declared in writing to the Port Authority at or before the time the goods are received on Port Authority property.
- (c) Injury to persons (including death) and property damage: The Port Authority shall not be liable for the death of or personal injury to any person, including but not limited to persons in the employ of the operator, persons associated with the transfer and handling of cargo, containers or goods, and/or vessel passengers and crew, visitors, invitees and other person, unless such personal injury or death occurs directly and solely as a result of the proven negligence or willful misconduct of the Port Authority, or an officer or employee of the Port Authority while acting within the scope of their duties or employment.
- (d) Owner's risk: every vessel, float, derrick, pile driver, barge or section of logs or part thereof that occupies a berth at Port Authority property is at the owner's risk while so berthed.
- (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 date and are in addition to any other fees that may be owing to the Port Authority or which are prescribed by any other Port Authority by-law or notice.
- (b) The fees herein are due and owing on or before the date shown on the invoice and, where any fee is not paid within the time specified in sub-section (a) above, interest at the rate of one and one-half percent per month (eighteen percent per annum), or portion thereof, shall be payable on the unpaid balance. Interest shall be calculated from the date when the fees become due and owing and shall accrue and be payable by the owner without the necessity of any demand therefore.
- (c) Where any fees prescribed herein are owing in respect of any goods, those goods shall not be removed from Port Authority Property until the fees have been paid or arrangements for payment have been made to the satisfaction of the Port Authority.

#### **4.1.13. Weights and Measurements**

Weights and measurements shown on shipping documents are subject to verification by the Port Authority and the actual scale weight or measurement of the shipment as determined by the Port Authority will govern rating and billing.

#### **4.1.14. Documentation**

- (a) Complete documentation, including bills-of-lading, in respect of inward and outward cargo (including laden containers) of a vessel shall be provided by the owner of the vessel, to the Port Authority and/or its representatives, and/or service contractors or tenants, three full working days before the cargo or container is unloaded, and seven full working days after the cargo or container is loaded. Documentation for containers shall include the container size and the container number. The Port Authority shall not be required to provide a berth in respect of a vessel unless it has received complete documentation in respect of inward cargo of that vessel at least three full working days before the cargo or container is unloaded.

- (b) The passenger vessel owner will provide complete documentation in respect of a vessel to the Port Authority within seven days of the arrival of the passenger vessel in the harbour.

#### 4.1.15. Fee Document Effective Date

The fees, charges, rules and regulations named in the Fee Document shall apply to all traffic and cargo on or after the effective date as shown on each page of the Fee Document.

## 4.2. Definitions

Unless the context is inconsistent therewith, the terms defined hereunder when used in this Fee Document shall have the following meanings:

**"Affiliated company(ies)"** is given the same meaning as "affiliated bodies corporate" in the *Canada Business Corporations Act*.

**"Port Authority"** means the Vancouver Fraser Port Authority, and includes the officers, employees, servants and agents of the Vancouver Fraser Port Authority.

**"Port Authority jurisdiction"** includes the navigable waters of Burrard Inlet, Indian Arm, English Bay and the lower reaches of the Fraser River, commencing at Kanaka Creek. This jurisdiction is more specifically described in the Port Authority's Letters Patent.

**"Port Authority property"** means those facilities commonly known as Annacis Auto Terminal, Canada Place, Centerm, Deltaport, Fraser Surrey Docks, Richmond Auto Terminal, Lynnterm East Gate, Main Street Dock, Vanterm and any other facility in the Port Authority's jurisdiction that is owned or operated by or on behalf of the Port Authority and that is used for the commercial movement of cargo and/or passengers.

**"Automobile terminals"** means those facilities whose primary function is the handling of automobiles and other vehicles (i.e. Annacis Auto Terminal and Richmond Auto Terminal).

**"Barge"** means a box-shaped vessel propelled by a towboat used to transport goods on waterways.

**"Berth"** means a wharf, pier, other marine structure or property used for mooring vessels.

**"Berthage fees"** means the fees prescribed in section 2.2 Berthage Fees in respect of a vessel that occupies a berth or is fast to or tied up alongside any other vessel occupying a berth at Port Authority property.

**"Bill of lading"** means the bill of lading issued by the ocean carrier to distinguish a single shipment of goods or cargo carried by the vessel.

**"Breakbulk cargo"** means cargo which transits Port Authority property in units or packages (not including containers).

**"Bulk cargo"** means any liquid, nodule, particle or granulated cargo which transits Port Authority property in bulk without packaging.

**"Cargo"** means merchandise conveyed by a mode of transportation such as an ocean vessel.

**"Carrier"** means a party engaged in the transport of cargo, containers, and/or passengers.

“**Coastal vessel**” means a cargo vessel that solely loads or unloads cargo at both geographic areas listed in sub-section (a) and (b) immediately below:

- (a) the Port Authority’s jurisdiction; and
- (b) either sub-section (i), (ii) or (iii) immediately below:
  - (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.

“**VFPA Tsawwassen container examination facility fee**” means a fee that enables the VFPA to recover a portion of its costs relating to the Tsawwassen container examination facility.

“**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:

<b>GRT</b>	Gross Registered Tonnage/Tonne
<b>LOA</b>	Length Over All (in metres)
<b>MFBM</b>	One Thousand Foot Board Measure
<b>NOS</b>	Not Otherwise Specified, specifically in reference to goods and cargo
<b>TEU</b>	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:

<b>Converting From</b>			<b>Converting To</b>
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	
<b>Alternative Fuels and Technologies</b>	Shore Power <sup>1</sup>	<ul style="list-style-type: none"> <li>• Ship-side Infrastructure in place to connect to electricity grid and shut engines down</li> <li>• At dock</li> <li>• All engines (excluding boilers)</li> </ul>	<p>To be provided during on-board inspection:</p> <ul style="list-style-type: none"> <li>• Visual confirmation by the Port Authority boat crew of ship-side infrastructure such as: <ul style="list-style-type: none"> <li>○ Cable reels if on-board</li> <li>○ Plugs, wiring and controls to accept cable line from shore</li> </ul> </li> <li>• As required, the following information: <ul style="list-style-type: none"> <li>○ Maximum total power demand for the vessel</li> <li>○ Maximum total power the vessel's shore power can supply</li> <li>○ Last port of call (including date) where the vessel connected to shore power</li> <li>○ 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</li> </ul> </li> </ul>
	Eligible Alternative Fuels <sup>2</sup>	<ul style="list-style-type: none"> <li>• Where proven equivalent to level acceptable to the Port Authority</li> <li>• At anchor and at dock<sup>3</sup></li> <li>• Auxiliary engines</li> </ul>	<p>To be provided during on-board inspection:</p> <ul style="list-style-type: none"> <li>• Fuel delivery receipt(s); and,</li> <li>• Fuel log (at the Port Authority's discretion, specific alternatives to this documentation may be considered); and,</li> <li>• Supporting documentation to demonstrate equivalency to the Port Authority's satisfaction.</li> </ul>
	NOx Tier 3 engine	<ul style="list-style-type: none"> <li>• Vessel has an engine capable of meeting Tier 3</li> </ul>	<p>To be attached to Rate Application and to be available during on-board inspection:</p> <ul style="list-style-type: none"> <li>• Supplement to the International Air Pollution Prevention Certificate.</li> </ul>

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<b>Environmental Designations</b>	Environmental Ship Index	<ul style="list-style-type: none"> <li>Score of <math>\geq 50</math></li> </ul>	<p>To be checked by the Port Authority (online):</p> <ul style="list-style-type: none"> <li>ESI Score.</li> </ul>
	Rightship	<ul style="list-style-type: none"> <li>EVDI of A with verification</li> </ul>	<p>To be checked by the Port Authority (online):</p> <p>Rightship EVDI and verification.</p>
	Clean Shipping Index	<ul style="list-style-type: none"> <li>Vessel score of 5</li> </ul>	<p>To be attached to Rate Application and to be available during on-board inspection:</p> <ul style="list-style-type: none"> <li>Clean Shipping Index Certificate.</li> </ul>
	Green Marine	<ul style="list-style-type: none"> <li>Level 5 GHG; and, Level 2 Others or higher</li> </ul>	<p>To be checked by the Port Authority (online):</p> <ul style="list-style-type: none"> <li>Levels attained as outlined in applicable Green Marine Annual Report.</li> </ul>
	EEDI	<ul style="list-style-type: none"> <li>25% better than required</li> </ul>	<p>To be attached to the Rate Application and to be available during on-board inspection:</p> <ul style="list-style-type: none"> <li>Supplement to the International Energy Efficiency Certificate.</li> </ul>
	Clean Cargo Working Group (CCWG)	<ul style="list-style-type: none"> <li>CO<sub>2</sub> emissions-DRY (g/TEU-km) 20% better than CCWG fleet-wide average</li> </ul>	<p>Must provide copy of carrier-specific CCWG emission results.</p>
<b>Quiet Vessel Notation</b> <sup>57</sup>	Bureau Veritas	<ul style="list-style-type: none"> <li>Underwater Radiated Noise (URN) notation</li> </ul>	<p>Must provide record of classification certificate.</p>
	DNV-GL	<ul style="list-style-type: none"> <li>Silent-Environmental (E) notation</li> </ul>	<p>Must provide record of classification certificate.</p>
	RINA	<ul style="list-style-type: none"> <li>DOLPHIN notation</li> </ul>	<p>Must provide record of classification certificate.</p>
	Lloyd's Register	<ul style="list-style-type: none"> <li>Underwater Radiated Noise (UWN-L) notation</li> </ul>	<p>Must provide record of classification certificate.</p>
	ABS	<ul style="list-style-type: none"> <li>Underwater Radiated Noise (UWN) notation</li> </ul>	<p>Must provide record of classification certificate.</p>

## Silver Rate

Program Areas	Criteria		
	Option	Details	
<b>Alternative Fuels and Technologies</b>	Eligible Alternative Fuels <sup>2</sup>	<ul style="list-style-type: none"> <li>Where proven equivalent to level acceptable to the Port Authority</li> <li>At anchor and at dock<sup>3</sup></li> <li>Auxiliary engines</li> </ul>	<p>To be provided during on-board inspection:</p> <ul style="list-style-type: none"> <li>Fuel delivery receipt(s); and,</li> <li>Fuel log (at the Port Authority's discretion, specific alternatives to this documentation may be considered); and,</li> <li>Supporting documentation to demonstrate equivalency to the Port Authority's satisfaction.</li> </ul>
<b>Environmental Designations</b>	Environmental Ship Index	<ul style="list-style-type: none"> <li>Score of 36 to &lt; 50</li> </ul>	<p>To be checked by the Port Authority (online):</p> <ul style="list-style-type: none"> <li>ESI Score</li> </ul>
	RightShip	<ul style="list-style-type: none"> <li>EVDI of B with verification</li> </ul>	<p>To be checked by the Port Authority (online):</p> <ul style="list-style-type: none"> <li>Rightship EVDI and verification.</li> </ul>
	Clean Shipping Index	<ul style="list-style-type: none"> <li>Vessel score of 4</li> </ul>	<p>To be attached to Rate Application and to be available during on-board inspection:</p> <ul style="list-style-type: none"> <li>Clean Shipping Index Certificate.</li> </ul>
	Green Marine	<ul style="list-style-type: none"> <li>Level 4 GHG; and Level 2 Others or higher</li> <li><b>OR</b></li> <li>Level 5 Underwater Noise Reduction; and Level 2 Others or higher</li> </ul>	<p>To be checked by the Port Authority (online):</p> <ul style="list-style-type: none"> <li>Levels attained as outlined in applicable Green Marine Annual Report.</li> </ul>
	EEDI	<ul style="list-style-type: none"> <li>20% better than required</li> </ul>	<p>To be attached to the Rate Application and to be available during on-board inspection:</p> <ul style="list-style-type: none"> <li>Supplement to the International Energy Efficiency Certificate.</li> </ul>
	CCWG	<ul style="list-style-type: none"> <li>CO<sub>2</sub> emissions-DRY (g/TEU-km) 15% better than CCWG fleet-wide average</li> </ul>	<p>Must provide copy of carrier-specific CCWG emission results.</p>

## Bronze Rate

Program Areas	Criteria		
	Option	Details	
<b>Alternative Fuels and Technologies</b>	Vapour control or recovery system	<ul style="list-style-type: none"> <li>• Certificate or Statement of vapour control or recovery system (tankers)</li> </ul>	<p>To be attached to Rate Application and to be available during on-board inspection:</p> <ul style="list-style-type: none"> <li>• Certificate or Statement from a Ship Classification Society of vapour control or recovery system.</li> </ul>
	Eligible Alternative Fuels <sup>2</sup>	<ul style="list-style-type: none"> <li>• Where proven equivalent to level acceptable to the Port Authority</li> <li>• At anchor and at dock<sup>3</sup></li> <li>• Auxiliary engines</li> </ul>	<p>To be provided during on-board inspection:</p> <ul style="list-style-type: none"> <li>• Fuel delivery receipt(s); and,</li> <li>• Fuel log (at the Port Authority's discretion, specific alternatives to this documentation may be considered); and,</li> <li>• Supporting documentation to demonstrate equivalency to the Port Authority's satisfaction.</li> </ul>
<b>Environmental Designations</b>	Environmental Ship Index	<ul style="list-style-type: none"> <li>• Score of 25 to &lt; 36</li> </ul>	<p>To be checked by the Port Authority (online):</p> <ul style="list-style-type: none"> <li>• ESI Score.</li> </ul>
	RightShip	<ul style="list-style-type: none"> <li>• EVDI of C with verification</li> </ul>	<p>To be checked by the Port Authority (online):</p> <ul style="list-style-type: none"> <li>• Rightship EVDI and verification.</li> </ul>
	Clean Shipping Index	<ul style="list-style-type: none"> <li>• Vessel score of 3</li> </ul>	<p>To be attached to Rate Application and to be available during on-board inspection:</p> <ul style="list-style-type: none"> <li>• Clean Shipping Index Certificate.</li> </ul>
	Green Marine	<ul style="list-style-type: none"> <li>• Level 3 GHG; and, Level 2 Others or higher</li> </ul>	<p>To be checked by the Port Authority (online):</p> <ul style="list-style-type: none"> <li>• Levels attained as outlined in applicable Green Marine Annual Report.</li> </ul>
	EEDI	<ul style="list-style-type: none"> <li>• 15% better than required</li> </ul>	<p>To be attached to the Rate Application and to be available during on-board inspection:</p> <ul style="list-style-type: none"> <li>• Supplement to the International Energy Efficiency Certificate.</li> </ul>
	CCWG	<ul style="list-style-type: none"> <li>• CO<sub>2</sub> emissions-DRY (g/TEU-km) 10% better than CCWG fleet-wide average</li> </ul>	<p>Must provide copy of carrier-specific CCWG emission results.</p>
	Green Award	<ul style="list-style-type: none"> <li>• Green Award Certificate</li> </ul>	<p>To be attached to Rate Application and to be available during on-board inspection:</p> <ul style="list-style-type: none"> <li>• Green Award Certificate.</li> </ul>

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	Ship Classification Society <sup>5</sup>	<ul style="list-style-type: none"> <li>• Environmental Designation</li> </ul>	<p>To be attached to the Rate Application and to be available during on-board inspection:</p> <ul style="list-style-type: none"> <li>• Certificate of Classification.</li> </ul>
<b>Vessel Technologies to Reduce Under Water Noise</b> <sup>6 7</sup>	Propeller modifications to reduce cavitation and improve wake flow	<ul style="list-style-type: none"> <li>• Becker Mewis duct</li> <li>• Mitsui OSK Lines Propeller Boss Cap Fins (PBCF)</li> <li>• MMG Energy saving cap</li> <li>• Nakashima, Ultimate Rudder</li> <li>• Nakashima, ECO-Cap</li> <li>• Schneekluth duct</li> <li>• Wartsila, EnergoProFin</li> </ul>	<p>Must provide suppliers certificate, owner/engineer attestation or other document deemed acceptable by the Port Authority.</p>

## Notes

1. Shore power
  - The expectation is that the vessel will be built or retrofitted for shore powering (also known as cold ironing or alternative marine/maritime power) during normal dockside operations (“dock” does not refer to “dry dock” in this criterion, nor in any of the other criteria that apply, for example at anchor and “dock”). Shore power as referred to here would entail shutting down all engines during normal dockside operations, including cargo handling, and replacing all onboard electrical power generation (including powering for reefers, cargo handling equipment, lighting, HVAC, etc.) that would have been provided by engines during normal dockside operations, with land-side generation.
  - As with all the criteria, the vessel needs to be able to do this on the call for which it is applying, regardless of whether the relevant terminal at the Port of Vancouver has full shore-side infrastructure available. Partial onboard infrastructure or partial power supply from shore do not qualify. Standard plug-in capability for dry dock operations, often readily available on-board, also does not qualify as it does not meet the expectation outlined.
2. Eligible alternative fuels
  - Natural Gas
  - Biodiesel
3. At anchor and dock
  - As a vessel is coming into the harbour, it needs to initiate use of measure once at anchor or dock. Initiation can also occur prior to reaching anchor or dock but is not required.
  - As a vessel is leaving the harbour, it needs to continue to use the measure until immediately prior to departure from anchor or dock. Cessation of use should occur no earlier than this time. Cessation of use can also occur later, but is not required.
4. Ship classification societies
  - Eligible Ship Classification Society Environmental Designations include Lloyd’s Register ECO, Bureau Veritas Cleanship or Cleanship Super, Registro Italiano Navale (RINA) Green Star or Green Star 3 Design, Det Norse Veritas Germanischer Lloyd Clean or Clean Design or Environmental Passport for Design (EP-D), or other similar designations to be determined at the sole discretion of the Port Authority.
5. Quiet Vessel Notation
  - Eligible vessel classifications include Bureau Veritas Underwater Radiated Noise (URN), Det Norse Veritas/Germanischer Lloyd (DNV-GL) SILENT-Environmental (E) notation, Registro Italiano Navale (RINA) DOLPHIN notation and ABS Underwater Noise Notation (UWN).
6. Vessel Technologies to Reduce Noise
  - Eligible vessel technologies are generally used to improve wake flow and fuel efficiency, but have been noted to reduce propeller cavitation and therefore reduce underwater noise.
7. ECHO Program
  - The Port Authority-led Enhancing Cetacean Habitat and Observation (ECHO) Program is a strategic initiative aimed at better understanding and managing the impact of shipping activities (including vessel generated underwater noise) on at-risk whales throughout the southern coast of British Columbia. For more information, visit [www.portvancouver.com/ECHO](http://www.portvancouver.com/ECHO)

## Schedule B: Rate Application Process and Rules

1. The rate application is available through the Port of Vancouver website at <https://www.portvancouver.com/environment/air-energy-climate-action/marine/> and must be submitted on-line.
2. Questions regarding completion of the rate application and the environmental criteria may be sent to the Port Authority's Environmental Programs department via telephone (604-665-9082) or email ([EnvironmentalPrograms@portvancouver.com](mailto:EnvironmentalPrograms@portvancouver.com)).
3. A rate application must be submitted for every vessel call eligible to pay harbour dues at a gold, silver or bronze rate. If one of these rates is not being sought, no rate application need be completed.
4. A vessel call for which no rate application is received by the Port Authority will be charged harbour dues at the base rate.
5. A vessel is eligible to qualify for a gold, silver or bronze rate if it meets any one of the environmental criteria corresponding to that rate in Schedule A: Environmental Criteria and Required Supporting Documentation.
6. A vessel only needs to meet the environmental criteria corresponding to the rate in question. For example, a vessel does not have to meet environmental criteria for a silver or bronze rate (less stringent) in order to qualify for a gold rate.
7. Rate applications will be verified at the discretion of the Port Authority. The Port Authority may access additional information to verify a rate application.
8. Vessels that do not qualify for a gold, silver or bronze rate must pay harbour dues at the base rate.
9. Owners must provide supporting documentation with their online rate application in addition to having supporting documentation available on-board the vessel for review by the Port Authority. They must also provide for visual/physical on-board inspection by the Port Authority. It is the responsibility of the vessel owner or their local representative to provide additional information as requested by the Port Authority to verify a rate application.
10. If a vessel for which a rate application, including any amendment or cancellation, is determined by the Port Authority to be unverifiable, the Port Authority may, at its sole discretion, charge the vessel harbour dues at the base rate set out in section 2.1.1 of this Fee Document. Unverifiable rate applications may include, but are not limited to, those that are:
  - (a) not received by the Port Authority at or before 12:00 a.m. (Pacific Standard Time or Pacific Daylight Time, as applicable) prior to the vessel's arrival in the harbour;
  - (b) unclear, lacking information or required documentation;
  - (c) not in English or French; or
  - (d) false or misleading.
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](mailto: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
<b>North Shore Trade Area</b>	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.
	Waterfront Limited Partnership	Lafarge Canada Inc.
<b>South Shore Trade Area</b>	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
	West Coast Reduction	West Coast Reduction Ltd.
<b>Roberts Bank Trade Area</b>	Deltaport	GCT Canada Limited Partnership
	Westshore Terminals	Westshore Terminals Limited Partnership

Names current as of December 31, 2019. Changes will occur from time to time.

### Schedule D: Jurisdictional Map

