

# SCHEDULE OF CHARGES ON GOODS OR CARGO LANDED, SHIPPED, TRANSSHIPPED OR STORED

2020

## Short Title

1. This Schedule may be cited as the Schedule of *St. Lawrence Seaway Wharfage and Storage Charges*.

## Interpretation

2. In this Schedule,

“**bulk cargo**” means such goods as are loose or in mass and generally must be shovelled, pumped, blown or scooped in the handling and, without limiting the generality of the foregoing, shall be deemed to include:

- (a) barley, buckwheat, corn, dried beans, dried peas, flaxseed, rapeseed and other oil seeds, flour, grain screenings, mill feed containing not more than 35 per cent of ingredients other than grain or grain products, oats, rye and wheat, loose or in sacks;
- (b) cement, loose or in sacks;
- (c) coke and petroleum coke, loose or in sacks;
- (d) domestic cargo;
- (e) liquids carried in ships' tanks;
- (f) ores and minerals (crude, screened, sized or concentrated, but not otherwise processed) loose or in sacks, including alumina, bauxite, coal, gravel, phosphate rock, sand, stone and sulphur;
- (g) pig iron and scrap metals;
- (h) lumber, pulpwood, poles and logs, loose or bundled;
- (i) raw sugar, loose or in sacks;
- (j) woodpulp, loose or in bales; *and*
- (k) material for recycling, other scrap material, refuse and waste. (« *cargaison en vrac* » )

“**canal**” means any constructed part of the St. Lawrence Seaway and includes any canals and lands appurtenant thereto that are under the administration and control of the Manager. (« *canal* »)

“**containerized cargo**” means cargo shipping in a container. Containers are used to transport freight in multiple modes: ship rail and truck. There are many configurations: dry, insulated or thermal, refrigerated or reefer, flat racks and platforms, open top and tank. Usual dimensions: width 8 feet, height 8 foot 6 inches or 9 foot 6 inches, lengths 20 foot or 40 foot. Less common lengths include, for example, 24, 28, 44, 45, 46, 48, 53, and 56 feet. (« *cargaison conteneurisée* »)

“**domestic cargo**” means cargo the shipment of which originates at one Canadian point and terminates at another Canadian point, or originates at one United States point and terminates at another United States, or originates at one Canadian or American point in the *Great Lakes/St. Lawrence Seaway System* and terminates at another Canadian or American point in the *Great Lakes/St. Lawrence Seaway System*, but does not include import or export cargo designated at the point of origin for transshipment by water at a point in Canada or in the United States. (*« cargaison domestique »*)

“**general cargo**” means all goods other than bulk cargo. (*« cargaison générale »*)

“**lying-up charge**” means a toll charged on a ship in respect of the continuous period of time that the ship is occupying, in a canal, without link to loading or unloading activities, an area that has been set aside by the Manager for that purpose. (*« droit de séjour »*)

“**Manager**” means The St. Lawrence Seaway Management Corporation. (*« Gestionnaire »*)

“**owner**” includes:

- (a) in respect of goods, the consignor and consignee of the goods; and
- (b) in respect of a ship, every person who is a representative as defined in section 2 of the *Seaway Regulations*. (*« propriétaire »*)

“**side wharfage**” means a toll charged on a ship in respect of the period of time that the ship is loading, unloading or lying in wait in a canal. (*« droit d'accostage »*)

“**storage charge**” means a toll charged on goods in respect of the period of time that the goods are stored at a canal. (*« droit d'emmagasinement »*)

“**tonne**” means one thousand kilograms. (*« tonne »*)

“**top wharfage**” means a toll charged on goods that are unloaded from or loaded onto a ship or other means of transportation, or transhipped between ships in a canal. (*« droit de terre-plein »*)

“**winter berthing**” means a toll charged on a ship in respect of the entire period between the closing of a season and the opening of the following season that the ship is occupying or has reserved, in a canal, an area that has been set aside by the Manager for that purpose. (*« droit de séjour d'hiver »*)

## Tolls

3. (1) The toll set out in column II of an item in Appendix I is payable in respect of the goods or ship described in column I of that item for the type of goods or period set out in column I of that item.
  - (2) Where the Manager has leased any area at a canal, the Manager may exempt persons from the payment of top wharfage in respect of goods loaded or unloaded at that area.
  - (3) If a ship can no longer be safely operated due to technical difficulties or because it has been implicated in an accident, the Manager can exempt that ship, or any other ship involved in salvage operations, from any tolls applicable under this tariff that could have arisen because of the ship difficulties.
4. The tolls prescribed by this Schedule are due:
- (a) jointly from the owner of the goods and the owner of the ship, or their representatives, from which the goods are transshipped, in the case of tolls prescribed in respect of goods where the goods are transhipped from one ship to another ship at a canal;
  - (b) jointly from the owner of the goods and the owner of the ship, or their representatives, on which the goods are shipped in the case of tolls prescribed in respect of goods where the goods are loaded to or from a ship at a canal other than by transshipment between ships;
  - (c) from the owner of the goods, or its representative, in the case of tolls prescribed for the storage of goods; and
  - (d) from the owner of the ship, or its representative, in the case of tolls prescribed in respect of a ship;
- and such tolls are due as soon as they are incurred and shall be paid to the Manager.
5. Top wharfage at a canal is payable only once in respect of goods other than goods that are:
- (a) reshipped at a canal after having been removed therefrom; or
  - (b) reshipped at a canal after being altered in form or composition.
6. Top wharfage at a canal is payable according to the certified loaded or manifest weight of cargo. A duly certified document (a weight-scale Certificate, a Bill of Lading or similar document) shall be forwarded to the Manager attached to the submitted E-Business Top Wharfage Declaration within five (5) days after the ship's departure.
7. Winter berthage at a canal is payable for the entire period upon reservation of an area and is not cancellable or refundable after December 15<sup>th</sup>.

**APPENDIX I ((s. 3)  
PRESCRIBED TOLLS**

<b><u>Column I</u></b> <b><u>Description</u></b>	<b><u>Column II</u></b> <b><u>Tolls</u></b>
<b>Top Wharfage</b>	
1. Goods loaded, unloaded or transhipped at a canal	
(a) bulk cargo; <i>for domestic general cargo, the general cargo weight or measure rule applies but with the bulk rate.</i>	\$0.4223 per tonne
(b) general cargo; when calculated on a measurement basis, fees shall never exceed two and a half (2.5) time what they would have been on a weight basis;	\$0.9650 per tonne or cubic meter (m <sup>3</sup> ), whichever is greater
(c) containerized cargo	\$0.4223 per tonne
<b>Storage Charge</b>	
2. Goods stored at a Canal on Manager's land other than land leased by the Manager to any person	
(a) first 24 hours	no charge
(b) each period of 7 days or part thereof after first 24 hours	\$ 0.5671 per square metre of area occupied for storage (minimum tolls \$55.19 per period)
<b>Side Wharfage</b>	
3. A ship berthed in a cana, involved in commercial activities (cargo loading/unloading or lying in wait)	
(a) first 6 hours or part thereof	\$ 0.0272 per gross registered ton (minimum toll \$55.19)
(b) each subsequent period of 6 hours or part thereof	\$ 0.0272 per gross registered ton (minimum toll \$16.56 per period)
<b>Lying-Up Charge</b>	
4. A ship lying-up at a canal or area that has been set aside by the Manager for that purpose without commercial activities (cargo loaded/unloading)	
(a) first 24 hours	no charge
(b) each period of 10 days or part thereof during the navigation season after the first 24 hours	\$ 0.1263 per gross registered ton (minimum toll \$55.19)
<b>Winter Berthing</b>	
5. A ship lying-up at a canal or area for the whole part of the season during which navigation is closed	\$0.3641 per linear meter per day