

2026

St. Lawrence Seaway Schedule of Wharfage & Storage Charges

1. Interpretation

The definitions in this section apply in this Schedule.

Bulk Cargo (Cargaison en vrac)

Cargo consisting of goods, loose or in mass, that generally must be shovelled, pumped, blown or scooped in the handling and includes:

- a) Barley, corn, oats, flaxseed, rapeseed, soybeans, field crop seeds, buckwheat, dried beans, dried peas, rye, wheat, grain screenings or meal from those grains.
- 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, 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 and flour, loose or in sacks;
- j) woodpulp, loose or in bales; and
- k) material for recycling, scrap material, refuse and waste.

Canal (Canal)

Any constructed part of the St. Lawrence Seaway and includes any canals and lands that are under the administration and control of the Manager.

Containerized Cargo (Cargaison conteneurisée)

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. Typical dimensions: 8 feet in width, 8 feet 6 inches or 9 feet 6 inches in height and 20 feet or 40 feet in length. Less common lengths include, for example, 24, 28, 44, 45, 46, 48, 53, and 56 feet.

Domestic Cargo (Cargaison domestique)

Shipment of cargo which originates at one Canadian point and terminates at another Canadian point, or originates at one United States of America (USA) point and terminates at another USA point, or originates at one Canadian or USA point in the Great Lakes/St. Lawrence Seaway System and terminates at another Canadian or USA 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 USA.

General Cargo (Cargaison générale)

Goods other than bulk cargo.

Laying-Up Charge (Droit de Séjour)

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.

Manager (Gestionnaire)

The St. Lawrence Seaway Management Corporation.

Owner (Propriétaire)

- (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.

Passenger (Passager)

A person being transported through the Seaway who has paid a fare for passage.

Passenger Ship Wharfage (Droit d'accostage de navire de passagers)

Toll charged on a passenger ship in respect of the period of time that the ship is occupying, in a canal, an area that has been set aside by the Manager for that purpose.

Passenger Wharfage (Droit de passager)

Toll charged per passenger embarking or disembarking in an area that has been set aside in a canal by the Manager for that purpose.

Side Wharfage (Droit d'accostage)

Toll charged on a ship, excluding a passenger ship, in respect of the period of time that the ship is loading, unloading or laying in wait in a canal.

Storage Charge (Droit d'emmagasinage)

Toll charged on goods in respect of the period of time that the goods are stored at a canal.

Metric Tonne (Tonne métrique)

1,000 kg (2,204.62 pounds).

Top Wharfage (Droit de terre-plein)

Toll charged on goods that are unloaded from or loaded onto a ship or other means of transportation, or transshipped between ships in a canal.

Winter Berthing (Droit de séjour d'hiver)

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.

2. Tolls

- a) Tolls are calculated based on the description set out in Column I of Appendix 1 and the rate set out in Column II.
- b) 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.
- c) 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.
- d) The tolls prescribed by this Schedule are due:
 - (i) 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 transshipped from one ship to another ship at a canal;
 - (ii) 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;
 - (iii) from the owner of the goods, or its representative, in the case of tolls prescribed for the storage of goods; and
 - (iv) 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.

- e) Top wharfage at a canal is payable only once in respect of goods other than goods that are:
 - (i) reshipped at a canal after having been removed therefrom; or
 - (ii) reshipped at a canal after being altered in form or composition.
- f) 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 Top Wharfage Declaration within five (5) days after the ship's departure.
- g) Winter berthing at a canal is payable for the entire period upon reservation of an area and is not cancellable or refundable after December 15th.

APPENDIX 1

2026 Seaway Schedule of Wharfage & Storage Charges

(Prices are in \$CAD per metric tonne unless otherwise specified - Taxes may apply)

	Column I	Column II
Top Wharfage		
Bulk Cargo	\$ 0.5040	per tonne
Domestic General Cargo	\$ 0.5040	per tonne or cubic meter ¹
General Cargo	\$ 1.1520	per tonne or cubic meter ¹
Containerized Cargo	\$ 0.5040	per tonne
Side Wharfage		
First 6 hours or part thereof	\$ 0.0325	per GRT
<i>Minimum</i>	<i>\$ 65.89</i>	
Each subsequent period of 6 hours or part thereof	\$ 0.0325	per GRT
<i>Minimum</i>	<i>\$ 19.77</i>	<i>per period</i>
Laying-Up Charge		
First 24 hours		no charge
Each subsequent period of 10 days or part thereof	\$ 0.1508	per GRT
<i>Minimum</i>	<i>\$ 65.89</i>	
Storage Charges		
First 24 hours		no charge
Each subsequent period of 7 days or part thereof	\$ 0.6769	per square meter
<i>Minimum</i>	<i>\$ 65.89</i>	<i>per period</i>
Passenger Ship Wharfage		
First 6 hours or part thereof	\$ 0.0974	per GRT
<i>Minimum</i>	<i>\$ 197.66</i>	
Each subsequent period of 6 hours or part thereof	\$ 0.0974	per GRT
<i>Minimum</i>	<i>\$ 59.31</i>	<i>per period</i>
Passenger Wharfage		
	\$ 9.17	per passenger
Winter Berthing		
	\$ 0.4346	per linear meter per day

¹ Per tonne or cubic meter (m^3), whichever is greater; when calculated on a measurement basis, fees shall never exceed two and a half (2.5) times what they would have been on a weight basis.