

# 2026

## St. Lawrence Seaway Schedule of Tolls

### 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) cement, loose or in sacks;
- b) coke and petroleum coke, loose or in sacks;
- c) domestic cargo;
- d) liquids carried in ships' tanks;
- e) 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;
- f) pig iron and scrap metals;
- g) lumber, pulpwood, poles and logs, loose or bundled;
- h) raw sugar and flour, loose or in sacks;
- i) woodpulp, loose or in bales; and
- j) material for recycling, scrap material, refuse and waste.

#### **Cargo** (*Cargaison*)

All goods aboard a ship whether carried as revenue or non-revenue freight or carried for the ship owner, but does not include:

- a) empty containers or the tare weight of loaded containers;
- b) ships' fuel, ballast or stores;
- c) personal effects of crew or passengers; or
- d) in-transit cargo that is carried both upbound and downbound in the course of the same voyage.

#### **Carrier** (*Transporteur*)

Any company, or its representative, engaged in physically moving a cargo between an origin and a destination.

#### **Commodity** (*Produit*)

Cargo that has been defined as a commodity in the Manager's commodity codes.

#### **Closing date** (*Date de fermeture*)

In respect of a year, the first date in such year after the opening date on which both the Montreal-Lake Ontario and the Welland Canal portions of the Seaway are closed for vessel traffic.

**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.

**Corporation** (*Corporation*)

The Great Lakes St. Lawrence Seaway Development Corporation (GLS).

**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.

**Gateway Incentive** (*Incitatif de portail*)

Percentage reduction for one year, as part of an incentive program, negotiated and offered on applicable cargo tolls for shipments of a specific commodity diverted to the Seaway from a competing gateway.

**General Cargo** (*Cargaison générale*)

Goods other than bulk cargo, grain, government aid cargo, steel slabs and coal.

**Government Aid Cargo** (*Cargaison d'aide gouvernementale*)

- a) processed food products that are donated by, or the purchase of which has been financed on concessional terms by the federal government of the USA or Canada for the purposes of nutrition, economic development, emergency or disaster relief programs; and
- b) food cargo that is
  - (i) owned or financed by a non-profit organization or cooperative,
  - (ii) intended for use in humanitarian or development assistance overseas, and
  - (iii) stamped or otherwise shown to have been declared as such to the customs service of the USA or Canada.

**Grain** (*Céréale*)

Barley, corn, oats, flaxseed, rapeseed, soybeans, field crop seeds, buckwheat, dried beans, dried peas, rye, wheat, grain screenings or meal from those grains.

**Great Lakes/St. Lawrence Seaway System**

(*Système Grands Lacs/Voie maritime du Saint-Laurent*)

All ports in the Great Lakes and the St. Lawrence River.

**Incremental Volume** (*Volume additionnel*)

The portion of tonnage shipped through the Seaway by a specific shipper/receiver in a given season, above the pre-approved maximum tonnage realized by that specific shipper/receiver over the previous five (5) navigation seasons.

**Liner Service** (*Service de lignes régulières*)

One or more ships operated by a single operator on a fixed route between designated ports, providing regularly scheduled service for consignments of multiple commodities.

**Manager** (*Gestionnaire*)

The St. Lawrence Seaway Management Corporation (SLSMC).

**Maximum Volume** (*Volume maximum*)

The highest total annual tonnage of a specific commodity that a shipper/receiver has shipped through the Seaway over the previous five (5) years.

**Metric Tonne** (*Tonne métrique*)

1,000 kg (2,204.62 pounds).

**Navigation Season** (*Saison de navigation*)

The period commencing on an opening date and ending on the next closing date.

**New Business** (*Nouvelles affaires*)

- a) containerized cargo moved by ship in the Seaway at any time in a navigation season;
- b) a commodity/origin/destination combination in which the commodity moved by ship in the Seaway at any time in a navigation season:
  - (i) originating at a point inside Canada or the USA or at a country outside Canada or the USA, provided that such commodity has not originated from such point or country, as the case may be, at any time in any of the five (5) consecutive navigation seasons immediately preceding the then current navigation season;
  - (ii) destined to a point inside Canada or the USA or a country outside Canada or the USA, provided that such commodity has not been destined to such point or country, as the case may be, at any time in any of the five (5) consecutive navigation seasons immediately preceding the then current navigation season;
  - (iii) originating at a point inside Canada or the USA or a country outside Canada or the USA and destined to a point inside Canada or the USA or a country outside

Canada or the USA, provided that such commodity was previously moved by any mode of transportation other than by ship at all times in the five (5) consecutive navigation seasons immediately preceding the then current navigation season; or

- (iv) that has not moved through either section of the Seaway in any of the five (5) consecutive navigation seasons immediately preceding the then current navigation season, in a volume exceeding 10,000 metric tonnes.

**Opening Date** (*Date d'ouverture*)

In respect of any year, the earliest date in such year on which either the Montreal-Lake Ontario portion or the Welland Canal portion of the Seaway is opened for vessel traffic, provided however that if such date is prior to April 1 the opening date in such year shall be deemed to be the 1<sup>st</sup> day of April in such year.

**Passenger** (*Passager*)

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

**Pleasure Craft** (*Embarcation de plaisance*)

A ship, however propelled, that is used exclusively for pleasure and does not carry passengers.

**Seaway** (*Voie maritime*)

Has the meaning ascribed to it under the Canada Marine Act.

**Section of the Seaway** (*Section de la Voie maritime*)

Either the Montreal-Lake Ontario portion of the Seaway or the Welland Canal portion of the Seaway.

**Semi-liner Service** (*Service de lignes semi-régulier*)

Reduced or limited liner service, offering fewer regularly scheduled voyages and/or fewer designated ports of calls.

**Service Incentive** (*Incitatif de service*)

A percentage reduction, as part of an incentive program, offered on applicable cargo tolls in respect of New Business shipments made by way of any newly established regular service out of the Great Lakes.

**Ship** (*Navire*)

Every type of craft used as a means of transportation on water, except a ship owned or employed by the Manager or the Corporation.

**Shipper/receiver** (*Expéditeur/destinataire*)

Any company who owns or buys the cargo that is being shipped through the Seaway.

**Toll Reduction** (*Réduction de péage*)

The negotiated percentage of refund on applicable cargo tolls under the Gateway Incentive program.

**Volume Commitment** (*Volume engagé*)

The negotiated annual cargo tonnage, with a minimum of 75,000 metric tonnes per year, a shipper/receiver must reach for the negotiated toll reduction under the Gateway Incentive to become applicable.

**Volume Rebate** (*Rabais de volume*)

A percentage reduction, as part of an incentive program, offered on applicable cargo tolls for shipments of a specific commodity above and beyond a pre-approved historical maximum volume.

## 2. Tolls

- a) Every ship entering, passing through or leaving the Seaway shall pay a toll that is the sum of each applicable charge in Appendix 1. Each charge is calculated based on the description set out in column I and the rate set out in column II and/or III.
- b) The toll is assessed against the ship and its cargo for a complete or partial transit of the Seaway and covers a single trip in one direction.
- c) The toll is due from the representative of the ship within 45 days after the day on which the ship enters the first lock of a transit of the Seaway.
- d) Except as set out in 2.e), the Volume Rebate incentive cannot be combined (i.e. applied to the same cargo movement) with either of the New Business Incentive or the Service Incentive programs.
- e) Except for cargoes that qualify for the New Business Incentive, any cargo being shipped by a liner or semi-liner service approved under the Service Incentive program shall be eligible for the Volume Rebate incentive.

### 2.1 Description and Weight of Cargo

- a) For the purposes of calculating applicable tolls,
  - (i) a cord of pulpwood is taken to weigh 1,450kg (3,196.70 pounds); and
  - (ii) the cargo tonnage shall be rounded to the nearest 1,000kg (2,204.62 pounds).

### 2.2 Toll Incentives

#### 2.2.1 New Business Incentive Program

- a) To be eligible for the rebate applicable under the New Business Incentive program, a carrier must submit an application to the Manager for the proposed commodity/origin/destination combination to be approved and accepted under the rules of the New Business Incentive program promulgated and administered from time to time by the Manager.

- b) Containerized cargo, whatever the origin or destination, moved by ship in the Seaway at any time in the current navigation season qualifies as New Business.
- c) A commodity/origin/destination combination that qualifies as New Business on or before the 30<sup>th</sup> day of September in any navigation season continues to qualify as New Business in the two (2) consecutive navigation seasons immediately following the then current navigation season; and
- d) A commodity/origin/destination combination that qualifies as New Business after the 30<sup>th</sup> day of September in any navigation season continues to qualify as New Business in the three (3) consecutive navigation seasons immediately following the then current navigation season.

### **2.2.2 Volume Rebate Incentive Program**

- a) To be eligible for the Volume Rebate Incentive program:
  - (i) a shipper/receiver in the Great Lakes/St. Lawrence Seaway System must submit to the Manager for approval, before June 30<sup>th</sup> of every season, the commodity, as defined under the Manager's commodity classification, for which a Volume Rebate is sought, the origin or destination of the commodity, and a proof of the maximum volume of the commodity the shipper/receiver has shipped over the last five (5) years from that origin or to that destination.
  - (ii) The shipper/receiver must already move the commodity, as defined under the Manager's commodity classification, through the Seaway at a minimum of 100,000 tonnes per season for the past five (5) navigation seasons.
- b) Once approved by the Manager, the maximum volume will become the basis on which to calculate the incremental volume.
- c) The Volume Rebate Incentive program is not accessible at the end of the navigation season without a pre-approved maximum volume within the set deadline.
- d) The same cargo volume can only be used by one shipper/receiver.
- e) For the Volume Rebate to be applicable, the total volume of the commodity shipped through the Seaway must also increase during the navigation season.

### **2.2.3 Service Incentive Program**

- a) To be eligible for the Service Incentive program, cargoes must qualify as New Business under the New Business Incentive program, and be shipped by a service meeting all of the following requirements ("Qualifying Service"):
  - (i) a liner or semi-liner service between the same ports;

- (ii) the service must call on multiple origin ports, or multiple destination ports;
  - (iii) the service must not be limited to the movement of one specific commodity;
  - (iv) the service must service markets outside of the Great Lakes; and
  - (v) the service must not replace or displace any of the carrier's existing services. The Manager reserves the right to require proof of the ultimate origin and destination of cargoes in order to ensure there is no diversion of existing cargoes.
- b) The Service Incentive applies only to New Business applications approved after the commencement date of the Qualifying Service. New Business applications approved prior to the date of commencement of the Qualifying Service will be ineligible for the Service Incentive program.
  - c) The Service Incentive applies only to cargoes exported from the Great Lakes, and is not applicable to import cargoes.
  - d) The carrier will provide the Manager with written notice of its intention to apply for the Service Incentive at least thirty (30) days prior to implementation of the Qualifying Service.
  - e) The carrier will advise the Manager of the proposed interval (weekly, monthly, etc.) of the Qualifying Service, and the number of calls scheduled for the Navigation Season. Additional calls to the system may be added during the season.
  - f) The carrier will advise the Manager of port rotation, outlining core ports of calls when providing notification of schedule rotation. Additional ports may be added at any time provided the core schedule ports are called.
  - g) The carrier will advertise the Qualifying Service on its own website, available port websites, and with Manager's assistance, on the HWY H<sub>2</sub>O website.
  - h) The carrier must meet 75% schedule adherence with a minimum of four (4) Great Lakes calls during the navigation season.
  - i) The carrier will provide the Manager with a request for the Service Incentive refund, together with copies of any documents required to support the request, within sixty (60) days of the close of the navigation season. Requests for refunds should be submitted to the Manager who will be responsible for reviewing and approving Service Incentive requests.
  - j) Service Incentive of 20% of tolls paid in respect of cargo shipped by Qualifying Service will be refunded by the Manager after the close of the navigation season, once the Manager has confirmed that the carrier has met the schedule adherence requirement.

#### **2.2.4 Gateway Incentive Program**

- a) To be eligible for the Gateway Incentive, cargoes must presently be moving between a specific origin and destination via other competing gateways.
- b) To be eligible for the refund applicable under the Gateway Incentive program, a shipper/receiver, or its representative, must:
  - (i) submit an application to the Manager for the proposed movement (cargo/origin/destination) to be approved under the rules of the Gateway Incentive program;
  - (ii) supply to the Manager the information proving that the proposed movement is currently done via a competing gateway;
  - (iii) negotiate with the Manager the terms of the proposal, that is an applicable toll reduction and a volume commitment.
- c) The shipper/receiver, or its representative, will qualify annually for the negotiated toll reduction upon completion of the annual volume commitment.
- d) The Gateway Incentive applies only to movements of qualified cargoes done after the commencement date of the qualified Gateway Incentive. Movements done prior to the date of commencement of the Gateway Incentive will be ineligible for the rebate.
- e) The shipper/receiver, or its representative, will provide the Manager with a request for the Gateway Incentive refund, together with copies of any documents required to support the request, within sixty (60) days of the close of the navigation season. Requests for refunds should be submitted to the Manager who will be responsible for reviewing all documents and data and recommending the refund under the Gateway Incentive.
- f) The negotiated Gateway Incentive percentage of tolls reduction paid in respect of qualifying cargo shipped will be refunded by the Manager after the close of the navigation season, once the Manager has confirmed through the review of submitted support documents that the shipper/receiver has met the volume commitment. The Manager reserves the right to require the ultimate origin and destination of cargoes to validate the commitment.
- g) The Manager reserves the right to immediately terminate any Gateway Incentive agreement.



### **3. Post-Clearance Date Operational Surcharges**

- a) Subject to 3.b), a ship that reports for its final transit of the Seaway from a place set out in column I of Appendix 2 within the period after the clearance date established by the Manager and the Corporation set out in column III shall pay operational surcharges in the amount set out in column IV, prorated on a per-lock basis.
- b) If surcharges are postponed for operational or climatic reasons, a ship that reports for its final transit of the Seaway from a place set out in column I of Appendix 3 within the postponement periods set out in column II and within the period after the clearance date established by the Manager and the Corporation set out in column III shall pay operational surcharges in the amount set out in column IV prorated on a per-lock basis.
- c) A ship that is authorized to transit the Seaway after the period of 96 hours after the clearance date established by the Manager and the Corporation shall pay, in addition to the operational surcharge, an amount equal to the incremental expenses incurred by the Manager to keep the Seaway open for the transit of the ship.

### **4. Coming into force**

This Schedule and the fees set forth herein come into force from the date on which this Schedule is filed with the Canadian Transportation Agency.

APPENDIX 1

# 2026 Seaway Schedule of Tolls

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

Column I	Column II	Column III
GRT Charge <sup>1</sup>	MLO	Welland
Loaded or Ballast Ships (Excluding passenger ships)	\$ 0.1344	\$ 0.2150
Passenger Ships	\$ 0.4032	\$ 0.6450
Cargo Tolls	MLO	Welland
Bulk Cargo	\$ 1.3933	\$ 0.9510
Grain	\$ 0.8560	\$ 0.9510
Coal	\$ 0.8560	\$ 0.9510
General Cargo	\$ 3.3572	\$ 1.5220
Domestic General Cargo	\$ 1.3933	\$ 0.9510
Steel Slab	\$ 3.0384	\$ 1.0896
Containerized Cargo	\$ 1.3933	\$ 0.9510
Government Aid	n/a	n/a
Lockage Charge (per GRT <sup>1</sup> )	MLO	Welland
Loaded or Ballast Cargo or Passenger Ships	n/a	\$ 0.3582
<i>Maximum per ship</i>	n/a	\$ 5,011.00
Partial Transits	MLO	Welland
Applicable GRT, Cargo and Lockage charges prorated per lock transited	20%	13%
Minimum Charge	MLO	Welland
Per ship per lock transited for full or partial transit of the Seaway	\$ 34.78	\$ 34.78
Incentive Programs <sup>2</sup>	MLO	Welland
New Business Incentive	20%	20%
Volume Rebate Incentive	10%	10%
Service Incentive	20%	20%
Pleasure Crafts	MLO	Welland
Canadian locks: per pleasure craft <sup>3</sup> , per lock	\$ 25.00	\$ 25.00
US locks: per pleasure craft, per lock (CAD or USD)	\$ 30.00	\$ 30.00

<sup>1</sup> Gross registered tonnage calculated according to prescribed rules for measurement under the International Convention on Tonnage Measurement of Ships, 1969, as amended from time to time; or under the US GRT for ships prescribed prior to 2002

<sup>2</sup> Incentive Programs are subject to pre-approval, see Incentive Program page for details

<sup>3</sup> Includes a \$5.00 discount per lock with use of online reservation and payment system

## APPENDIX 2

### Operational Surcharges - No Postponement

<i>Column I</i>	<i>Column II</i>	<i>Column III</i>	<i>Column IV</i>
Location	Postponement	Period after Clearance Date	MLO <sup>4</sup>
Cape Vincent (Downbound) or Cap Saint-Michel (Upbound)	n/a	Under 24 hours	\$ 20,000
		Under 48 hours	\$ 40,000
		Under 72 hours	\$ 60,000
		Under 96 hours	\$ 80,000
Port, dock or wharf within St. Lambert - Iroquois lock segment	n/a	Under 24 hours	n/a
		Under 48 hours	\$ 20,000
		Under 72 hours	\$ 40,000
		Under 96 hours	\$ 60,000

<sup>4</sup> Prorated per lock transited

## APPENDIX 3

### Operational Surcharges - After Postponements

<i>Column I</i>	<i>Column II</i>	<i>Column III</i>	<i>Column IV</i>
Location	Postponement	Period after Clearance Date	MLO <sup>5</sup>
Cape Vincent (Downbound) or Cap Saint-Michel (Upbound)	24h	Under 36 hours	\$ 20,000
		Under 48 hours	\$ 40,000
		Under 72 hours	\$ 60,000
		Under 96 hours	\$ 80,000
	48h	Under 56 hours	\$ 20,000
		Under 64 hours	\$ 40,000
		Under 72 hours	\$ 60,000
		Under 96 hours	\$ 80,000
	72h	Under 78 hours	\$ 20,000
		Under 84 hours	\$ 40,000
		Under 90 hours	\$ 60,000
		Under 96 hours	\$ 80,000
Port, dock or wharf within St. Lambert - Iroquois lock segment	24h	Under 48 hours	n/a
		Under 60 hours	\$ 20,000
		Under 72 hours	\$ 40,000
		Under 96 hours	\$ 60,000
	48h	Under 72 hours	n/a
		Under 80 hours	\$ 20,000
		Under 88 hours	\$ 40,000
		Under 96 hours	\$ 60,000
	72h		
			n/a

<sup>5</sup> Prorated per lock transited