



October 31, 2023

**Vancouver Fraser Port Authority
Notice of Fee Amendments**

In accordance with Section 51 of the *Canada Marine Act*, the Vancouver Fraser Port Authority (port authority) Board of Directors has approved the following proposed fee amendments that will take effect on January 1, 2024:

1. Wharfage:

- A. Containers (set rates as follows):
 - i. For Vancouver:
 - a. Import laden: \$47.44 per twenty-foot equivalent unit (TEU)
 - b. Export laden: \$33.82 per TEU
 - ii. For Fraser River:
 - a. Import laden: \$23.77 per TEU
 - b. Export laden: \$17.17 per TEU
- B. Non-containerized cargo (set rates as follows):
 - i. For Vancouver:
 - a. Logs: \$5.98 per Thousand Foot Board Measure (MFBM) Scribner
 - b. Lumber: \$3.31 per MFBM
 - c. Woodpulp: \$2.93 per tonne
 - d. Dry bulk: \$0.74 per tonne
 - e. All other cargo not otherwise specified: \$3.07 per tonne
 - ii. For Fraser River:
 - a. Logs: \$3.96 per MFBM Scribner
 - b. Lumber: \$1.66 per MFBM
 - c. Woodpulp: \$1.44 per tonne
 - d. Dry bulk: \$0.74 per tonne
 - e. Liquid bulk: \$0.53 per tonne
 - f. All other cargo not otherwise specified: \$1.44 per tonne; and
 - iii. For Fraser River: Vehicles moved through automobile terminals by vessel: \$8.67 per unit

2. Berthage:

Set rates for Fraser River and Vancouver:

- i. Deep-sea vessels during working periods at \$0.539 per hour metre of Length Over All (LOA) with a minimum charge of \$396.38 per terminal visit
- ii. Deep-sea vessels during non-working periods at \$0.197 per hour metre of LOA with a minimum charge of \$396.38 per terminal visit
- iii. Coastal vessels, tugs, fishing vessels, and yachts at \$0.144 per hour metre of LOA with a minimum charge of \$92.49 per terminal visit
- iv. All vessels will be charged per hour, rounded up to the nearest quarter of an hour

3. Container Vessel On-Time Performance Incentive:

No changes to the Container Vessel On-Time Performance Incentive are contemplated for 2024.

4. Harbour Dues:

The call limit will be increased from five to 35 excepting coastal vessels and passenger ferries.

Rates per Gross Registered Tonne (GRT)*

- a. Base rate: \$0.112
- b. Bronze rate: \$0.086
- c. Silver rate: \$0.072
- d. Gold rate: \$0.060
- e. Platinum rate: \$0.028

Ships may obtain discounts off the Harbour Dues rate for meeting certain voluntary environmental best practices. In 2024, there are updates to the following environmental criteria for the EcoAction incentive program:

Discount aspect	Details	Current Criteria	Proposed Criteria
Energy Efficiency Design Index (EEDI)	Remove EEDI from criteria	Bronze = EEDI 20-25 Silver = EEDI 25-30 Gold = EEDI >30	None
Environmental Ship Index (ESI)	Increase efficiency rating required to obtain discount in line with other leading ports	Bronze = ESI 30-40 Silver = ESI 40-50 Gold = ESI >50	Bronze = ESI 35-45 Silver = ESI 45-60 Gold = ESI >60
Rightship	Increase efficiency rating required to obtain discount	Bronze = GHG rating C Silver = GHG rating B Gold = GHG rating A	Bronze = GHG rating B Silver = GHG rating A
Underwater noise	Include: Kamome Gate Rudder System (Gate Rudder and GRS Propeller)	N/A	Silver: Kamome Gate Rudder System

For details, including additional updates on eligible alternative fuels, technologies and other environmental designations please refer to our fee document.

* Minimum charge per call: \$30.00

5. Gateway Infrastructure Fee (GIF):

GIF is intended to recover 90% of the port authority's investments and costs associated with the Gateway Infrastructure Program.

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

Containerized Cargo – Rates per TEU	
Trade Area	2024
North Shore Trade Area	\$1.43
South Shore Trade Area	\$1.92
Roberts Bank Trade Area	\$0.50
Non-Containerized Cargo – Rates per Metric Tonne	
Trade Area	2024
North Shore Trade Area	
Breakbulk lumber (per MFBM)	\$0.09
Breakbulk log (per MFBM Scribner)	\$0.25
Other cargo (per metric tonne)	\$0.07
South Shore Trade Area	
Cargo (per metric tonne)	\$0.21
Roberts Bank Trade Area	
Cargo (per metric tonne)	\$0.06

6. Gateway Infrastructure Fee 2 (GIF2):

GIF2 is intended to recover 90% of the port authority's investments and costs associated with the second Gateway Infrastructure Program.

GIF2 is payable in respect of laden containers, by the owner of the vessel and in respect of non-containerized cargo, by the owner of cargo, at rates set out below:

Containerized Cargo – Rates per TEU	
Trade Area or Project	2024
North Shore Trade Area	\$0.35
South Shore Trade Area	\$2.16
Roberts Bank Trade Area	\$1.05
Fraser River Trade Area	\$4.78
Portside Blundell Project	\$0.79

Non-Containerized Cargo – Rates per Metric Tonne	
Trade Area	2024
North Shore Trade Area	
Breakbulk lumber (per MFBM)	\$0.03
Breakbulk log (per MFBM Scribner)	\$0.09
Other cargo (per metric tonne)	\$0.02
South Shore Trade Area	
Cargo (per metric tonne)	\$0.23
Roberts Bank Trade Area	
Cargo (per metric tonne)	\$0.13
Fraser River Trade Area	
Breakbulk lumber (per MFBM)	\$0.72
Breakbulk log (per MFBM Scribner)	\$2.01
Cargo (per metric tonne)	\$0.53

Second Narrows East Terminals (SNE)	2024
Cargo (per metric tonne)	\$0.13

The Vancouver Fraser Port Authority Fee Document is posted on our website at portvancouver.com/fees and may also be obtained from the port authority upon request by calling 604.665.9000.

Persons interested in making written representations to the port authority on the subject of the proposed fee amendments or any other matter in this notice may do so, on or prior to December 31, 2023, by writing to:

Attn: Director, Trade Development
Vancouver Fraser Port Authority
100 The Pointe, 999 Canada Place
Vancouver, BC V6C 3T4
Canada
Email: commercial_enquiries@portvancouver.com

Yours truly,



Katherine Bamford
Director, Trade Development