

Transport Canada

Fees Report

Fiscal year 2019–20

The Honourable Marc Garneau
Minister of Transport

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Table of contents

| | |
|---|-----|
| Minister's message | 5 |
| About this report | 7 |
| Remissions | 8 |
| Overall totals, by fee setting mechanism | 8 |
| Totals, by fee grouping, for fees set by act, regulation or fees notice | 8 |
| Details on each fee set by act, regulation or fees notice | 13 |
| Endnotes | 189 |

Minister's message

On behalf of Transport Canada, I am pleased to present our report on fees for fiscal year 2019 to 2020, my department's third annual report under the *Service Fees Act*.

The Act provides a modern legislative framework that enables cost-effective delivery of services and, through better reporting to Parliament, improves transparency and oversight.

The Act's reporting regime is part of a wider Government of Canada commitment to openness and transparency. This report provides details on all fees charged by Transport Canada and information on revenues from contracts. We established new fees to analyse joint ventures for airlines, and continue to update and introduce new fees to better reflect the cost of delivering services and ensure we have the resources to deliver the best quality services.

When we began the process of reviewing our fees, we could not have anticipated the global pandemic, or how it would impact the transportation industry and influence the way Transport Canada delivers its services. As we continue to review fees, we are considering the economic impacts of the global pandemic and the recovery of the transportation sector.

While we are steadfast in our commitment to modernize our services, we remain mindful of our stakeholders' situation and are adopting a measured approach to updating fees.

In next year's report, we will reflect the adjusted pace of the fee modernization initiative and our efforts to support the recovery of transportation industries.

The Honourable Marc Garneau
Minister of Transport



About this report

This report, which is tabled under section 20 of the *Service Fees Act*ⁱ and section 4.2.8 of the *Directive on Charging and Special Financial Authorities*ⁱⁱ, contains information about the fees that Transport Canada had the authority to set in 2019–20.

Government of Canada departments may set fees for services, licences, permits, products, the use of facilities; for other authorizations of rights or privileges; or to recover, in whole or in part, costs incurred in relation to a regulatory scheme.

For reporting purposes, fees must be categorized under the following three fee setting mechanisms:

1. Act, regulation or fees notice
 - An act of Parliament delegates the fee setting authority to a department, minister or Governor in Council.
2. Contract
 - Ministers have the authority to enter into contracts, which are usually negotiated between the minister and an individual or organization, and which cover fees and other terms and conditions. In some cases, that authority may also be provided by an act of Parliament.
3. Market-rate or auction or both
 - The authority to set these fees is pursuant to an act of Parliament or regulation, and the minister, department or Governor in Council has no control over the fee amount.

This report contains information about all fees that are under Transport Canada’s authority, including any that are collected by another department.

The information covers fees that are subject to the *Service Fees Act* and fees that are exempted from the *Service Fees Act*.

For fees set by contract, fees set by market-rate, auction or both, the report provides totals only. For fees set by act, regulation or fees notice, it provides totals for fee groupings, as well as detailed information for each fee.

Although the fees that Transport Canada charges under the *Access to Information Act*ⁱⁱⁱ are subject to the *Service Fees Act*, they are not included in this report. Information on Transport Canada’s access to information fees for 2019–20 can be found in our access to information report, which is posted on the [Transport Canada Access to Information and Privacy website](#)^{iv}.

Remissions

A remission is a partial or full return of a fee to a fee payer who paid for a service for which a department deemed that the service standard was not met.

Under the *Service Fees Act*, departments must develop policies for determining whether a service standard has been met and for determining how much of a fee will be remitted to a fee payer if a service standard is not met. This requirement will not take effect until April 1, 2021, so this report does not include remissions issued under the *Service Fees Act*. The report also does not include other remissions.

Overall totals, by fee setting mechanism

The following table presents the total revenue, cost and remissions for all fees that Transport Canada had the authority to set in 2019–20, by fee setting mechanism.

Overall totals for 2019–20, by fee setting mechanism

| Fee setting mechanism | Revenue (\$) | Cost (\$) | Remissions (\$) |
|---|--------------|-------------|--|
| Fees set by contract | 2,920,476 | 4,347,223 | Remissions do not apply to fees set by contract. |
| Fees set by market-rate, auction or both | 0 | 0 | Remissions do not apply to fees set by market base, auction or both. |
| Fees set by act, regulation or fees notice | 31,185,994 | 196,060,051 | 0 |
| Total | 34,106,470 | 200,407,274 | 0 |

Totals, by fee grouping, for fees set by act, regulation or fees notice

The following tables present, for each fee grouping, the total revenue, cost and remissions for all fees that Transport Canada had the authority to set in 2019–20 that are set by any of the following:

- act
- regulation
- fees notice

A fee grouping is a grouping of all the fees that a department has the authority to set for activities relating to a single business line, directorate or program.

Civil Aviation Schedule I – General: totals for 2019-20

| Fee grouping | Civil Aviation Schedule I – General | |
|--------------|-------------------------------------|-----------------|
| Revenue (\$) | Cost (\$) | Remissions (\$) |
| 119,922 | 1,166,505 | 0 |

Civil Aviation Schedule II – Aircraft Registration: totals for 2019-20

| Fee grouping | Civil Aviation Schedule II – Aircraft Registration | |
|--------------|--|-----------------|
| Revenue (\$) | Cost (\$) | Remissions (\$) |
| 720,001 | 2,092,741 | 0 |

Civil Aviation Schedule III – Aircraft Leasing: totals for 2019-20

| Fee grouping | Civil Aviation Schedule III – Aircraft Leasing | |
|--------------|--|-----------------|
| Revenue (\$) | Cost (\$) | Remissions (\$) |
| 24,257 | 55,994 | 0 |

Civil Aviation Schedule IV – Personnel Licensing and Training: totals for 2019-20

| Fee grouping | Civil Aviation Schedule IV – Personnel Licensing and Training | |
|--------------|---|-----------------|
| Revenue (\$) | Cost (\$) | Remissions (\$) |
| 4,551,661 | 19,182,355 | 0 |

Civil Aviation Schedule V – Aeronautical Product Approvals: totals for 2019-20

| Fee grouping | Civil Aviation Schedule V – Aeronautical Product Approvals | |
|--------------|--|-----------------|
| Revenue (\$) | Cost (\$) | Remissions (\$) |
| 823,333 | 12,483,150 | 0 |

Civil Aviation Schedule VI – Maintenance and Manufacturing: totals for 2019-20

| | | |
|---------------------|--|------------------------|
| Fee grouping | Civil Aviation Schedule VI – Maintenance and Manufacturing | |
| Revenue (\$) | Cost (\$) | Remissions (\$) |
| 552,618 | 7,372,486 | 0 |

Civil Aviation Schedule VII – Air Operations: totals for 2019-20

| | | |
|---------------------|--|------------------------|
| Fee grouping | Civil Aviation Schedule VII – Air Operations | |
| Revenue (\$) | Cost (\$) | Remissions (\$) |
| 640,145 | 14,510,843 | 0 |

Blanc-Sablon Airport: totals for 2019-20

| | | |
|---------------------|----------------------|------------------------|
| Fee grouping | Blanc-Sablon Airport | |
| Revenue (\$) | Cost (\$) | Remissions (\$) |
| 273,756 | 1,803,741 | 0 |

Churchill Airport: totals for 2019-20

| | | |
|---------------------|-------------------|------------------------|
| Fee grouping | Churchill Airport | |
| Revenue (\$) | Cost (\$) | Remissions (\$) |
| 789,391 | 6,127,267 | 0 |

Eastmain River Airport: totals for 2019-20

| | | |
|---------------------|------------------------|------------------------|
| Fee grouping | Eastmain River Airport | |
| Revenue (\$) | Cost (\$) | Remissions (\$) |
| 52,678 | 1,349,000 | 0 |

Havre Saint-Pierre Airport: totals for 2019-20

| | | |
|---------------------|----------------------------|------------------------|
| Fee grouping | Havre Saint-Pierre Airport | |
| Revenue (\$) | Cost (\$) | Remissions (\$) |
| 126,171 | 1,498,672 | 0 |

Îles-de-la-Madeleine Airport: totals for 2019-20

| Fee grouping | Îles-de-la-Madeleine Airport | |
|--------------|------------------------------|-----------------|
| Revenue (\$) | Cost (\$) | Remissions (\$) |
| 314,552 | 2,581,363 | 0 |

Penticton Airport: totals for 2019-20

| Fee grouping | Penticton Airport | |
|--------------|-------------------|-----------------|
| Revenue (\$) | Cost (\$) | Remissions (\$) |
| 671,677 | 4,091,357 | 0 |

Port Hardy Airport: totals for 2019-20

| Fee grouping | Port Hardy Airport | |
|--------------|--------------------|-----------------|
| Revenue (\$) | Cost (\$) | Remissions (\$) |
| 327,995 | 3,335,152 | 0 |

Sandspit Airport: totals for 2019-20

| Fee grouping | Sandspit Airport | |
|--------------|------------------|-----------------|
| Revenue (\$) | Cost (\$) | Remissions (\$) |
| 179,097 | 2,894,484 | 0 |

Sept-Îles Airport: totals for 2019-20

| Fee grouping | Sept-Îles Airport | |
|--------------|-------------------|-----------------|
| Revenue (\$) | Cost (\$) | Remissions (\$) |
| 1,577,166 | 6,985,397 | 0 |

St Anthony Airport: totals for 2019-20

| Fee grouping | St Anthony Airport | |
|--------------|--------------------|-----------------|
| Revenue (\$) | Cost (\$) | Remissions (\$) |
| 445,769 | 2,850,165 | 0 |

Wabush Airport: totals for 2019-20

| | | |
|--------------|----------------|-----------------|
| Fee grouping | Wabush Airport | |
| Revenue (\$) | Cost (\$) | Remissions (\$) |
| 1,991,872 | 9,535,966 | 0 |

Waskaganish Airport: totals for 2019-20

| | | |
|--------------|---------------------|-----------------|
| Fee grouping | Waskaganish Airport | |
| Revenue (\$) | Cost (\$) | Remissions (\$) |
| 147,856 | 1,249,887 | 0 |

Wemindjii Airport: totals for 2019-20

| | | |
|--------------|-------------------|-----------------|
| Fee grouping | Wemindjii Airport | |
| Revenue (\$) | Cost (\$) | Remissions (\$) |
| 82,133 | 1,356,883 | 0 |

All other airports: totals for 2019-20

| | | |
|--------------|--------------------|-----------------|
| Fee grouping | All other airports | |
| Revenue (\$) | Cost (\$) | Remissions (\$) |
| 0 | 0 | 0 |

Domestic Vessel Regulatory Oversight: totals for 2019-20

| | | |
|--------------|--------------------------------------|-----------------|
| Fee grouping | Domestic Vessel Regulatory Oversight | |
| Revenue (\$) | Cost (\$) | Remissions (\$) |
| 3,529,283 | 20,225,310 | 0 |

Marine Cargo: totals for 2019-20

| | | |
|--------------|--------------|-----------------|
| Fee grouping | Marine Cargo | |
| Revenue (\$) | Cost (\$) | Remissions (\$) |
| 5,050,265 | 7,770,168 | 0 |

Marine Personnel: totals for 2019-20

| Fee grouping | Marine Personnel | |
|--------------|------------------|-----------------|
| Revenue (\$) | Cost (\$) | Remissions (\$) |
| 401,875 | 28,399,884 | 0 |

Vessel Registry: totals for 2019-20

| Fee grouping | Vessel Registry | |
|--------------|-----------------|-----------------|
| Revenue (\$) | Cost (\$) | Remissions (\$) |
| 1,122,625 | 4,532,773 | 0 |

Port State Control Follow-up Inspection: totals for 2019-20

| Fee grouping | Port State Control Follow-up Inspection | |
|--------------|---|-----------------|
| Revenue (\$) | Cost (\$) | Remissions (\$) |
| 37,093 | 270,297 | 0 |

Public Ports: totals for 2019-20

| Fee grouping | Public Ports | |
|--------------|--------------|-----------------|
| Revenue (\$) | Cost (\$) | Remissions (\$) |
| 6,632,803 | 32,338,210 | 0 |

Air Carriers Joint Venture Review Process: totals for 2019-20

| Fee grouping | Air Carriers Joint Venture Review Process | |
|--------------|---|-----------------|
| Revenue (\$) | Cost (\$) | Remissions (\$) |
| 0.00 | 0.00 | 0 |

Details on each fee set by act, regulation or fees notice

This section provides detailed information on each fee that Transport Canada had the authority to set in 2019–20 and that was set by any of the following:

- act

- regulation
- fees notice

The complete list of Transport Canada’s fees is available on the department’s [website](#).^v

| | |
|--|--|
| Fee grouping | Civil Aviation Schedule I – General |
| Fee | Replacement of a mutilated, lost or destroyed Canadian aviation document |
| Fee-setting authority | Aeronautics Act - Canadian Aviation Regulations (CARs) |
| Year fee-setting authority was introduced | 1996 |
| Last year fee-setting authority was amended | 2019 |
| Service standard | 10 working days. Actual processing times can vary depending on the complexity and completeness of the request. |
| Performance result | Service standard met for 800 of the 1136 fee(s) charged |

| | |
|--|--|
| Fee grouping | Civil Aviation Schedule I – General |
| Fee | Issuance of a ministerial exemption under subsection 5.9(2) of the Aeronautics Act |
| Fee-setting authority | Aeronautics Act - Canadian Aviation Regulations (CARs) |
| Year fee-setting authority was introduced | 1996 |
| Last year fee-setting authority was amended | 2019 |
| Service standard | 90 working days. Actual processing times can vary depending on the complexity and completeness of the request. |
| Performance result | Service standard met for 73 of the 96 fee(s) charged |

| | |
|--|---|
| Fee grouping | Civil Aviation Schedule I – General |
| Fee | Issuance, in response to a request by industry, of an evaluation or authorization of industry training products |
| | Provision of a response to a request by the public for aircraft history |
| Fee-setting authority | Aeronautics Act - Canadian Aviation Regulations (CARs) |
| Year fee-setting authority was introduced | 1996 |

| | |
|--|----------------------------------|
| Last year fee-setting authority was amended | 2019 |
| Service standard | No service standard for this fee |
| Performance result | Not applicable |

| | |
|--|--|
| Fee grouping | Civil Aviation Schedule II – Aircraft Registration |
| Fee | Issuance of a certificate of registration, in respect of a small remotely piloted aircraft registration |
| | Reservation of a registration mark |
| | Issuance or reservation of a special aircraft registration mark |
| Fee-setting authority | Aeronautics Act - Canadian Aviation Regulations (CARs) |
| Year fee-setting authority was introduced | 1996 |
| Last year fee-setting authority was amended | 2019 |
| Service standard | 10 working days. Actual processing times can vary depending on the complexity and completeness of the request. |
| Performance result | Service standard met for 33360 of the 33436 fee(s) charged |

| | |
|--|--|
| Fee grouping | Civil Aviation Schedule II – Aircraft Registration |
| Fee | Issuance of a certificate of registration, in respect of a provisional or temporary registration |
| | Issuance of a certificate of registration, in respect of an amendment to a certificate, other than a change of address |
| | Issuance of a certificate of registration, in respect of a continuing registration |
| Fee-setting authority | Aeronautics Act - Canadian Aviation Regulations (CARs) |
| Year fee-setting authority was introduced | 1996 |
| Last year fee-setting authority was amended | 2019 |
| Service standard | 60 working days. Actual processing times can vary depending on the complexity and completeness of the request |
| Performance result | Service standard met for 3460 of the 4175 fee(s) charged |

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| Fee grouping | Civil Aviation Schedule III – Aircraft Leasing |
|---------------------|--|

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| Fee | Issuance of an authorization permitting the operation of an aircraft as part of a leasing operation, to a Canadian air operator that leases a Canadian commercial aircraft from another Canadian air operator [CAR 203.02(1)(a)] |
| | Issuance of an authorization permitting the operation of an aircraft as part of a leasing operation, to a Canadian air operator that leases an aircraft that is registered in a foreign state [CAR 203.02(1)(c)] |
| | Issuance of an authorization permitting the operation of an aircraft as part of a leasing operation, to a foreign air operator that leases a Canadian commercial aircraft from a Canadian air operator or Canadian aircraft manufacturer [CAR 203.02(1)(b) and (d)] |
| Fee-setting authority | Aeronautics Act - Canadian Aviation Regulations (CARs) |
| Year fee-setting authority was introduced | 1996 |
| Last year fee-setting authority was amended | 2019 |
| Service standard | 20 working days. Actual processing times can vary depending on the complexity and completeness of the request. |
| Performance result | Service standard met for 18 of the 21 fee(s) charged |

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| Fee grouping | Schedule IV - Personnel Licensing and Training |
| Fee | Conduct of the taking or retaking of an examination for a flight reviewer rating |
| | Conduct of the taking or retaking of an examination for a pilot certificate — small remotely piloted aircraft (VLOS) — basic operations or a pilot certificate — small remotely piloted aircraft (VLOS) — advanced operations, or for recency requirements |
| | Issuance of a pilot certificate — small remotely piloted aircraft (VLOS) — advanced operations |
| | Issuance of a temporary license, permit or medical certificate at the request of the applicant or holder |
| | Issuance of an extension to the validity period of an instrument rating, a flight instructor rating or a medical certificate |
| | Approval of an amendment to a flight training unit operator certificate or to an operations specification |
| | Endorsement of a pilot certificate — small remotely piloted aircraft (VLOS) — advanced operations with a flight reviewer rating |
| | Reinstatement of a suspended flight training unit operator certificate or operations specification |
| Fee-setting authority | Aeronautics Act - Canadian Aviation Regulations (CARs) |
| Year fee-setting authority was introduced | 1996 |
| Last year fee-setting authority was amended | 2019 |
| Service standard | 10 working days. Actual processing times can vary depending on the complexity and completeness of the request. |
| Performance result | Service standard met for 61233 of the 61382 fee(s) charged |

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|--|---|
| Fee grouping | Schedule IV - Personnel Licensing and Training |
| Fee | Conduct, by an employee of the Department of Transport, of the writing or rewriting of each technical examination for the issuance of an aircraft maintenance engineer license |
| Fee-setting authority | Aeronautics Act - Canadian Aviation Regulations (CARs) |
| Year fee-setting authority was introduced | 1996 |
| Last year fee-setting authority was amended | 2019 |
| Service standard | 10 working days. Actual processing times can vary depending on the complexity and completeness of the request. The service standard is applicable to situations where the Department of Transport must schedule an appointment for the writing of an exam at the request of an applicant. Under all other situations, applicants can write their exams in person at a local TCC and obtain their results within the same day. |
| Performance result | Service standard met for 21 of the 39 fee(s) charged |

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|--|--|
| Fee grouping | Schedule IV - Personnel Licensing and Training |
| Fee | Issuance of an approved training organization certificate to an organization providing aircraft maintenance engineer training (CAR 403.08) |
| Fee-setting authority | Aeronautics Act - Canadian Aviation Regulations (CARs) |
| Year fee-setting authority was introduced | 1996 |
| Last year fee-setting authority was amended | 2019 |
| Service standard | 120 working days. Actual processing times can vary depending on the complexity and completeness of the request |
| Performance result | Service standard met for 3 of the 4 fee(s) charged |

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|--|---|
| Fee grouping | Schedule IV - Personnel Licensing and Training |
| Fee | Endorsement of an aircraft maintenance engineer license with an additional rating |
| | Issuance of a foreign license validation certificate (CAR 401.07) |
| | Renewal of an aircraft maintenance engineer license |
| Fee-setting authority | Aeronautics Act - Canadian Aviation Regulations (CARs) |
| Year fee-setting authority was introduced | 1996 |
| Last year fee-setting authority was amended | 2019 |

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|---------------------------|---|
| Service standard | 20 working days. Actual processing times can vary depending on the complexity and completeness of the request |
| Performance result | Service standard met for 2638 of the 2841 fee(s) charged |

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|--|--|
| Fee grouping | Schedule IV - Personnel Licensing and Training |
| Fee | Conduct, by an employee of the Department of Transport, of the writing or rewriting of the Transport Canada regulatory requirements examination for the issuance of an aircraft maintenance engineer license |
| Fee-setting authority | Aeronautics Act - Canadian Aviation Regulations (CARs) |
| Year introduced | 1996 |
| Last year fee-setting authority was amended | 2019 |
| Service standard | 20 working days. Actual processing times can vary depending on the complexity and completeness of the request. The service standard is applicable to situations where the Department of Transport must schedule an appointment for the writing of an exam at the request of an applicant. Under all other situations, applicants can write their exams in person at a local TCC and obtain their results within the same day |
| Performance result | Service standard met for 51 of the 71 fee(s) charged |

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|--|--|
| Fee grouping | Schedule IV - Personnel Licensing and Training |
| Fee | Conduct of the writing or rewriting of a supplementary examination for a flight crew license |
| | Conduct of the writing or rewriting of an examination for a flight crew permit, rating or endorsement, or for recency requirements |
| | Conduct, by an employee of the Department of Transport, of a practical test (CAR 404.05) |
| | Conduct, by an employee of the Department of Transport, of the writing or rewriting of an examination for a flight crew license |
| Fee-setting authority | Aeronautics Act - Canadian Aviation Regulations (CARs) |
| Year fee-setting authority was introduced | 1996 |
| Last year fee-setting authority was amended | 2019 |
| Service standard | 30 working days. Actual processing times can vary depending on the complexity and completeness of the request. The service standard is applicable to situations where the Department of Transport must schedule an appointment for the writing of an exam at the request of an applicant. Under all other situations, applicants can write their exams in person at a local TCC and obtain their results within the same day |
| Performance result | Service standard met for 14230 of the 14230 fee(s) charged |

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|--|---|
| Fee grouping | Schedule IV - Personnel Licensing and Training |
| Fee | Conduct, by an employee of the Department of Transport, of a flight test required under Part IV, VI or VII, including the endorsement of a rating |
| Fee-setting authority | Aeronautics Act - Canadian Aviation Regulations (CARs) |
| Year fee-setting authority was introduced | 1996 |
| Last year fee-setting authority was amended | 2019 |
| Service standard | 30 working days. Actual processing times can vary depending on the complexity and completeness of the request. The service standard is applicable to the scheduling of an employee of the Department of Transport who will conduct of the flight test |
| Performance result | Service standard met for 887 of the 887 fee(s) charged |

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|--|---|
| Fee grouping | Schedule IV - Personnel Licensing and Training |
| Fee | Endorsement of a flight crew license or permit with a rating, other than an endorsement referred to in item 5 |
| | Issuance of a flight engineer license |
| | Issuance of an air traffic controller license |
| | Issuance of an aircraft maintenance engineer license |
| | Issuance of: a commercial pilot license |
| | Issuance of: a pilot license—balloon or a pilot license—glider |
| | Issuance of: a pilot permit—recreational |
| | Issuance of: a pilot permit—ultra-light aeroplane or a pilot permit—gyroplane |
| | Issuance of: a private pilot license—aeroplane or a private pilot license—helicopter |
| | Issuance of: an airline transport pilot license |
| Fee-setting authority | Aeronautics Act - Canadian Aviation Regulations (CARs) |
| Year fee-setting authority was introduced | 1996 |
| Last year fee-setting authority was amended | 2019 |
| Service standard | 40 working days. Actual processing times can vary depending on the complexity and completeness of the request |
| Performance result | Service standard met for 13365 of the 13843 fee(s) charged. In 2019-20, Transport Canada was not able to track and report service performance for a portion of the low-materiality fees associated to licenses of pilots. Implementation of systems updates continues to enable the monitoring, tracking and reporting of results for these fees. |

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| Fee grouping | Schedule IV - Personnel Licensing and Training |
|---------------------|--|

Fees Report for 2019–20

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| Fee | Processing, by an employee of the Department of Transport, of a medical certificate in respect of a pilot license or a pilot permit other than a student pilot permit |
| Fee-setting authority | Aeronautics Act - Canadian Aviation Regulations (CARs) |
| Year fee-setting authority was introduced | 1996 |
| Last year fee-setting authority was amended | 2019 |
| Service standard | 40 working days. Actual processing times can vary depending on the complexity and completeness of the request. Service standard is not applicable in circumstances where there is a medical finding on a Medical Examination Report and/or where additional medical examinations are required in order to ensure that requirements are met |
| Performance result | In 2019-20, Transport Canada was not able to comply with the provisions of the Service Fees Act for this fee grouping to track and report on performance results. Implementation of systems updates continues to enable the monitoring, tracking and reporting of results for this fee in order to comply with the provisions of the Service Fees Act. |

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|--|---|
| Fee grouping | Schedule IV - Personnel Licensing and Training |
| Fee | Approval of an aircraft maintenance engineer training course: that is an additional course that will form part of the training to be provided under an approved training organization certificate |
| | Approval of an aircraft maintenance engineer training course: that is to be given on a one-time basis |
| | Issuance of a flight training unit operator certificate |
| Fee-setting authority | Aeronautics Act - Canadian Aviation Regulations (CARs) |
| Year fee-setting authority was introduced | 1996 |
| Last year fee-setting authority was amended | 2019 |
| Service standard | 60 working days. Actual processing times can vary depending on the complexity and completeness of the request |
| Performance result | Service standard met for 40 of the 47 fee(s) charged |

| | |
|--|---|
| Fee grouping | Schedule IV - Personnel Licensing and Training |
| Fee | Conduct, by a person other than an employee of the Department of Transport, of the writing or rewriting of an examination for a flight crew license |
| Fee-setting authority | Aeronautics Act - Canadian Aviation Regulations (CARs) |
| Year fee-standing was introduced | 1996 |
| Last year fee-setting authority was amended | 2019 |

| | |
|---------------------------|--|
| Service standard | N/A - Offered by Delegate |
| Performance result | Service standard met for 2239 of the 2239 fee(s) charged |

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|---------------------|--|
| Fee grouping | Schedule V - Aeronautical Product Approvals |
| Fee | Issuance of a type certificate following a Level 1 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: transport category aeroplanes |
| | Issuance of a type certificate following a Level 1 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: transport category rotorcraft |
| | Issuance of a type certificate following a Level 1 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: very light aeroplanes |
| | Issuance of a type certificate following a Level 1 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: gliders and powered gliders |
| | Issuance of a type certificate following a Level 1 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: aeroplanes other than transport category aeroplanes, very light aeroplanes, gliders and powered gliders |
| | Issuance of a type certificate following a Level 1 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: rotorcraft other than transport category rotorcraft |
| | Issuance of a type certificate following a Level 1 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: manned free balloons |
| | Issuance of a type certificate following a Level 1 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: airships |
| | Issuance of a type certificate following a Level 1 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: engines—turbine |
| | Issuance of a type certificate following a Level 1 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: engines—reciprocating |
| | Issuance of a type certificate following a Level 1 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: propellers |
| | Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: transport category aeroplanes |
| | Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: transport category aeroplanes - Fee cap |

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| | Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: transport category rotorcraft |
| | Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: transport category rotorcraft - Fee cap |
| | Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: very light aeroplanes |
| | Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: very light aeroplanes - Fee cap |
| | Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: gliders and powered gliders |
| | Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: gliders and powered gliders - Fee cap |
| | Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: aeroplanes other than transport category aeroplanes, very light aeroplanes, gliders and powered gliders - Fee cap |
| | Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: aeroplanes other than transport category aeroplanes, very light aeroplanes, gliders and powered gliders |
| | Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: rotorcraft other than transport category rotorcraft - Fee cap |
| | Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: rotorcraft other than transport category rotorcraft |
| | Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: manned free balloons |
| | Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: manned free balloons - Fee cap |
| | Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: airships |
| | Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: airships - Fee cap |

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| | Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: engines—turbine |
| | Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: engines—turbine - Fee cap |
| | Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: engines—reciprocating |
| | Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: engines—reciprocating - Fee cap |
| | Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: propellers |
| | Issuance of a type certificate following a Level 2 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: propellers - Fee cap |
| | Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: transport category aeroplanes |
| | Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: transport category aeroplanes - Fee cap |
| | Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: transport category rotorcraft |
| | Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: transport category rotorcraft - Fee cap |
| | Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: very light aeroplanes |
| | Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: very light aeroplanes - Fee cap |
| | Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: gliders and powered gliders |
| | Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: gliders and powered gliders - Fee cap |

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| | Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: aeroplanes other than transport category aeroplanes, very light aeroplanes, gliders and powered gliders - Fee cap |
| | Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: aeroplanes other than transport category aeroplanes, very light aeroplanes, gliders and powered gliders |
| | Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: rotorcraft other than transport category rotorcraft - Fee cap |
| | Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: rotorcraft other than transport category rotorcraft |
| | Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: manned free balloons |
| | Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: manned free balloons - Fee cap |
| | Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: airships |
| | Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: airships - Fee cap |
| | Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: engines—turbine |
| | Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: engines—turbine - Fee cap |
| | Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: engines—reciprocating |
| | Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: engines—reciprocating - Fee cap |
| | Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: propellers |
| | Issuance of a type certificate following a Level 3 type design examination of aeronautical products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: propellers - Fee cap |
| | Issuance of an amended type certificate following a Level 1 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: transport category aeroplanes |

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| | Issuance of an amended type certificate following a Level 1 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: transport category rotorcraft |
| | Issuance of an amended type certificate following a Level 1 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: very light aeroplanes |
| | Issuance of an amended type certificate following a Level 1 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: gliders and powered gliders |
| | Issuance of an amended type certificate following a Level 1 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: aeroplanes other than transport category aeroplanes, very light aeroplanes, gliders and powered gliders |
| | Issuance of an amended type certificate following a Level 1 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: rotorcraft other than transport category rotorcraft |
| | Issuance of an amended type certificate following a Level 1 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: manned free balloons |
| | Issuance of an amended type certificate following a Level 1 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: airships |
| | Issuance of an amended type certificate following a Level 1 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: engines—turbine |
| | Issuance of an amended type certificate following a Level 1 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: engines—reciprocating |
| | Issuance of an amended type certificate following a Level 1 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: propellers |
| | Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: transport category aeroplanes |
| | Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: transport category aeroplanes - Fee cap |
| | Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: transport category rotorcraft |

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| | Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: transport category rotorcraft - Fee cap |
| | Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: very light aeroplanes |
| | Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: very light aeroplanes - Fee cap |
| | Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: gliders and powered gliders |
| | Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: gliders and powered gliders - Fee cap |
| | Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: aeroplanes other than transport category aeroplanes, very light aeroplanes, gliders and powered gliders - Fee cap |
| | Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: aeroplanes other than transport category aeroplanes, very light aeroplanes, gliders and powered gliders |
| | Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: rotorcraft other than transport category rotorcraft - Fee cap |
| | Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: rotorcraft other than transport category rotorcraft |
| | Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: manned free balloons |
| | Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: manned free balloons - Fee cap |
| | Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: airships |
| | Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: airships - Fee cap |

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| | Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: engines—turbine |
| | Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: engines—turbine - Fee cap |
| | Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: engines—reciprocating |
| | Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: engines—reciprocating - Fee cap |
| | Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: propellers |
| | Issuance of an amended type certificate following a Level 2 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: propellers - Fee cap |
| | Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: transport category aeroplanes |
| | Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: transport category aeroplanes - Fee cap |
| | Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: transport category rotorcraft |
| | Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: transport category rotorcraft - Fee cap |
| | Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: very light aeroplanes |
| | Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: very light aeroplanes - Fee cap |
| | Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: gliders and powered gliders |

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| | Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: gliders and powered gliders - Fee cap |
| | Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: aeroplanes other than transport category aeroplanes, very light aeroplanes, gliders and powered gliders - Fee cap |
| | Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: aeroplanes other than transport category aeroplanes, very light aeroplanes, gliders and powered gliders |
| | Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: rotorcraft other than transport category rotorcraft - Fee cap |
| | Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: rotorcraft other than transport category rotorcraft |
| | Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: manned free balloons |
| | Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: manned free balloons - Fee cap |
| | Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: airships |
| | Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: airships - Fee cap |
| | Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: engines—turbine |
| | Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: engines—turbine - Fee cap |
| | Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: engines—reciprocating |
| | Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: engines—reciprocating - Fee cap |

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| | Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: propellers |
| | Issuance of an amended type certificate following a Level 3 type design examination to add derivative products that are the responsibility of an airworthiness authority other than the Department of Transport, in respect of: propellers - Fee cap |
| | Issuance of a Canadian Technical Standard Order (CAN-TSO) design approval for an appliance or part |
| | Issuance of an amended Canadian Technical Standard Order (CAN-TSO) design approval for an appliance or part |
| | Issuance of the following design approval documents to record a repair, a replacement part or a change to the type design for which the design was approved by an employee of the Department of Transport: a supplemental type certificate (single product serial number) |
| | Issuance of the following design approval documents to record a repair, a replacement part or a change to the type design for which the design was approved by an employee of the Department of Transport: a supplemental type certificate (several product serial numbers) |
| | Issuance of the following design approval documents to record a repair, a replacement part or a change to the type design for which the design was approved by an employee of the Department of Transport: a repair design approval (repair design) |
| | Issuance of the following design approval documents to record a repair, a replacement part or a change to the type design for which the design was approved by an employee of the Department of Transport: a repair design approval (repair process) |
| | Issuance of the following design approval documents to record a repair, a replacement part or a change to the type design for which the design was approved by an employee of the Department of Transport: a supplemental type certificate |
| | Issuance of the following design approval documents to record a repair, a replacement part or a change to the type design for which the design was approved by an employee of the Department of Transport: a part design approval |
| | Issuance of the following amended design approval documents associated with a repair, a replacement part or a change to the type design for which the design was initially approved by an employee of the Department of Transport: a supplemental type certificate |
| | Issuance of the following amended design approval documents associated with a repair, a replacement part or a change to the type design for which the design was initially approved by an employee of the Department of Transport: a part design approval |
| | Issuance of the following amended design approval documents associated with a repair, a replacement part or a change to the type design for which the design was initially approved by an employee of the Department of Transport: a repair design approval |
| Fee-setting authority | Aeronautics Act - Canadian Aviation Regulations (CARs) |
| Year fee-setting authority was introduced | 1996 |

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| Last year fee-setting authority was amended | 2019 |
| Service standard | TCCA shall acknowledge receipt of the application and provide the applicant with the name of the responsible Project Manager and the project number assigned to the file and the hourly rate to be charged within 30 working days of receiving an application |
| Performance result | Service standard met for 237 of the 237 fee(s) charged |

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| Fee grouping | Schedule V - Aeronautical Product Approvals |
| Fee | Issuance of the following amended design approval documents associated with a repair or a change to the type design for which the design was initially approved by a delegate of the Department of Transport: a supplemental type certificate |
| | Issuance of the following design approval documents to record a repair or a change to the type design for which the design was approved by a delegate of the Department of Transport: a supplemental type certificate (several product serial numbers) |
| | Issuance of the following design approval documents to record a repair or a change to the type design for which the design was approved by a delegate of the Department of Transport: a supplemental type certificate (single product serial number) |
| Fee-setting authority | Aeronautics Act - Canadian Aviation Regulations (CARs) |
| Year fee-setting authority was introduced | 1996 |
| Last year fee-setting authority was amended | 2019 |
| Service standard | TCCA shall establish the initial certification basis, pursuant to section 521.204 of the Canadian Aviation Regulations, within 120 working days of being satisfied that all necessary regulatory and design standard requirements for the product's type design have been identified |
| Performance result | Service standard met for 320 of the 320 fee(s) charged |

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| Fee grouping | Schedule V - Aeronautical Product Approvals |
| Fee | Issuance of the following amended design approval documents associated with a repair or a change to the type design for which the design was initially approved by a delegate of the Department of Transport: a repair design approval |
| | Issuance of the following design approval documents to record a repair or a change to the type design for which the design was approved by a delegate of the Department of Transport: a repair design approval |
| Fee-setting authority | Aeronautics Act - Canadian Aviation Regulations (CARs) |
| Year fee-setting authority was introduced | 1996 |

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| Last year fee-setting authority was amended | 2019 |
| Service standard | TCCA shall establish the initial certification basis, pursuant to section 521.254 of the Canadian Aviation Regulations, within 120 working days of being satisfied that all necessary regulatory and design standard requirements for the product's type design have been identified |
| Performance result | Service standard met for 255 of the 255 fee(s) charged |

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| Fee grouping | Schedule V - Aeronautical Product Approvals |
| Fee | Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: aeroplanes other than transport category aeroplanes, very light aeroplanes, gliders and powered gliders |
| | Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: aeroplanes other than transport category aeroplanes, very light aeroplanes, gliders and powered gliders - Fee cap |
| | Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: airships |
| | Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: airships - Fee cap |
| | Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: engines—reciprocating |
| | Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: engines—reciprocating - Fee cap |
| | Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: engines—turbine |
| | Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: engines—turbine - Fee cap |
| | Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: gliders and powered gliders |
| | Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: gliders and powered gliders - Fee cap |
| | Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: manned free balloons |
| | Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: manned free balloons - Fee cap |
| | Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: propellers |
| | Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: propellers - Fee cap |

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| | Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: rotorcraft other than transport category rotorcraft |
| | Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: rotorcraft other than transport category rotorcraft - Fee cap |
| | Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: transport category aeroplanes |
| | Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: transport category aeroplanes - Fee cap |
| | Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: transport category rotorcraft |
| | Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: transport category rotorcraft - Fee cap |
| | Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: very light aeroplanes |
| | Issuance of a type certificate for aeronautical products that are the responsibility of the Department of Transport, in respect of: very light aeroplanes - Fee cap |
| | Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: aeroplanes other than transport category aeroplanes, very light aeroplanes, gliders and powered gliders |
| | Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: aeroplanes other than transport category aeroplanes, very light aeroplanes, gliders and powered gliders - Fee cap |
| | Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: airships |
| | Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: airships - Fee cap |
| | Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: engines—reciprocating |
| | Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: engines—reciprocating - Fee cap |
| | Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: engines—turbine |
| | Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: engines—turbine - Fee cap |
| | Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: gliders and powered gliders |

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| | Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: gliders and powered gliders - Fee cap |
| | Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: manned free balloons |
| | Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: manned free balloons - Fee cap |
| | Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: propellers |
| | Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: propellers - Fee cap |
| | Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: rotorcraft other than transport category rotorcraft |
| | Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: rotorcraft other than transport category rotorcraft - Fee cap |
| | Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: transport category aeroplanes |
| | Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: transport category aeroplanes - Fee cap |
| | Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: transport category rotorcraft |
| | Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: transport category rotorcraft - Fee cap |
| | Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: very light aeroplanes |
| | Issuance of an amended type certificate to add derivative products that are the responsibility of the Department of Transport, in respect of: very light aeroplanes - Fee cap |
| | Fee-setting authority |
| Year fee-setting authority was introduced | 1996 |
| Last year fee-setting authority was amended | 2019 |
| Service standard | TCCA shall issue a design approval document within 60 working days after accepting the applicant's declaration attesting to the demonstration of conformity made pursuant to sub-paragraph 521.33(b) of the Canadian Aviation Regulations |
| Performance result | Fee(s) not charged in 2019-20 |

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| Fee Grouping | Schedule VI - Maintenance and Manufacturing |
| Fee | Reinstatement of a suspended certificate of approval for a maintenance, manufacturing or distributing organization, in respect of organizations with the following number of technical employees: 51 or more employees |
| | Reinstatement of a suspended certificate of approval for a maintenance, manufacturing or distributing organization, in respect of organizations with the following number of technical employees: more than 10 but fewer than 51 employees |
| | Reinstatement of a suspended certificate of approval for a maintenance, manufacturing or distributing organization, in respect of organizations with the following number of technical employees: more than three but fewer than 11 employees |
| | Reinstatement of a suspended certificate of approval for a maintenance, manufacturing or distributing organization, in respect of organizations with the following number of technical employees: three employees or fewer |
| | Validation of a flight authority, in respect of: a foreign aircraft, other than a foreign amateur-built aircraft, operating in Canada |
| Fee-setting authority | Validation of a flight authority, in respect of: a foreign amateur-built aircraft operating in Canada |
| Fee-setting authority | Aeronautics Act - Canadian Aviation Regulations (CARs) |
| Year fee-setting authority was introduced | 1996 |
| Last year fee-setting authority was amended | 2019 |
| Service standard | 10 working days. Actual processing times can vary depending on the complexity and completeness of the request |
| Performance result | Service standard met for 421 of the 440 fee(s) charged |

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| Fee grouping | Schedule VI - Maintenance and Manufacturing |
| Fee | Issuance of a certificate of approval for a maintenance, manufacturing or distributing organization, in respect of organizations with the following number of technical employees (employees who are carrying out maintenance-, manufacturing- or distribution-related activities): three employees or fewer |
| | Issuance of a certificate of approval for a maintenance, manufacturing or distributing organization, in respect of organizations with the following number of technical employees (employees who are carrying out maintenance-, manufacturing- or distribution-related activities): more than three but fewer than 11 employees |
| | Issuance of a certificate of approval for a maintenance, manufacturing or distributing organization, in respect of organizations with the following number of technical employees (employees who are carrying out maintenance-, manufacturing- or distribution-related activities): more than 10 but fewer than 51 employees |
| | Issuance of a certificate of approval for a maintenance, manufacturing or distributing organization, in respect of organizations with the following number |

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| | of technical employees (employees who are carrying out maintenance-, manufacturing- or distribution-related activities): 51 or more employees |
| Fee-setting authority | Aeronautics Act - Canadian Aviation Regulations (CARs) |
| Year fee-setting authority was introduced | 1996 |
| Last year fee-setting authority was amended | 2019 |
| Service standard | 120 working days. Actual processing times can vary depending on the complexity and completeness of the request |
| Performance result | Service standard met for 33 of the 35 fee(s) charged |

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| Fee grouping | Schedule VI - Maintenance and Manufacturing |
| Fee | Approval of an aircraft maintenance schedule, in respect of: a large aircraft, a turbine-powered pressurized aircraft, a turbine-powered helicopter or an airship |
| | Approval of an aircraft maintenance schedule, in respect of: any other aircraft |
| Fee-setting authority | Aeronautics Act - Canadian Aviation Regulations (CARs) |
| Year fee-setting authority was introduced | 1996 |
| Last year fee-setting authority was amended | 2019 |
| Service standard | 140 working days. Actual processing times can vary depending on the complexity and completeness of the request |
| Performance result | Service standard met for 199 of the 202 fee(s) charged |

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| Fee grouping | Schedule VI - Maintenance and Manufacturing |
| Fee | Approval of an amendment to the tasks or intervals set out in an aircraft maintenance schedule, other than an amendment requested by an employee of the Department of Transport |
| | Inspection, by an employee of the Department of Transport, of an amateur-built aircraft during construction |
| Fee-setting authority | Aeronautics Act - Canadian Aviation Regulations (CARs) |
| Year fee-setting authority was introduced | 1996 |
| Last year fee-setting authority was amended | 2019 |
| Service standard | 30 working days. Actual processing times can vary depending on the complexity and completeness of the request |

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| Performance result | Service standard met for 431 of the 536 fee(s) charged |
| Fee grouping | Schedule VI - Maintenance and Manufacturing |
| Fee | Issuance of the following flight authorities by an employee of the Department of Transport: a certificate of airworthiness for an aircraft in the transport category, other than a certificate issued on importation of the aircraft |
| | Issuance of the following flight authorities by an employee of the Department of Transport: a certificate of airworthiness for an aircraft not in the transport category, other than a certificate issued on importation of the aircraft |
| | Issuance of a special certificate of airworthiness |
| | Reinstatement of a suspended certificate of airworthiness |
| | Approval of an amendment to the operations specifications set out in the flight authority in respect of an amateur-built aircraft |
| | Issuance of a restricted certification authority |
| | Issuance of a flight permit in the following classification: experimental |
| | Issuance of a flight permit in the following classification: specific-purpose |
| Fee-setting authority | Aeronautics Act - Canadian Aviation Regulations (CARs) |
| Year fee-setting authority was introduced | 1996 |
| Last year fee-setting authority was amended | 2019 |
| Service standard | 5 working days. Actual processing times can vary depending on the complexity and completeness of the request |
| Performance result | Service standard met for 856 of the 1152 fee(s) charged |

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| Fee grouping | Schedule VI - Maintenance and Manufacturing |
| Fee | Issuance of a letter of initial acceptance to European Aviation Safety Agency (EASA-145) maintenance organizations |
| | Issuance of a letter of renewal to European Aviation Safety Agency (EASA-145) maintenance organizations |
| | Issuance of an export airworthiness certificate by an employee of the Department of Transport, in respect of: gliders, powered gliders and manned free balloons |
| | Issuance of an export airworthiness certificate by an employee of the Department of Transport, in respect of: transport category aeroplanes and transport category rotorcraft |

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| | Issuance of an export airworthiness certificate by an employee of the Department of Transport, in respect of: very light aeroplanes, airships and aeroplanes and rotorcraft other than transport category aeroplanes and transport category rotorcraft |
| | Issuance of the following flight authorities by an employee of the Department of Transport: a certificate of airworthiness for an aircraft in the transport category, issued on importation of the aircraft |
| | Issuance of the following flight authorities by an employee of the Department of Transport: a certificate of airworthiness for an aircraft not in the transport category, issued on importation of the aircraft |
| Fee-setting authority | Aeronautics Act - Canadian Aviation Regulations (CARs) |
| Year introduced | 1996 |
| Last year fee-setting authority was amended | 2019 |
| Service standard | 90 working days. Actual processing times can vary depending on the complexity and completeness of the request |
| Performance result | Service standard met for 25 of the 30 fee(s) charged |

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| Fee grouping | Schedule VII - Air Operations |
| Fee | Issuance of an Air Operator Certificate, in respect of: air taxi operations—IFR (CAR 703) |
| | Issuance of an air operator certificate, in respect of: aerial work (CAR 702) |
| | Issuance of an air operator certificate, in respect of: air taxi operations — VFR (CAR 703) |
| Fee-setting authority | Aeronautics Act - Canadian Aviation Regulations (CARs) |
| Year fee-setting authority was introduced | 1996 |
| Last year fee-setting authority was amended | 2019 |
| Service standard | 120 working days. Actual processing times can vary depending on the complexity and completeness of the request |
| Performance result | Service standard met for 10 of the 18 fee(s) charged |

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| Fee grouping | Schedule VII - Air Operations |
| Fee | Issuance of a ministerial authorization under Part VII, other than under section 701.10 |
| Fee-setting authority | Aeronautics Act - Canadian Aviation Regulations (CARs) |
| Year fee-setting authority was introduced | 1996 |

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| Last year fee-setting authority was amended | 2019 |
| Service standard | 14 working days. Actual processing times can vary depending on the complexity and completeness of the request |
| Performance result | Service standard met for 107 of the 130 fee(s) charged |

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| Fee grouping | Schedule VII - Air Operations |
| Fee | Issuance of a Canadian Foreign Air Operator Certificate (CAR 701) |
| | Issuance of an Air Operator Certificate, in respect of: commuter operations (CAR 704) |
| Fee-setting authority | Aeronautics Act - Canadian Aviation Regulations (CARs) |
| Year fee-setting authority was introduced | 1996 |
| Last year fee-setting authority was amended | 2019 |
| Service standard | 180 working days. Actual processing times can vary depending on the complexity and completeness of the request |
| Performance result | Service standard met for 82 of the 87 fee(s) charged |

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| Fee grouping | Schedule VII - Air Operations |
| Fee | Printing of a copy of an Air Operator Certificate for a non-holder of the certificate |
| Fee-setting authority | Aeronautics Act - Canadian Aviation Regulations (CARs) |
| Year fee-setting authority was introduced | 1996 |
| Last year fee-setting authority was amended | 2019 |
| Service standard | 2 working days. Actual processing times can vary depending on the complexity and completeness of the request |
| Performance result | Service standard met for 1 of the 1 fee(s) charged |

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| Fee grouping | Schedule VII - Air Operations |
| Fee | Issuance of a special flight operations certificate, in respect of: a special aviation event with 10 000 or fewer spectators |
| | Issuance of a special flight operations certificate, in respect of: a special aviation event with more than 10 000 spectators and 50 000 or fewer spectators |
| | Issuance of a statement of aerobatic competency (CAR Standard 623.06) |

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| | Issuance of a special flight operations certificate, in respect of: a special aviation event with more than 50 000 spectators |
| | Issuance of a special flight operations certificate, in respect of: balloon operations with fare-paying passengers |
| Fee-setting authority | Aeronautics Act - Canadian Aviation Regulations (CARs) |
| Year fee-setting authority was introduced | 1996 |
| Last year fee-setting authority was amended | 2019 |
| Service standard | 20 working days. Actual processing times can vary depending on the complexity and completeness of the request |
| Performance result | Service standard met for 17 of the 41 fee(s) charged |

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| Fee grouping | Schedule VII - Air Operations |
| Fee | Issuance of an Air Operator Certificate, in respect of: airline operations—turbine-powered aircraft having 50 or more passenger seats (CAR 705) |
| | Issuance of an Air Operator Certificate, in respect of: other airline operations (CAR 705) |
| | Issuance of an amendment to an Air Operator Certificate, other than an amendment to remove an authority, in respect of: the introduction of a new aircraft type—airline operations—turbine-powered aircraft having 50 or more passenger seats |
| | Issuance of an amendment to an Air Operator Certificate, other than an amendment to remove an authority, in respect of: the introduction of a new aircraft type—commuter operations |
| | Issuance of an amendment to an Air Operator Certificate, other than an amendment to remove an authority, in respect of: the introduction of a new aircraft type—other airline operations |
| Fee-setting authority | Aeronautics Act - Canadian Aviation Regulations (CARs) |
| Year fee-setting authority was introduced | 1996 |
| Last year fee-setting authority was amended | 2019 |
| Service standard | 210 working days. Actual processing times can vary depending on the complexity and completeness of the request |
| Performance result | Service standard met for 28 of the 31 fee(s) charged |

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| Fee grouping | Schedule VII - Air Operations |
| Fee | Issuance of an amendment to an air operator certificate or a Canadian foreign air operator certificate or to operations specifications to remove an authority |

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| | Reinstatement of an Air Operator Certificate or Canadian Foreign Air Operator Certificate that was voluntarily surrendered |
| | Issuance of an amendment to a Canadian Foreign Air Operator Certificate |
| | Issuance of an amendment to the operations specifications in a Canadian Foreign Air Operator Certificate, other than to remove an authority |
| | Reinstatement of a Canadian Foreign Air Operator Certificate or of operations specifications, other than in the case of a voluntary surrender of the certificate |
| Fee-setting authority | Aeronautics Act - Canadian Aviation Regulations (CARs) |
| Year fee-setting authority was introduced | 1996 |
| Last year fee-setting authority was amended | 2019 |
| Service standard | 30 working days. Actual processing times can vary depending on the complexity and completeness of the request |
| Performance result | Service standard met for 144 of the 277 fee(s) charged |

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| Fee grouping | Schedule VII - Air Operations |
| Fee | Issuance of an amendment to an Air Operator Certificate, other than an amendment to remove an authority, in respect of: an Air Operator Certificate—airial work |
| | Issuance of an amendment to an Air Operator Certificate, other than an amendment to remove an authority, in respect of: an Air Operator Certificate—air taxi operations—VFR |
| | Issuance of an amendment to an Air Operator Certificate, other than an amendment to remove an authority, in respect of: the introduction of a new aircraft type—airial work |
| | Issuance of an amendment to an Air Operator Certificate, other than an amendment to remove an authority, in respect of: the introduction of a new aircraft type—air taxi operations—VFR |
| Fee-setting authority | Aeronautics Act - Canadian Aviation Regulations (CARs) |
| Year fee-setting authority was introduced | 1996 |
| Last year fee-setting authority was amended | 2019 |
| Service standard | 40 working days. Actual processing times can vary depending on the complexity and completeness of the request |
| Performance result | Service standard met for 112 of the 178 fee(s) charged |

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| Fee grouping | Schedule VII - Air Operations |
| Fee | Issuance of an amendment to an Air Operator Certificate, other than an amendment to remove an authority, in respect of: an Air Operator Certificate—air taxi operations—IFR |

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| | Issuance of an amendment to an Air Operator Certificate, other than an amendment to remove an authority, in respect of: an Air Operator Certificate—commuter operations |
| | Issuance of an amendment to an Air Operator Certificate, other than an amendment to remove an authority, in respect of: the introduction of a new aircraft type—air taxi operations—IFR |
| Fee-setting authority | Aeronautics Act - Canadian Aviation Regulations (CARs) |
| Year fee-setting authority was introduced | 1996 |
| Last year fee-setting authority was amended | 2019 |
| Service standard | 60 working days. Actual processing times can vary depending on the complexity and completeness of the request |
| Performance result | Service standard met for 145 of the 177 fee(s) charged |

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| Fee grouping | Schedule VII - Air Operations |
| Fee | Issuance of an amendment to an Air Operator Certificate, other than an amendment to remove an authority, in respect of: an Air Operator Certificate or operations specifications—airline operations—turbine-powered aircraft having 50 or more passenger seats |
| | Issuance of an amendment to an Air Operator Certificate, other than an amendment to remove an authority, in respect of: an Air Operator Certificate or operations specifications—other airline operations |
| | Reinstatement of a suspended Air Operator Certificate or of operations specifications, other than in the case of a voluntary surrender of the certificate, in respect of: aerial work |
| | Reinstatement of a suspended Air Operator Certificate or of operations specifications, other than in the case of a voluntary surrender of the certificate, in respect of: air taxi operations—IFR |
| | Reinstatement of a suspended Air Operator Certificate or of operations specifications, other than in the case of a voluntary surrender of the certificate, in respect of: air taxi operations—VFR |
| | Reinstatement of a suspended Air Operator Certificate or of operations specifications, other than in the case of a voluntary surrender of the certificate, in respect of: airline operations—turbine-powered aircraft having 50 or more passenger seats |
| | Reinstatement of a suspended Air Operator Certificate or of operations specifications, other than in the case of a voluntary surrender of the certificate, in respect of: commuter operations |
| | Reinstatement of a suspended Air Operator Certificate or of operations specifications, other than in the case of a voluntary surrender of the certificate, in respect of: other airline operations |
| Fee-setting authority | Aeronautics Act - Canadian Aviation Regulations (CARs) |
| Year fee-setting authority was introduced | 1996 |

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| Last year fee-setting authority was amended | 2019 |
| Service standard | 90 working days. Actual processing times can vary depending on the complexity and completeness of the request |
| Performance result | Service standard met for 180 of the 188 fee(s) charged |

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| Fee grouping | All other airports |
| Fee | Domestic Flight General Terminal Charges - All other airports - 0-9 Seat Capacity |
| | Domestic Flight General Terminal Charges - All other airports - 10-15 Seat Capacity |
| | Domestic Flight General Terminal Charges - All other airports - 126-150 Seat Capacity |
| | Domestic Flight General Terminal Charges - All other airports - 151-200 Seat Capacity |
| | Domestic Flight General Terminal Charges - All other airports - 16-25 Seat Capacity |
| | Domestic Flight General Terminal Charges - All other airports - 201-250 Seat Capacity |
| | Domestic Flight General Terminal Charges - All other airports - 251-300 Seat Capacity |
| | Domestic Flight General Terminal Charges - All other airports - 26-45 Seat Capacity |
| | Domestic Flight General Terminal Charges - All other airports - 301-400 Seat Capacity |
| | Domestic Flight General Terminal Charges - All other airports - 401 or more Seat Capacity |
| | Domestic Flight General Terminal Charges - All other airports - 46-60 Seat Capacity |
| | Domestic Flight General Terminal Charges - All other airports - 61-89 Seat Capacity |
| | Domestic Flight General Terminal Charges - All other airports - 90-125 Seat Capacity |
| | International Flight General Terminal Charges - All other airports - 0-9 Seat Capacity |
| | International Flight General Terminal Charges - All other airports - 10-15 Seat Capacity |
| | International Flight General Terminal Charges - All other airports - 126-150 Seat Capacity |
| | International Flight General Terminal Charges - All other airports - 151-200 Seat Capacity |
| | International Flight General Terminal Charges - All other airports - 16-25 Seat Capacity |
| | International Flight General Terminal Charges - All other airports - 201-250 Seat Capacity |
| | International Flight General Terminal Charges - All other airports - 251-300 Seat Capacity |
| International Flight General Terminal Charges - All other airports - 26-45 Seat Capacity | |

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| | International Flight General Terminal Charges - All other airports - 301-400 Seat Capacity |
| | International Flight General Terminal Charges - All other airports - 401 or more Seat Capacity |
| | International Flight General Terminal Charges - All other airports - 46-60 Seat Capacity |
| | International Flight General Terminal Charges - All other airports - 61-89 Seat Capacity |
| | International Flight General Terminal Charges - All other airports - 90-125 Seat Capacity |
| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |
| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |
| Service standard | Transport Canada's owned and managed airport terminal buildings and related facilities will be available for use during operating hours. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |
| Performance result | Fee(s) not charged in 2019-20 |

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| Fee grouping | All other airports |
| Fee | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - All other airports - Minimum |
| | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - All other airports - More than 21,000 kg but not more than 45,000 kg |
| | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - All other airports - More than 45,000 kg |
| | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - All other airports - Not more than 21,000 kg |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - All other airports - Minimum |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - All other airports - More than 21,000 kg but not more than 45,000 kg |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - All other airports - More than 45,000 kg |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - All other airports - Not more than 21,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - All other airports - Minimum |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - All other airports - More than 30,000 kg but not more than 70,000 kg |

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| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - All other airports - More than 70,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - All other airports - Not more than 30,000 kg |
| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |
| Year introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |
| Service standard | Transport Canada's owned and managed airports will be available for use for aircraft operations. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |
| Performance result | Fee(s) not charged in 2019-20 |

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| Fee grouping | All other airports |
| Fee | Annual Aircraft Parking Fees - All other airports - Aircraft weight of 2,000 kg or less |
| | Annual Aircraft Parking Fees - All other airports - Aircraft weight of More than 2,000 kg but not more than 5,000 kg |
| | Daily Aircraft Parking Fees - All other airports - Aircraft weight of 2,000 kg or less |
| | Daily Aircraft Parking Fees - All other airports - Aircraft weight of More than 10,000 kg but not more than 30,000 kg |
| | Daily Aircraft Parking Fees - All other airports - Aircraft weight of More than 100,000 kg but not more than 200,000 kg |
| | Daily Aircraft Parking Fees - All other airports - Aircraft weight of More than 2,000 kg but not more than 5,000 kg |
| | Daily Aircraft Parking Fees - All other airports - Aircraft weight of More than 200,000 kg but not more than 300,000 kg |
| | Daily Aircraft Parking Fees - All other airports - Aircraft weight of More than 30,000 kg but not more than 60,000 kg |
| | Daily Aircraft Parking Fees - All other airports - Aircraft weight of More than 300,000 kg |
| | Daily Aircraft Parking Fees - All other airports - Aircraft weight of More than 5,000 kg but not more than 10,000 kg |
| | Daily Aircraft Parking Fees - All other airports - Aircraft weight of More than 60,000 kg but not more than 100,000 kg |
| | Monthly Aircraft Parking Fees - All other airports - Aircraft weight of 2,000 kg or less |
| | Monthly Aircraft Parking Fees - All other airports - Aircraft weight of More than 10,000 kg but not more than 30,000 kg |
| | Monthly Aircraft Parking Fees - All other airports - Aircraft weight of More than 100,000 kg but not more than 200,000 kg |
| Monthly Aircraft Parking Fees - All other airports - Aircraft weight of More than 2,000 kg but not more than 5,000 kg | |

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| | Monthly Aircraft Parking Fees - All other airports - Aircraft weight of More than 200,000 kg but not more than 300,000 kg |
| | Monthly Aircraft Parking Fees - All other airports - Aircraft weight of More than 30,000 kg but not more than 60,000 kg |
| | Monthly Aircraft Parking Fees - All other airports - Aircraft weight of More than 300,000 kg |
| | Monthly Aircraft Parking Fees - All other airports - Aircraft weight of More than 5,000 kg but not more than 10,000 kg |
| | Monthly Aircraft Parking Fees - All other airports - Aircraft weight of More than 60,000 kg but not more than 100,000 kg |
| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |
| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |
| Service standard | Transport Canada's owned and managed airports will be available for use for aircraft parking. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |
| Performance result | Fee(s) not charged in 2019-20 |

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| Fee grouping | Blanc-Sablon Airport |
| Fee | Domestic Flight General Terminal Charges - Blanc-Sablon Airport - 0-9 Seat Capacity |
| | Domestic Flight General Terminal Charges - Blanc-Sablon Airport - 10-15 Seat Capacity |
| | Domestic Flight General Terminal Charges - Blanc-Sablon Airport - 16-25 Seat Capacity |
| | Domestic Flight General Terminal Charges - Blanc-Sablon Airport - 26-45 Seat Capacity |
| | Domestic Flight General Terminal Charges - Blanc-Sablon Airport - 46-60 Seat Capacity |
| | Domestic Flight General Terminal Charges - Blanc-Sablon Airport - 61-89 Seat Capacity |
| | Domestic Flight General Terminal Charges - Blanc-Sablon Airport - 90-125 Seat Capacity |
| | Domestic Flight General Terminal Charges - Blanc-Sablon Airport - 126-150 Seat Capacity |
| | Domestic Flight General Terminal Charges - Blanc-Sablon Airport - 151-200 Seat Capacity |
| | Domestic Flight General Terminal Charges - Blanc-Sablon Airport - 201-250 Seat Capacity |

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| | Domestic Flight General Terminal Charges - Blanc-Sablon Airport - 251-300 Seat Capacity |
| | Domestic Flight General Terminal Charges - Blanc-Sablon Airport - 301-400 Seat Capacity |
| | Domestic Flight General Terminal Charges - Blanc-Sablon Airport - 401 or more Seat Capacity |
| | International Flight General Terminal Charges - Blanc-Sablon Airport - 0-9 Seat Capacity |
| | International Flight General Terminal Charges - Blanc-Sablon Airport - 10-15 Seat Capacity |
| | International Flight General Terminal Charges - Blanc-Sablon Airport - 16-25 Seat Capacity |
| | International Flight General Terminal Charges - Blanc-Sablon Airport - 26-45 Seat Capacity |
| | International Flight General Terminal Charges - Blanc-Sablon Airport - 46-60 Seat Capacity |
| | International Flight General Terminal Charges - Blanc-Sablon Airport - 61-89 Seat Capacity |
| | International Flight General Terminal Charges - Blanc-Sablon Airport - 90-125 Seat Capacity |
| | International Flight General Terminal Charges - Blanc-Sablon Airport - 126-150 Seat Capacity |
| | International Flight General Terminal Charges - Blanc-Sablon Airport - 151-200 Seat Capacity |
| | International Flight General Terminal Charges - Blanc-Sablon Airport - 201-250 Seat Capacity |
| | International Flight General Terminal Charges - Blanc-Sablon Airport - 251-300 Seat Capacity |
| | International Flight General Terminal Charges - Blanc-Sablon Airport - 301-400 Seat Capacity |
| International Flight General Terminal Charges - Blanc-Sablon Airport - 401 or more Seat Capacity | |
| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |
| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |
| Service standard | Transport Canada's owned and managed airport terminal buildings and related facilities will be available for use during operating hours. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |
| Performance result | Service standard met for 2451 of the 2451 fee(s) charged. |

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| Fee grouping | Blanc-Sablon Airport |
| Fee | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Blanc-Sablon Airport - Minimum |
| | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Blanc-Sablon Airport - Not more than 21,000 kg |
| | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Blanc-Sablon Airport - More than 21,000 kg but not more than 45,000 kg |
| | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Blanc-Sablon Airport - More than 45,000 kg |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Blanc-Sablon Airport - Minimum |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Blanc-Sablon Airport - Not more than 21,000 kg |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Blanc-Sablon Airport - More than 21,000 kg but not more than 45,000 kg |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Blanc-Sablon Airport - More than 45,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Blanc-Sablon Airport - Minimum |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Blanc-Sablon Airport - Not more than 30,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Blanc-Sablon Airport - More than 30,000 kg but not more than 70,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Blanc-Sablon Airport - More than 70,000 kg |
| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |
| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |
| Service standard | Transport Canada's owned and managed airports will be available for use for aircraft operations. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |
| Performance result | Service standard met for 2623 of the 2623 fee(s) charged |

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| Fee grouping | Blanc-Sablon Airport |
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| Fee | Daily Aircraft Parking Fees - Blanc-Sablon Airport - Aircraft weight of 2,000 kg or less |
| | Daily Aircraft Parking Fees - Blanc-Sablon Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg |
| | Daily Aircraft Parking Fees - Blanc-Sablon Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg |
| | Daily Aircraft Parking Fees - Blanc-Sablon Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg |
| | Daily Aircraft Parking Fees - Blanc-Sablon Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg |
| | Daily Aircraft Parking Fees - Blanc-Sablon Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg |
| | Daily Aircraft Parking Fees - Blanc-Sablon Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg |
| | Daily Aircraft Parking Fees - Blanc-Sablon Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg |
| | Daily Aircraft Parking Fees - Blanc-Sablon Airport - Aircraft weight of More than 300,000 kg |
| | Monthly Aircraft Parking Fees - Blanc-Sablon Airport - Aircraft weight of 2,000 kg or less |
| | Monthly Aircraft Parking Fees - Blanc-Sablon Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg |
| | Monthly Aircraft Parking Fees - Blanc-Sablon Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg |
| | Monthly Aircraft Parking Fees - Blanc-Sablon Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg |
| | Monthly Aircraft Parking Fees - Blanc-Sablon Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg |
| | Monthly Aircraft Parking Fees - Blanc-Sablon Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg |
| | Monthly Aircraft Parking Fees - Blanc-Sablon Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg |
| | Monthly Aircraft Parking Fees - Blanc-Sablon Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg |
| | Monthly Aircraft Parking Fees - Blanc-Sablon Airport - Aircraft weight of More than 300,000 kg |
| | Annual Aircraft Parking Fees - Blanc-Sablon Airport - Aircraft weight of 2,000 kg or less |
| | Annual Aircraft Parking Fees - Blanc-Sablon Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg |
| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |
| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |

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| Service standard | Transport Canada's owned and managed airports will be available for use for aircraft parking. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |
| Performance result | Service standard met for 263 of the 263 fee(s) charged |

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| Fee grouping | Churchill Airport |
| Fee | Domestic Flight General Terminal Charges - Churchill Airport - 0-9 Seat Capacity |
| | Domestic Flight General Terminal Charges - Churchill Airport - 10-15 Seat Capacity |
| | Domestic Flight General Terminal Charges - Churchill Airport - 16-25 Seat Capacity |
| | Domestic Flight General Terminal Charges - Churchill Airport - 26-45 Seat Capacity |
| | Domestic Flight General Terminal Charges - Churchill Airport - 46-60 Seat Capacity |
| | Domestic Flight General Terminal Charges - Churchill Airport - 61-89 Seat Capacity |
| | Domestic Flight General Terminal Charges - Churchill Airport - 90-125 Seat Capacity |
| | Domestic Flight General Terminal Charges - Churchill Airport - 126-150 Seat Capacity |
| | Domestic Flight General Terminal Charges - Churchill Airport - 151-200 Seat Capacity |
| | Domestic Flight General Terminal Charges - Churchill Airport - 201-250 Seat Capacity |
| | Domestic Flight General Terminal Charges - Churchill Airport - 251-300 Seat Capacity |
| | Domestic Flight General Terminal Charges - Churchill Airport - 301-400 Seat Capacity |
| | Domestic Flight General Terminal Charges - Churchill Airport - 401 or more Seat Capacity |
| | International Flight General Terminal Charges - Churchill Airport - 0-9 Seat Capacity |
| | International Flight General Terminal Charges - Churchill Airport - 10-15 Seat Capacity |
| | International Flight General Terminal Charges - Churchill Airport - 16-25 Seat Capacity |
| | International Flight General Terminal Charges - Churchill Airport - 26-45 Seat Capacity |
| | International Flight General Terminal Charges - Churchill Airport - 46-60 Seat Capacity |
| | International Flight General Terminal Charges - Churchill Airport - 61-89 Seat Capacity |

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| | International Flight General Terminal Charges - Churchill Airport - 90-125 Seat Capacity |
| | International Flight General Terminal Charges - Churchill Airport - 126-150 Seat Capacity |
| | International Flight General Terminal Charges - Churchill Airport - 151-200 Seat Capacity |
| | International Flight General Terminal Charges - Churchill Airport - 201-250 Seat Capacity |
| | International Flight General Terminal Charges - Churchill Airport - 251-300 Seat Capacity |
| | International Flight General Terminal Charges - Churchill Airport - 301-400 Seat Capacity |
| | International Flight General Terminal Charges - Churchill Airport - 401 or more Seat Capacity |
| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |
| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |
| Service standard | Transport Canada's owned and managed airport terminal buildings and related facilities will be available for use during operating hours. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |
| Performance result | Service standard met for 2291 of the 2291 fee(s) charged |

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| Fee grouping | Churchill Airport |
| Fee | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Churchill Airport - Minimum |
| | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Churchill Airport - Not more than 21,000 kg |
| | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Churchill Airport - More than 21,000 kg but not more than 45,000 kg |
| | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Churchill Airport - More than 45,000 kg |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Churchill Airport - Minimum |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Churchill Airport - Not more than 21,000 kg |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Churchill Airport - More than 21,000 kg but not more than 45,000 kg |

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| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Churchill Airport - More than 45,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Churchill Airport - Minimum |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Churchill Airport - Not more than 30,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Churchill Airport - More than 30,000 kg but not more than 70,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Churchill Airport - More than 70,000 kg |
| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |
| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |
| Service standard | Transport Canada's owned and managed airports will be available for use for aircraft operations. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |
| Performance result | Service standard met for 2683 of the 2683 fee(s) charged |

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| Fee grouping | Churchill Airport |
| Fee | Daily Aircraft Parking Fees - Churchill Airport - Aircraft weight of 2,000 kg or less |
| | Daily Aircraft Parking Fees - Churchill Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg |
| | Daily Aircraft Parking Fees - Churchill Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg |
| | Daily Aircraft Parking Fees - Churchill Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg |
| | Daily Aircraft Parking Fees - Churchill Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg |
| | Daily Aircraft Parking Fees - Churchill Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg |
| | Daily Aircraft Parking Fees - Churchill Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg |
| | Daily Aircraft Parking Fees - Churchill Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg |
| | Daily Aircraft Parking Fees - Churchill Airport - Aircraft weight of More than 300,000 kg |
| | Monthly Aircraft Parking Fees - Churchill Airport - Aircraft weight of 2,000 kg or less |
| | Monthly Aircraft Parking Fees - Churchill Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg |

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| | Monthly Aircraft Parking Fees - Churchill Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg |
| | Monthly Aircraft Parking Fees - Churchill Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg |
| | Monthly Aircraft Parking Fees - Churchill Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg |
| | Monthly Aircraft Parking Fees - Churchill Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg |
| | Monthly Aircraft Parking Fees - Churchill Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg |
| | Monthly Aircraft Parking Fees - Churchill Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg |
| | Monthly Aircraft Parking Fees - Churchill Airport - Aircraft weight of More than 300,000 kg |
| | Annual Aircraft Parking Fees - Churchill Airport - Aircraft weight of 2,000 kg or less |
| | Annual Aircraft Parking Fees - Churchill Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg |
| | Fee-setting authority |
| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |
| Service standard | Transport Canada's owned and managed airports will be available for use for aircraft parking. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |
| Performance result | Service standard met for 167 of the 167 fee(s) charged |

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| Fee grouping | Eastmain River Airport |
| Fee | Domestic Flight General Terminal Charges - Eastmain River Airport - 0-9 Seat Capacity |
| | Domestic Flight General Terminal Charges - Eastmain River Airport - 10-15 Seat Capacity |
| | Domestic Flight General Terminal Charges - Eastmain River Airport - 16-25 Seat Capacity |
| | Domestic Flight General Terminal Charges - Eastmain River Airport - 26-45 Seat Capacity |
| | Domestic Flight General Terminal Charges - Eastmain River Airport - 46-60 Seat Capacity |
| | Domestic Flight General Terminal Charges - Eastmain River Airport - 61-89 Seat Capacity |
| | Domestic Flight General Terminal Charges - Eastmain River Airport - 90-125 Seat Capacity |

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| | Domestic Flight General Terminal Charges - Eastmain River Airport - 126-150 Seat Capacity |
| | Domestic Flight General Terminal Charges - Eastmain River Airport - 151-200 Seat Capacity |
| | Domestic Flight General Terminal Charges - Eastmain River Airport - 201-250 Seat Capacity |
| | Domestic Flight General Terminal Charges - Eastmain River Airport - 251-300 Seat Capacity |
| | Domestic Flight General Terminal Charges - Eastmain River Airport - 301-400 Seat Capacity |
| | Domestic Flight General Terminal Charges - Eastmain River Airport - 401 or more Seat Capacity |
| | International Flight General Terminal Charges - Eastmain River Airport - 0-9 Seat Capacity |
| | International Flight General Terminal Charges - Eastmain River Airport - 10-15 Seat Capacity |
| | International Flight General Terminal Charges - Eastmain River Airport - 16-25 Seat Capacity |
| | International Flight General Terminal Charges - Eastmain River Airport - 26-45 Seat Capacity |
| | International Flight General Terminal Charges - Eastmain River Airport - 46-60 Seat Capacity |
| | International Flight General Terminal Charges - Eastmain River Airport - 61-89 Seat Capacity |
| | International Flight General Terminal Charges - Eastmain River Airport - 90-125 Seat Capacity |
| | International Flight General Terminal Charges - Eastmain River Airport - 126-150 Seat Capacity |
| | International Flight General Terminal Charges - Eastmain River Airport - 151-200 Seat Capacity |
| | International Flight General Terminal Charges - Eastmain River Airport - 201-250 Seat Capacity |
| | International Flight General Terminal Charges - Eastmain River Airport - 251-300 Seat Capacity |
| | International Flight General Terminal Charges - Eastmain River Airport - 301-400 Seat Capacity |
| | International Flight General Terminal Charges - Eastmain River Airport - 401 or more Seat Capacity |
| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |
| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |
| Service standard | Transport Canada's owned and managed airport terminal buildings and related facilities will be available for use during operating hours. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |

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| Performance result | Service standard met for 366 of the 366 fee(s) charged |
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| Fee grouping | Eastmain River Airport |
| Fee | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Eastmain River Airport - Not more than 30,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Eastmain River Airport - More than 30,000 kg but not more than 70,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Eastmain River Airport - More than 70,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Eastmain River Airport - Not more than 30,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Eastmain River Airport - More than 30,000 kg but not more than 70,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Eastmain River Airport - More than 70,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Eastmain River Airport - Not more than 30,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Eastmain River Airport - More than 30,000 kg but not more than 70,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Eastmain River Airport - More than 70,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Eastmain River Airport - Not more than 30,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Eastmain River Airport - More than 30,000 kg but not more than 70,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Eastmain River Airport - More than 70,000 kg |
| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |
| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |
| Service standard | Transport Canada's owned and managed airports will be available for use for aircraft operations. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |
| Performance result | Service standard met for 416 of the 416 fee(s) charged |

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| Fee grouping | Eastmain River Airport |
| Fee | Daily Aircraft Parking Fees - Eastmain River Airport - Aircraft weight of 2,000 kg or less |
| | Daily Aircraft Parking Fees - Eastmain River Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg |
| | Daily Aircraft Parking Fees - Eastmain River Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg |
| | Daily Aircraft Parking Fees - Eastmain River Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg |
| | Daily Aircraft Parking Fees - Eastmain River Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg |
| | Daily Aircraft Parking Fees - Eastmain River Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg |
| | Daily Aircraft Parking Fees - Eastmain River Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg |
| | Daily Aircraft Parking Fees - Eastmain River Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg |
| | Daily Aircraft Parking Fees - Eastmain River Airport - Aircraft weight of More than 300,000 kg |
| | Monthly Aircraft Parking Fees - Eastmain River Airport - Aircraft weight of 2,000 kg or less |
| | Monthly Aircraft Parking Fees - Eastmain River Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg |
| | Monthly Aircraft Parking Fees - Eastmain River Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg |
| | Monthly Aircraft Parking Fees - Eastmain River Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg |
| | Monthly Aircraft Parking Fees - Eastmain River Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg |
| | Monthly Aircraft Parking Fees - Eastmain River Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg |
| | Monthly Aircraft Parking Fees - Eastmain River Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg |
| | Monthly Aircraft Parking Fees - Eastmain River Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg |
| | Monthly Aircraft Parking Fees - Eastmain River Airport - Aircraft weight of More than 300,000 kg |
| | Annual Aircraft Parking Fees - Eastmain River Airport - Aircraft weight of 2,000 kg or less |
| | Annual Aircraft Parking Fees - Eastmain River Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg |
| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |
| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |

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| Service standard | Transport Canada's owned and managed airports will be available for use for aircraft parking. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |
| Performance result | Service standard met for 15 of the 15 fee(s) charged |

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| Fee grouping | Havre Saint-Pierre Airport |
| Fee | Domestic Flight General Terminal Charges – Havre Saint-Pierre Airport - 0-9 Seat Capacity |
| | Domestic Flight General Terminal Charges - Havre Saint-Pierre Airport - 10-15 Seat Capacity |
| | Domestic Flight General Terminal Charges - Havre Saint-Pierre Airport - 16-25 Seat Capacity |
| | Domestic Flight General Terminal Charges - Havre Saint-Pierre Airport - 26-45 Seat Capacity |
| | Domestic Flight General Terminal Charges - Havre Saint-Pierre Airport - 46-60 Seat Capacity |
| | Domestic Flight General Terminal Charges - Havre Saint-Pierre Airport - 61-89 Seat Capacity |
| | Domestic Flight General Terminal Charges - Havre Saint-Pierre Airport - 90-125 Seat Capacity |
| | Domestic Flight General Terminal Charges - Havre Saint-Pierre Airport - 126-150 Seat Capacity |
| | Domestic Flight General Terminal Charges - Havre Saint-Pierre Airport - 151-200 Seat Capacity |
| | Domestic Flight General Terminal Charges - Havre Saint-Pierre Airport - 201-250 Seat Capacity |
| | Domestic Flight General Terminal Charges - Havre Saint-Pierre Airport - 251-300 Seat Capacity |
| | Domestic Flight General Terminal Charges - Havre Saint-Pierre Airport - 301-400 Seat Capacity |
| | Domestic Flight General Terminal Charges - Havre Saint-Pierre Airport - 401 or more Seat Capacity |
| | International Flight General Terminal Charges - Havre Saint-Pierre Airport - 0-9 Seat Capacity |
| | International Flight General Terminal Charges - Havre Saint-Pierre Airport - 10-15 Seat Capacity |
| | International Flight General Terminal Charges - Havre Saint-Pierre Airport - 16-25 Seat Capacity |
| | International Flight General Terminal Charges - Havre Saint-Pierre Airport - 26-45 Seat Capacity |
| | International Flight General Terminal Charges - Havre Saint-Pierre Airport - 46-60 Seat Capacity |
| | International Flight General Terminal Charges - Havre Saint-Pierre Airport - 61-89 Seat Capacity |
| | International Flight General Terminal Charges - Havre Saint-Pierre Airport - 90-125 Seat Capacity |
| | International Flight General Terminal Charges - Havre Saint-Pierre Airport - 126-150 Seat Capacity |

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| | International Flight General Terminal Charges - Havre Saint-Pierre Airport - 151-200 Seat Capacity |
| | International Flight General Terminal Charges - Havre Saint-Pierre Airport - 201-250 Seat Capacity |
| | International Flight General Terminal Charges - Havre Saint-Pierre Airport - 251-300 Seat Capacity |
| | International Flight General Terminal Charges - Havre Saint-Pierre Airport - 301-400 Seat Capacity |
| | International Flight General Terminal Charges - Havre Saint-Pierre Airport - 401 or more Seat Capacity |
| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |
| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |
| Service standard | Transport Canada's owned and managed airport terminal buildings and related facilities will be available for use during operating hours. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |
| Performance result | Service standard met for 1052 of the 1052 fee(s) charged |

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| Fee grouping | Havre Saint-Pierre Airport |
| Fee | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Havre Saint-Pierre Airport - Minimum |
| | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Havre Saint-Pierre Airport - Not more than 21,000 kg |
| | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Havre Saint-Pierre Airport - More than 21,000 kg but not more than 45,000 kg |
| | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Havre Saint-Pierre Airport - More than 45,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Havre Saint-Pierre Airport - Minimum |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Havre Saint-Pierre Airport - Not more than 30,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Havre Saint-Pierre Airport - More than 30,000 kg but not more than 70,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Havre Saint-Pierre Airport - More than 70,000 kg |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Havre Saint-Pierre Airport - Minimum |

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| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Havre Saint-Pierre Airport - Not more than 21,000 kg |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Havre Saint-Pierre Airport - More than 21,000 kg but not more than 45,000 kg |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Havre Saint-Pierre Airport - More than 45,000 kg |
| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |
| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |
| Service standard | Transport Canada's owned and managed airports will be available for use for aircraft operations. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |
| Performance result | Service standard met for 1680 of the 1680 fee(s) charged |

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| Fee grouping | Havre Saint-Pierre Airport |
| Fee | Daily Aircraft Parking Fees - Havre Saint-Pierre Airport - Aircraft weight of 2,000 kg or less |
| | Daily Aircraft Parking Fees - Havre Saint-Pierre Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg |
| | Daily Aircraft Parking Fees - Havre Saint-Pierre Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg |
| | Daily Aircraft Parking Fees - Havre Saint-Pierre Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg |
| | Daily Aircraft Parking Fees - Havre Saint-Pierre Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg |
| | Daily Aircraft Parking Fees - Havre Saint-Pierre Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg |
| | Daily Aircraft Parking Fees - Havre Saint-Pierre Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg |
| | Daily Aircraft Parking Fees - Havre Saint-Pierre Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg |
| | Daily Aircraft Parking Fees - Havre Saint-Pierre Airport - Aircraft weight of More than 300,000 kg |
| | Monthly Aircraft Parking Fees - Havre Saint-Pierre Airport - Aircraft weight of 2,000 kg or less |
| | Monthly Aircraft Parking Fees - Havre Saint-Pierre Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg |
| | Monthly Aircraft Parking Fees - Havre Saint-Pierre Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg |
| | Monthly Aircraft Parking Fees - Havre Saint-Pierre Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg |

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| | Monthly Aircraft Parking Fees - Havre Saint-Pierre Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg |
| | Monthly Aircraft Parking Fees - Havre Saint-Pierre Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg |
| | Monthly Aircraft Parking Fees - Havre Saint-Pierre Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg |
| | Monthly Aircraft Parking Fees - Havre Saint-Pierre Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg |
| | Monthly Aircraft Parking Fees - Havre Saint-Pierre Airport - Aircraft weight of More than 300,000 kg |
| | Annual Aircraft Parking Fees - Havre Saint-Pierre Airport - Aircraft weight of 2,000 kg or less |
| | Annual Aircraft Parking Fees - Havre Saint-Pierre Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg |
| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |
| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |
| Service standard | Transport Canada's owned and managed airports will be available for use for aircraft parking. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |
| Performance result | Service standard met for 279 of the 279 fee(s) charged |

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| Fee grouping | Îles-de-la-Madeleine Airport |
| Fee | Domestic Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 0-9 Seat Capacity |
| | Domestic Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 10-15 Seat Capacity |
| | Domestic Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 16-25 Seat Capacity |
| | Domestic Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 26-45 Seat Capacity |
| | Domestic Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 46-60 Seat Capacity |
| | Domestic Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 61-89 Seat Capacity |
| | Domestic Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 90-125 Seat Capacity |
| | Domestic Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 126-150 Seat Capacity |
| | Domestic Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 151-200 Seat Capacity |
| | Domestic Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 201-250 Seat Capacity |

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| | Domestic Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 251-300 Seat Capacity |
| | Domestic Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 301-400 Seat Capacity |
| | Domestic Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 401 or more Seat Capacity |
| | International Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 0-9 Seat Capacity |
| | International Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 10-15 Seat Capacity |
| | International Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 16-25 Seat Capacity |
| | International Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 26-45 Seat Capacity |
| | International Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 46-60 Seat Capacity |
| | International Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 61-89 Seat Capacity |
| | International Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 90-125 Seat Capacity |
| | International Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 126-150 Seat Capacity |
| | International Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 151-200 Seat Capacity |
| | International Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 201-250 Seat Capacity |
| | International Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 251-300 Seat Capacity |
| | International Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 301-400 Seat Capacity |
| | International Flight General Terminal Charges - Îles-de-la-Madeleine Airport - 401 or more Seat Capacity |
| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |
| Year fee-setting authority was amended introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |
| Service standard | Transport Canada's owned and managed airport terminal buildings and related facilities will be available for use during operating hours. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |
| Performance result | Service standard met for 2058 of the 2058 fee(s) charged |

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| Fee grouping | Îles-de-la-Madeleine Airport |
| Fee | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Îles-de-la-Madeleine Airport - Minimum |

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| | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Îles-de-la-Madeleine Airport - Not more than 21,000 kg |
| | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Îles-de-la-Madeleine Airport - More than 21,000 kg but not more than 45,000 kg |
| | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Îles-de-la-Madeleine Airport - More than 45,000 kg |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Îles-de-la-Madeleine Airport - Minimum |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Îles-de-la-Madeleine Airport - Not more than 21,000 kg |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Îles-de-la-Madeleine Airport - More than 21,000 kg but not more than 45,000 kg |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Îles-de-la-Madeleine Airport - More than 45,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Îles-de-la-Madeleine Airport - Minimum |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Îles-de-la-Madeleine Airport - Not more than 30,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Îles-de-la-Madeleine Airport - More than 30,000 kg but not more than 70,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Îles-de-la-Madeleine Airport - More than 70,000 kg |
| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |
| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |
| Service standard | Transport Canada's owned and managed airports will be available for use for aircraft operations. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |
| Performance result | Service standard met for 2011 of the 2011 fee(s) charged |

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| Fee grouping | Îles-de-la-Madeleine Airport |
| Fee | Daily Aircraft Parking Fees - Îles-de-la-Madeleine Airport - Aircraft weight of 2,000 kg or less |
| | Daily Aircraft Parking Fees - Îles-de-la-Madeleine Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg |

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| | Daily Aircraft Parking Fees - Îles-de-la-Madeleine Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg |
| | Daily Aircraft Parking Fees - Îles-de-la-Madeleine Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg |
| | Daily Aircraft Parking Fees - Îles-de-la-Madeleine Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg |
| | Daily Aircraft Parking Fees - Îles-de-la-Madeleine Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg |
| | Daily Aircraft Parking Fees - Îles-de-la-Madeleine Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg |
| | Daily Aircraft Parking Fees - Îles-de-la-Madeleine Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg |
| | Daily Aircraft Parking Fees - Îles-de-la-Madeleine Airport - Aircraft weight of More than 300,000 kg |
| | Monthly Aircraft Parking Fees - Îles-de-la-Madeleine Airport - Aircraft weight of 2,000 kg or less |
| | Monthly Aircraft Parking Fees - Îles-de-la-Madeleine Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg |
| | Monthly Aircraft Parking Fees - Îles-de-la-Madeleine Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg |
| | Monthly Aircraft Parking Fees - Îles-de-la-Madeleine Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg |
| | Monthly Aircraft Parking Fees - Îles-de-la-Madeleine Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg |
| | Monthly Aircraft Parking Fees - Îles-de-la-Madeleine Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg |
| | Monthly Aircraft Parking Fees - Îles-de-la-Madeleine Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg |
| | Monthly Aircraft Parking Fees - Îles-de-la-Madeleine Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg |
| | Monthly Aircraft Parking Fees - Îles-de-la-Madeleine Airport - Aircraft weight of More than 300,000 kg |
| | Annual Aircraft Parking Fees - Îles-de-la-Madeleine Airport - Aircraft weight of 2,000 kg or less |
| | Annual Aircraft Parking Fees - Îles-de-la-Madeleine Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg |
| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |
| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |
| Service standard | Transport Canada's owned and managed airports will be available for use for aircraft parking. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |
| Performance result | Service standard met for 326 of the 326 fee(s) charged |

| Fee grouping | Penticton Airport |
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| Fee | Domestic Flight General Terminal Charges - Penticton Airport - 0-9 Seat Capacity |
| | Domestic Flight General Terminal Charges - Penticton Airport - 10-15 Seat Capacity |
| | Domestic Flight General Terminal Charges - Penticton Airport - 16-25 Seat Capacity |
| | Domestic Flight General Terminal Charges - Penticton Airport - 26-45 Seat Capacity |
| | Domestic Flight General Terminal Charges - Penticton Airport - 46-60 Seat Capacity |
| | Domestic Flight General Terminal Charges - Penticton Airport - 61-89 Seat Capacity |
| | Domestic Flight General Terminal Charges - Penticton Airport - 90-125 Seat Capacity |
| | Domestic Flight General Terminal Charges - Penticton Airport - 126-150 Seat Capacity |
| | Domestic Flight General Terminal Charges - Penticton Airport - 151-200 Seat Capacity |
| | Domestic Flight General Terminal Charges - Penticton Airport - 201-250 Seat Capacity |
| | Domestic Flight General Terminal Charges - Penticton Airport - 251-300 Seat Capacity |
| | Domestic Flight General Terminal Charges - Penticton Airport - 301-400 Seat Capacity |
| | Domestic Flight General Terminal Charges - Penticton Airport - 401 or more Seat Capacity |
| | International Flight General Terminal Charges - Penticton Airport - 0-9 Seat Capacity |
| | International Flight General Terminal Charges - Penticton Airport - 10-15 Seat Capacity |
| | International Flight General Terminal Charges - Penticton Airport - 16-25 Seat Capacity |
| | International Flight General Terminal Charges - Penticton Airport - 26-45 Seat Capacity |
| | International Flight General Terminal Charges - Penticton Airport - 46-60 Seat Capacity |
| | International Flight General Terminal Charges - Penticton Airport - 61-89 Seat Capacity |
| | International Flight General Terminal Charges - Penticton Airport - 90-125 Seat Capacity |
| | International Flight General Terminal Charges - Penticton Airport - 126-150 Seat Capacity |
| | International Flight General Terminal Charges - Penticton Airport - 151-200 Seat Capacity |
| | International Flight General Terminal Charges - Penticton Airport - 201-250 Seat Capacity |
| | International Flight General Terminal Charges - Penticton Airport - 251-300 Seat Capacity |
| | International Flight General Terminal Charges - Penticton Airport - 301-400 Seat Capacity |
| | International Flight General Terminal Charges - Penticton Airport - 401 or more Seat Capacity |

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| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |
| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |
| Service standard | Transport Canada's owned and managed airport terminal buildings and related facilities will be available for use during operating hours. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |
| Performance result | Service standard met for 1808 of the 1808 fee(s) charged |

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| Fee grouping | Penticton Airport |
| Fee | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Penticton Airport - Minimum |
| | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Penticton Airport - Not more than 21,000 kg |
| | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Penticton Airport - More than 21,000 kg but not more than 45,000 kg |
| | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Penticton Airport - More than 45,000 kg |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Penticton Airport - Minimum |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Penticton Airport - Not more than 21,000 kg |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Penticton Airport - More than 21,000 kg but not more than 45,000 kg |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Penticton Airport - More than 45,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Penticton Airport - Minimum |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Penticton Airport - Not more than 30,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - All other airports - More than 70,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - All other airports - Not more than 30,000 kg |
| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |
| Year introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |

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| Service standard | Transport Canada's owned and managed airports will be available for use for aircraft operations. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |
| Performance result | Service standard met for 4276 of the 4276 fee(s) charged |

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| Fee grouping | Penticton Airport |
| Fee | Daily Aircraft Parking Fees - Penticton Airport - Aircraft weight of 2,000 kg or less |
| | Daily Aircraft Parking Fees - Penticton Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg |
| | Daily Aircraft Parking Fees - Penticton Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg |
| | Daily Aircraft Parking Fees - Penticton Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg |
| | Daily Aircraft Parking Fees - Penticton Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg |
| | Daily Aircraft Parking Fees - Penticton Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg |
| | Daily Aircraft Parking Fees - Penticton Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg |
| | Daily Aircraft Parking Fees - Penticton Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg |
| | Daily Aircraft Parking Fees - Penticton Airport - Aircraft weight of More than 300,000 kg |
| | Monthly Aircraft Parking Fees - Penticton Airport - Aircraft weight of 2,000 kg or less |
| | Monthly Aircraft Parking Fees - Penticton Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg |
| | Monthly Aircraft Parking Fees - Penticton Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg |
| | Monthly Aircraft Parking Fees - Penticton Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg |
| | Monthly Aircraft Parking Fees - Penticton Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg |
| | Monthly Aircraft Parking Fees - Penticton Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg |
| | Monthly Aircraft Parking Fees - Penticton Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg |
| | Monthly Aircraft Parking Fees - Penticton Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg |
| | Monthly Aircraft Parking Fees - Penticton Airport - Aircraft weight of More than 300,000 kg |
| | Annual Aircraft Parking Fees - Penticton Airport - Aircraft weight of 2,000 kg or less |
| | Annual Aircraft Parking Fees - Penticton Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg |

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| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |
| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |
| Service standard | Transport Canada's owned and managed airports will be available for use for aircraft parking. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |
| Performance result | Service standard met for 408 of the 408 fee(s) charged |

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| Fee grouping | Penticton Airport |
| Fee | Airport Vehicle Parking Charges - Metered parking - Penticton Airport - per period of 25 minutes or less |
| | Airport Vehicle Parking Charges - Parking at a public parking lot controlled by automatic devices without an attendant - Penticton Airport - maximum per 24-hour period |
| | Airport Vehicle Parking Charges - Parking at a public parking lot controlled by automatic devices without an attendant - Penticton Airport - maximum per month |
| | Airport Vehicle Parking Charges - Parking at a public parking lot controlled by automatic devices without an attendant - Penticton Airport - maximum per week |
| | Airport Vehicle Parking Charges - Parking at a public parking lot controlled by automatic devices without an attendant - Penticton Airport - per hour or less |
| | Airport Vehicle Parking Charges - Parking in an area designated by the Minister as a remote public parking lot - Penticton Airport - per month |
| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |
| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |
| Service standard | Vehicle parking areas located at Transport Canada's owned and managed airports will be available for use on a first come first serve basis. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes. |
| Performance result | Service performance is not available as this is a low materiality fee grouping |

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| Fee grouping | Port Hardy Airport |
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| Fee | Domestic Flight General Terminal Charges - Port Hardy Airport - 0-9 Seat Capacity |
| | Domestic Flight General Terminal Charges - Port Hardy Airport - 10-15 Seat Capacity |
| | Domestic Flight General Terminal Charges - Port Hardy Airport - 16-25 Seat Capacity |
| | Domestic Flight General Terminal Charges - Port Hardy Airport - 26-45 Seat Capacity |
| | Domestic Flight General Terminal Charges - Port Hardy Airport - 46-60 Seat Capacity |
| | Domestic Flight General Terminal Charges - Port Hardy Airport - 61-89 Seat Capacity |
| | Domestic Flight General Terminal Charges - Port Hardy Airport - 90-125 Seat Capacity |
| | Domestic Flight General Terminal Charges - Port Hardy Airport - 126-150 Seat Capacity |
| | Domestic Flight General Terminal Charges - Port Hardy Airport - 151-200 Seat Capacity |
| | Domestic Flight General Terminal Charges - Port Hardy Airport - 201-250 Seat Capacity |
| | Domestic Flight General Terminal Charges - Port Hardy Airport - 251-300 Seat Capacity |
| | Domestic Flight General Terminal Charges - Port Hardy Airport - 301-400 Seat Capacity |
| | Domestic Flight General Terminal Charges - Port Hardy Airport - 401 or more Seat Capacity |
| | International Flight General Terminal Charges - Port Hardy Airport - 0-9 Seat Capacity |
| | International Flight General Terminal Charges - Port Hardy Airport - 10-15 Seat Capacity |
| | International Flight General Terminal Charges - Port Hardy Airport - 16-25 Seat Capacity |
| | International Flight General Terminal Charges - Port Hardy Airport - 26-45 Seat Capacity |
| | International Flight General Terminal Charges - Port Hardy Airport - 46-60 Seat Capacity |
| | International Flight General Terminal Charges - Port Hardy Airport - 61-89 Seat Capacity |
| | International Flight General Terminal Charges - Port Hardy Airport - 90-125 Seat Capacity |
| | International Flight General Terminal Charges - Port Hardy Airport - 126-150 Seat Capacity |
| | International Flight General Terminal Charges - Port Hardy Airport - 151-200 Seat Capacity |
| | International Flight General Terminal Charges - Port Hardy Airport - 201-250 Seat Capacity |
| | International Flight General Terminal Charges - Port Hardy Airport - 251-300 Seat Capacity |
| | International Flight General Terminal Charges - Port Hardy Airport - 301-400 Seat Capacity |
| | International Flight General Terminal Charges - Port Hardy Airport - 401 or more Seat Capacity |
| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |

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| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |
| Service standard | Transport Canada's owned and managed airport terminal buildings and related facilities will be available for use during operating hours. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |
| Performance result | Service standard met for 2874 of the 2874 fee(s) charged |

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| Fee grouping | Port Hardy Airport |
| Fee | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Port Hardy Airport - Minimum |
| | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Port Hardy Airport - Not more than 21,000 kg |
| | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Port Hardy Airport - More than 21,000 kg but not more than 45,000 kg |
| | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Port Hardy Airport - More than 45,000 kg |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Port Hardy Airport - Minimum |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Port Hardy Airport - Not more than 21,000 kg |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Port Hardy Airport - More than 21,000 kg but not more than 45,000 kg |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Port Hardy Airport - More than 45,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Port Hardy Airport - Minimum |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Port Hardy Airport - Not more than 30,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Port Hardy Airport - More than 30,000 kg but not more than 70,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Port Hardy Airport - More than 70,000 kg |
| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |
| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |

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| Service standard | Transport Canada's owned and managed airports will be available for use for aircraft operations. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |
| Performance result | Service standard met for 1857 of the 1857 fee(s) charged |

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| Fee grouping | Port Hardy Airport |
| Fee | Daily Aircraft Parking Fees - Port Hardy Airport - Aircraft weight of 2,000 kg or less |
| | Daily Aircraft Parking Fees - Port Hardy Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg |
| | Daily Aircraft Parking Fees - Port Hardy Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg |
| | Daily Aircraft Parking Fees - Port Hardy Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg |
| | Daily Aircraft Parking Fees - Port Hardy Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg |
| | Daily Aircraft Parking Fees - Port Hardy Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg |
| | Daily Aircraft Parking Fees - Port Hardy Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg |
| | Daily Aircraft Parking Fees - Port Hardy Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg |
| | Daily Aircraft Parking Fees - Port Hardy Airport - Aircraft weight of More than 300,000 kg |
| | Monthly Aircraft Parking Fees - Port Hardy Airport - Aircraft weight of 2,000 kg or less |
| | Monthly Aircraft Parking Fees - Port Hardy Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg |
| | Monthly Aircraft Parking Fees - Port Hardy Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg |
| | Monthly Aircraft Parking Fees - Port Hardy Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg |
| | Monthly Aircraft Parking Fees - Port Hardy Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg |
| | Monthly Aircraft Parking Fees - Port Hardy Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg |
| | Monthly Aircraft Parking Fees - Port Hardy Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg |
| | Monthly Aircraft Parking Fees - Port Hardy Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg |
| | Monthly Aircraft Parking Fees - Port Hardy Airport - Aircraft weight of More than 300,000 kg |
| | Annual Aircraft Parking Fees - Port Hardy Airport - Aircraft weight of 2,000 kg or less |
| | Annual Aircraft Parking Fees - Port Hardy Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg |
| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |

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| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |
| Service standard | Transport Canada's owned and managed airports will be available for use for aircraft parking. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |
| Performance result | Service standard met for 221 of the 221 fee(s) charged |

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| Fee grouping | Port Hardy Airport |
| Fee | Airport Vehicle Parking Charges - Parking at a public parking lot controlled by automatic devices without an attendant - Port Hardy Airport - maximum per 24-hour period Airport Vehicle Parking Charges - Parking at a public parking lot controlled by automatic devices without an attendant - Port Hardy Airport - maximum per month |
| | Airport Vehicle Parking Charges - Parking at a public parking lot controlled by automatic devices without an attendant - Port Hardy Airport - maximum per week |
| | Airport Vehicle Parking Charges - Parking at a public parking lot controlled by automatic devices without an attendant - Port Hardy Airport - per hour or less |
| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |
| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |
| Service standard | Vehicle parking areas located at Transport Canada's owned and managed airports will be available for use on a first come first serve basis. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes |
| Performance result | Service performance is not available as this is a low materiality fee grouping |

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| Fee grouping | Sandspit Airport |
| Fee | Domestic Flight General Terminal Charges - Sandspit Airport - 0-9 Seat Capacity |
| | Domestic Flight General Terminal Charges - Sandspit Airport - 10-15 Seat Capacity |
| | Domestic Flight General Terminal Charges - Sandspit Airport - 16-25 Seat Capacity |

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| | Domestic Flight General Terminal Charges - Sandspit Airport - 26-45 Seat Capacity |
| | Domestic Flight General Terminal Charges - Sandspit Airport - 46-60 Seat Capacity |
| | Domestic Flight General Terminal Charges - Sandspit Airport - 61-89 Seat Capacity |
| | Domestic Flight General Terminal Charges - Sandspit Airport - 90-125 Seat Capacity |
| | Domestic Flight General Terminal Charges - Sandspit Airport - 126-150 Seat Capacity |
| | Domestic Flight General Terminal Charges - Sandspit Airport - 151-200 Seat Capacity |
| | Domestic Flight General Terminal Charges - Sandspit Airport - 201-250 Seat Capacity |
| | Domestic Flight General Terminal Charges - Sandspit Airport - 251-300 Seat Capacity |
| | Domestic Flight General Terminal Charges - Sandspit Airport - 301-400 Seat Capacity |
| | Domestic Flight General Terminal Charges - Sandspit Airport - 401 or more Seat Capacity |
| | International Flight General Terminal Charges - Sandspit Airport - 0-9 Seat Capacity |
| | International Flight General Terminal Charges - Sandspit Airport - 10-15 Seat Capacity |
| | International Flight General Terminal Charges - Sandspit Airport - 16-25 Seat Capacity |
| | International Flight General Terminal Charges - Sandspit Airport - 26-45 Seat Capacity |
| | International Flight General Terminal Charges - Sandspit Airport - 46-60 Seat Capacity |
| | International Flight General Terminal Charges - Sandspit Airport - 61-89 Seat Capacity |
| | International Flight General Terminal Charges - Sandspit Airport - 90-125 Seat Capacity |
| | International Flight General Terminal Charges - Sandspit Airport - 126-150 Seat Capacity |
| | International Flight General Terminal Charges - Sandspit Airport - 151-200 Seat Capacity |
| | International Flight General Terminal Charges - Sandspit Airport - 201-250 Seat Capacity |
| | International Flight General Terminal Charges - Sandspit Airport - 251-300 Seat Capacity |
| | International Flight General Terminal Charges - Sandspit Airport - 301-400 Seat Capacity |
| | International Flight General Terminal Charges - Sandspit Airport - 401 or more Seat Capacity |
| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |
| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |

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| Service standard | Transport Canada's owned and managed airport terminal buildings and related facilities will be available for use during operating hours. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |
| Performance result | Service standard met for 890 of the 890 fee(s) charged |

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| Fee grouping | Sandspit Airport |
| Fee | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sandspit Airport - Minimum |
| | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sandspit Airport - Not more than 21,000 kg |
| | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sandspit Airport - More than 21,000 kg but not more than 45,000 kg |
| | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sandspit Airport - More than 45,000 kg |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sandspit Airport - Minimum |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sandspit Airport - Not more than 21,000 kg |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sandspit Airport - More than 21,000 kg but not more than 45,000 kg |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sandspit Airport - More than 45,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sandspit Airport - Minimum |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sandspit Airport - Not more than 30,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sandspit Airport - More than 30,000 kg but not more than 70,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sandspit Airport - More than 70,000 kg |
| | Fee-setting authority |
| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |
| Service standard | Transport Canada's owned and managed airports will be available for use for aircraft operations. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |

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| Performance result | Service standard met for 1690 of the 1690 fee(s) charged |
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| Fee grouping | Sandspit Airport |
| Fee | Daily Aircraft Parking Fees - Sandspit Airport - Aircraft weight of 2,000 kg or less |
| | Daily Aircraft Parking Fees - Sandspit Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg |
| | Daily Aircraft Parking Fees - Sandspit Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg |
| | Daily Aircraft Parking Fees - Sandspit Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg |
| | Daily Aircraft Parking Fees - Sandspit Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg |
| | Daily Aircraft Parking Fees - Sandspit Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg |
| | Daily Aircraft Parking Fees - Sandspit Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg |
| | Daily Aircraft Parking Fees - Sandspit Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg |
| | Daily Aircraft Parking Fees - Sandspit Airport - Aircraft weight of More than 300,000 kg |
| | Monthly Aircraft Parking Fees - Sandspit Airport - Aircraft weight of 2,000 kg or less |
| | Monthly Aircraft Parking Fees - Sandspit Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg |
| | Monthly Aircraft Parking Fees - Sandspit Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg |
| | Monthly Aircraft Parking Fees - Sandspit Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg |
| | Monthly Aircraft Parking Fees - Sandspit Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg |
| | Monthly Aircraft Parking Fees - Sandspit Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg |
| | Monthly Aircraft Parking Fees - Sandspit Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg |
| | Monthly Aircraft Parking Fees - Sandspit Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg |
| | Monthly Aircraft Parking Fees - Sandspit Airport - Aircraft weight of More than 300,000 kg |
| | Annual Aircraft Parking Fees - Sandspit Airport - Aircraft weight of 2,000 kg or less |
| | Annual Aircraft Parking Fees - Sandspit Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg |
| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |
| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |

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| Service standard | Transport Canada's owned and managed airports will be available for use for aircraft parking. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |
| Performance result | Service standard met for 84 of the 84 fee(s) charged |

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| Fee grouping | Sandspit Airport |
| Fee | Airport Vehicle Parking Charges - Parking at a public parking lot controlled by automatic devices without an attendant - Sandspit Airport - maximum per 24-hour period |
| | Airport Vehicle Parking Charges - Parking at a public parking lot controlled by automatic devices without an attendant - Sandspit Airport - maximum per month |
| | Airport Vehicle Parking Charges - Parking at a public parking lot controlled by automatic devices without an attendant - Sandspit Airport - maximum per week |
| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |
| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |
| Service standard | Transport Canada's owned and managed airports will be available for use for aircraft parking. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |
| Performance result | Service performance is not available as this is a low materiality fee grouping |

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| Fee grouping | Sept-Îles Airport |
| Fee | Domestic Flight General Terminal Charges - Sept-Îles Airport - 0-9 Seat Capacity |
| | Domestic Flight General Terminal Charges - Sept-Îles Airport - 10-15 Seat Capacity |
| | Domestic Flight General Terminal Charges - Sept-Îles Airport - 16-25 Seat Capacity |
| | Domestic Flight General Terminal Charges - Sept-Îles Airport - 26-45 Seat Capacity |
| | Domestic Flight General Terminal Charges - Sept-Îles Airport - 46-60 Seat Capacity |
| | Domestic Flight General Terminal Charges - Sept-Îles Airport - 61-89 Seat Capacity |
| | Domestic Flight General Terminal Charges - Sept-Îles Airport - 90-125 Seat Capacity |

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| | Domestic Flight General Terminal Charges - Sept-Îles Airport - 126-150 Seat Capacity |
| | Domestic Flight General Terminal Charges - Sept-Îles Airport - 151-200 Seat Capacity |
| | Domestic Flight General Terminal Charges - Sept-Îles Airport - 201-250 Seat Capacity |
| | Domestic Flight General Terminal Charges - Sept-Îles Airport - 251-300 Seat Capacity |
| | Domestic Flight General Terminal Charges - Sept-Îles Airport - 301-400 Seat Capacity |
| | Domestic Flight General Terminal Charges - Sept-Îles Airport - 401 or more Seat Capacity |
| | International Flight General Terminal Charges - Sept-Îles Airport - 0-9 Seat Capacity |
| | International Flight General Terminal Charges - Sept-Îles Airport - 10-15 Seat Capacity |
| | International Flight General Terminal Charges - Sept-Îles Airport - 16-25 Seat Capacity |
| | International Flight General Terminal Charges - Sept-Îles Airport - 26-45 Seat Capacity |
| | International Flight General Terminal Charges - Sept-Îles Airport - 46-60 Seat Capacity |
| | International Flight General Terminal Charges - Sept-Îles Airport - 61-89 Seat Capacity |
| | International Flight General Terminal Charges - Sept-Îles Airport - 90-125 Seat Capacity |
| | International Flight General Terminal Charges - Sept-Îles Airport - 126-150 Seat Capacity |
| | International Flight General Terminal Charges - Sept-Îles Airport - 151-200 Seat Capacity |
| | International Flight General Terminal Charges - Sept-Îles Airport - 201-250 Seat Capacity |
| | International Flight General Terminal Charges - Sept-Îles Airport - 251-300 Seat Capacity |
| | International Flight General Terminal Charges - Sept-Îles Airport - 301-400 Seat Capacity |
| | International Flight General Terminal Charges - Sept-Îles Airport - 401 or more Seat Capacity |
| | Fee-setting authority |
| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |
| Service standard | Transport Canada's owned and managed airport terminal buildings and related facilities will be available for use during operating hours. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |

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| Performance result | Service standard met for 7457 of the 7457 fee(s) charged |
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| Fee grouping | Sept-Îles Airport |
| Fee | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sept-Îles Airport - Minimum |
| | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sept-Îles Airport - Not more than 21,000 kg |
| | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sept-Îles Airport - More than 21,000 kg but not more than 45,000 kg |
| | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sept-Îles Airport - More than 45,000 kg |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sept-Îles Airport - Minimum |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sept-Îles Airport - Not more than 21,000 kg |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sept-Îles Airport - More than 21,000 kg but not more than 45,000 kg |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sept-Îles Airport - More than 45,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sept-Îles Airport - Minimum |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sept-Îles Airport - Not more than 30,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sept-Îles Airport - More than 30,000 kg but not more than 70,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Sept-Îles Airport - More than 70,000 kg |
| | Fee-setting authority |
| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |
| Service standard | Transport Canada's owned and managed airports will be available for use for aircraft operations. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |
| Performance result | Service standard met for 8684 of the 8684 fee(s) charged |

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| Fee grouping | Sept-Îles Airport |
| Fee | Daily Aircraft Parking Fees - Sept-Îles Airport - Aircraft weight of 2,000 kg or less |

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| | Daily Aircraft Parking Fees - Sept-Îles Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg |
| | Daily Aircraft Parking Fees - Sept-Îles Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg |
| | Daily Aircraft Parking Fees - Sept-Îles Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg |
| | Daily Aircraft Parking Fees - Sept-Îles Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg |
| | Daily Aircraft Parking Fees - Sept-Îles Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg |
| | Daily Aircraft Parking Fees - Sept-Îles Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg |
| | Daily Aircraft Parking Fees - Sept-Îles Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg |
| | Daily Aircraft Parking Fees - Sept-Îles Airport - Aircraft weight of More than 300,000 kg |
| | Monthly Aircraft Parking Fees - Sept-Îles Airport - Aircraft weight of 2,000 kg or less |
| | Monthly Aircraft Parking Fees - Sept-Îles Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg |
| | Monthly Aircraft Parking Fees - Sept-Îles Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg |
| | Monthly Aircraft Parking Fees - Sept-Îles Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg |
| | Monthly Aircraft Parking Fees - Sept-Îles Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg |
| | Monthly Aircraft Parking Fees - Sept-Îles Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg |
| | Monthly Aircraft Parking Fees - Sept-Îles Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg |
| | Monthly Aircraft Parking Fees - Sept-Îles Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg |
| | Monthly Aircraft Parking Fees - Sept-Îles Airport - Aircraft weight of More than 300,000 kg |
| | Annual Aircraft Parking Fees - Sept-Îles Airport - Aircraft weight of 2,000 kg or less |
| | Annual Aircraft Parking Fees - Sept-Îles Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg |
| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |
| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |
| Service standard | Transport Canada's owned and managed airports will be available for use for aircraft parking. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |
| Performance result | Service standard met for 218 of the 218 fee(s) charged |

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| Fee grouping | Sept-Îles Airport |
| Fee | Airport Vehicle Parking Charges - Parking at a public parking lot controlled by automatic devices without an attendant - Sept-Îles Airport - maximum per 24-hour period |
| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |
| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |
| Service standard | Vehicle parking areas located at Transport Canada's owned and managed airports will be available for use on a first come first serve basis. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes |
| Performance result | Service performance is not available as this is a low materiality fee grouping |

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| Fee grouping | St. Anthony Airport |
| Fee | Domestic Flight General Terminal Charges - St. Anthony Airport - 0-9 Seat Capacity |
| | Domestic Flight General Terminal Charges - St. Anthony Airport - 10-15 Seat Capacity |
| | Domestic Flight General Terminal Charges - St. Anthony Airport - 16-25 Seat Capacity |
| | Domestic Flight General Terminal Charges - St. Anthony Airport - 26-45 Seat Capacity |
| | Domestic Flight General Terminal Charges - St. Anthony Airport - 46-60 Seat Capacity |
| | Domestic Flight General Terminal Charges - St. Anthony Airport - 61-89 Seat Capacity |
| | Domestic Flight General Terminal Charges - St. Anthony Airport - 90-125 Seat Capacity |
| | Domestic Flight General Terminal Charges - St. Anthony Airport - 126-150 Seat Capacity |
| | Domestic Flight General Terminal Charges - St. Anthony Airport - 151-200 Seat Capacity |
| | Domestic Flight General Terminal Charges - St. Anthony Airport - 201-250 Seat Capacity |
| | Domestic Flight General Terminal Charges - St. Anthony Airport - 251-300 Seat Capacity |
| | Domestic Flight General Terminal Charges - St. Anthony Airport - 301-400 Seat Capacity |
| | Domestic Flight General Terminal Charges - St. Anthony Airport - 401 or more Seat Capacity |
| | International Flight General Terminal Charges - St. Anthony Airport - 0-9 Seat Capacity |
| International Flight General Terminal Charges - St. Anthony Airport - 10-15 Seat Capacity | |

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| | International Flight General Terminal Charges - St. Anthony Airport - 16-25 Seat Capacity |
| | International Flight General Terminal Charges - St. Anthony Airport - 26-45 Seat Capacity |
| | International Flight General Terminal Charges - St. Anthony Airport - 46-60 Seat Capacity |
| | International Flight General Terminal Charges - St. Anthony Airport - 61-89 Seat Capacity |
| | International Flight General Terminal Charges - St. Anthony Airport - 90-125 Seat Capacity |
| | International Flight General Terminal Charges - St. Anthony Airport - 126-150 Seat Capacity |
| | International Flight General Terminal Charges - St. Anthony Airport - 151-200 Seat Capacity |
| | International Flight General Terminal Charges - St. Anthony Airport - 201-250 Seat Capacity |
| | International Flight General Terminal Charges - St. Anthony Airport - 251-300 Seat Capacity |
| | International Flight General Terminal Charges - St. Anthony Airport - 301-400 Seat Capacity |
| | International Flight General Terminal Charges - St. Anthony Airport - 401 or more Seat Capacity |
| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |
| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |
| Service standard | Transport Canada's owned and managed airport terminal buildings and related facilities will be available for use during operating hours. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |
| Performance result | Service standard met for 1012 of the 1012 fee(s) charged |

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| Fee grouping | St. Anthony Airport |
| Fee | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - St. Anthony Airport - Minimum |
| | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - St. Anthony Airport - Not more than 21,000 kg |
| | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - St. Anthony Airport - More than 21,000 kg but not more than 45,000 kg |
| | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - St. Anthony Airport - More than 45,000 kg |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - St. Anthony Airport - Minimum |

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| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - St. Anthony Airport - Not more than 21,000 kg |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - St. Anthony Airport - More than 21,000 kg but not more than 45,000 kg |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - St. Anthony Airport - More than 45,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - St. Anthony Airport - Minimum |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - St. Anthony Airport - Not more than 30,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - St. Anthony Airport - More than 30,000 kg but not more than 70,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - St. Anthony Airport - More than 70,000 kg |
| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |
| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |
| Service standard | Transport Canada's owned and managed airports will be available for use for aircraft operations. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |
| Performance result | Service standard met for 1135 of the 1135 fee(s) charged |

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| Fee grouping | St. Anthony Airport |
| Fee | Daily Aircraft Parking Fees - St. Anthony Airport - Aircraft weight of 2,000 kg or less |
| | Daily Aircraft Parking Fees - St. Anthony Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg |
| | Daily Aircraft Parking Fees - St. Anthony Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg |
| | Daily Aircraft Parking Fees - St. Anthony Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg |
| | Daily Aircraft Parking Fees - St. Anthony Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg |
| | Daily Aircraft Parking Fees - St. Anthony Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg |
| | Daily Aircraft Parking Fees - St. Anthony Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg |
| | Daily Aircraft Parking Fees - St. Anthony Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg |

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| | Daily Aircraft Parking Fees - St. Anthony Airport - Aircraft weight of More than 300,000 kg |
| | Monthly Aircraft Parking Fees - St. Anthony Airport - Aircraft weight of 2,000 kg or less |
| | Monthly Aircraft Parking Fees - St. Anthony Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg |
| | Monthly Aircraft Parking Fees - St. Anthony Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg |
| | Monthly Aircraft Parking Fees - St. Anthony Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg |
| | Monthly Aircraft Parking Fees - St. Anthony Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg |
| | Monthly Aircraft Parking Fees - St. Anthony Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg |
| | Monthly Aircraft Parking Fees - St. Anthony Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg |
| | Monthly Aircraft Parking Fees - St. Anthony Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg |
| | Monthly Aircraft Parking Fees - St. Anthony Airport - Aircraft weight of More than 300,000 kg |
| | Annual Aircraft Parking Fees - St. Anthony Airport - Aircraft weight of 2,000 kg or less |
| | Annual Aircraft Parking Fees - St. Anthony Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg |
| | Fee-setting authority |
| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |
| Service standard | Transport Canada's owned and managed airports will be available for use for aircraft parking. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |
| Performance result | Service standard met for 13 of the 13 fee(s) charged |

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| Fee grouping | Wabush Airport |
| Fee | Domestic Flight General Terminal Charges - Wabush Airport - 0-9 Seat Capacity |
| | Domestic Flight General Terminal Charges - Wabush Airport - 10-15 Seat Capacity |
| | Domestic Flight General Terminal Charges - Wabush Airport - 16-25 Seat Capacity |
| | Domestic Flight General Terminal Charges - Wabush Airport - 26-45 Seat Capacity |

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| | Domestic Flight General Terminal Charges - Wabush Airport - 46-60 Seat Capacity |
| | Domestic Flight General Terminal Charges - Wabush Airport - 61-89 Seat Capacity |
| | Domestic Flight General Terminal Charges - Wabush Airport - 90-125 Seat Capacity |
| | Domestic Flight General Terminal Charges - Wabush Airport - 126-150 Seat Capacity |
| | Domestic Flight General Terminal Charges - Wabush Airport - 151-200 Seat Capacity |
| | Domestic Flight General Terminal Charges - Wabush Airport - 201-250 Seat Capacity |
| | Domestic Flight General Terminal Charges - Wabush Airport - 251-300 Seat Capacity |
| | Domestic Flight General Terminal Charges - Wabush Airport - 301-400 Seat Capacity |
| | Domestic Flight General Terminal Charges - Wabush Airport - 401 or more Seat Capacity |
| | International Flight General Terminal Charges - Wabush Airport - 0-9 Seat Capacity |
| | International Flight General Terminal Charges - Wabush Airport - 10-15 Seat Capacity |
| | International Flight General Terminal Charges - Wabush Airport - 16-25 Seat Capacity |
| | International Flight General Terminal Charges - Wabush Airport - 26-45 Seat Capacity |
| | International Flight General Terminal Charges - Wabush Airport - 46-60 Seat Capacity |
| | International Flight General Terminal Charges - Wabush Airport - 61-89 Seat Capacity |
| | International Flight General Terminal Charges - Wabush Airport - 90-125 Seat Capacity |
| | International Flight General Terminal Charges - Wabush Airport - 126-150 Seat Capacity |
| | International Flight General Terminal Charges - Wabush Airport - 151-200 Seat Capacity |
| | International Flight General Terminal Charges - Wabush Airport - 201-250 Seat Capacity |
| | International Flight General Terminal Charges - Wabush Airport - 251-300 Seat Capacity |
| | International Flight General Terminal Charges - Wabush Airport - 301-400 Seat Capacity |
| | International Flight General Terminal Charges - Wabush Airport - 401 or more Seat Capacity |
| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |
| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |

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| Service standard | Transport Canada's owned and managed airport terminal buildings and related facilities will be available for use during operating hours. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |
| Performance result | Service standard met for 4565 of the 4565 fee(s) charged |

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| Fee grouping | Wabush Airport |
| Fee | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wabush Airport - Minimum |
| | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wabush Airport - Not more than 21,000 kg |
| | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wabush Airport - More than 21,000 kg but not more than 45,000 kg |
| | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wabush Airport - More than 45,000 kg |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wabush Airport - Minimum |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wabush Airport - Not more than 21,000 kg |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wabush Airport - More than 21,000 kg but not more than 45,000 kg |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wabush Airport - More than 45,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wabush Airport - Minimum |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wabush Airport - Not more than 30,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wabush Airport - More than 30,000 kg but not more than 70,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wabush Airport - More than 70,000 kg |
| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |
| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |
| Service standard | Transport Canada's owned and managed airports will be available for use for aircraft operations. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |

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| Performance result | Service standard met for 4848 of the 4848 fee(s) charged |
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| Fee grouping | Wabush Airport | |
| Fee | Daily Aircraft Parking Fees - Wabush Airport - Aircraft weight of 2,000 kg or less | |
| | Daily Aircraft Parking Fees - Wabush Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg | |
| | Daily Aircraft Parking Fees - Wabush Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg | |
| | Daily Aircraft Parking Fees - Wabush Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg | |
| | Daily Aircraft Parking Fees - Wabush Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg | |
| | Daily Aircraft Parking Fees - Wabush Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg | |
| | Daily Aircraft Parking Fees - Wabush Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg | |
| | Daily Aircraft Parking Fees - Wabush Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg | |
| | Daily Aircraft Parking Fees - Wabush Airport - Aircraft weight of More than 300,000 kg | |
| | Monthly Aircraft Parking Fees - Wabush Airport - Aircraft weight of 2,000 kg or less | |
| | Monthly Aircraft Parking Fees - Wabush Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg | |
| | Monthly Aircraft Parking Fees - Wabush Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg | |
| | Monthly Aircraft Parking Fees - Wabush Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg | |
| | Monthly Aircraft Parking Fees - Wabush Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg | |
| | Monthly Aircraft Parking Fees - Wabush Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg | |
| | Monthly Aircraft Parking Fees - Wabush Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg | |
| | Monthly Aircraft Parking Fees - Wabush Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg | |
| | Monthly Aircraft Parking Fees - Wabush Airport - Aircraft weight of More than 300,000 kg | |
| | Annual Aircraft Parking Fees - Wabush Airport - Aircraft weight of 2,000 kg or less | |
| | Annual Aircraft Parking Fees - Wabush Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg | |
| | Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |
| | Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 | |

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| Service standard | Transport Canada's owned and managed airports will be available for use for aircraft parking. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |
| Performance result | Service standard met for 172 of the 172 fee(s) charged |

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| Fee grouping | Wabush Airport |
| Fee | Airport Vehicle Parking Charges - Metered parking - Wabush Airport - per period of 20 minutes or less |
| | Airport Vehicle Parking Charges - Parking at a public parking lot controlled by automatic devices without an attendant - Wabush Airport - maximum per 24-hour period |
| | Airport Vehicle Parking Charges - Parking at a public parking lot controlled by automatic devices without an attendant - Wabush Airport - maximum per 24-hour period for parking spaces equipped with electrical outlets for the period beginning on November 1 and ending on March 31 of each year |
| | Airport Vehicle Parking Charges - Parking at a public parking lot controlled by automatic devices without an attendant - Wabush Airport - per hour or less |
| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |
| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |
| Service standard | Vehicle parking areas located at Transport Canada's owned and managed airports will be available for use on a first come first serve basis. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes |
| Performance result | Service performance is not available as this is a low materiality fee grouping |

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| Fee grouping | Waskaganish Airport |
| Fee | Domestic Flight General Terminal Charges - Waskaganish Airport - 0-9 Seat Capacity |
| | Domestic Flight General Terminal Charges - Waskaganish Airport - 10-15 Seat Capacity |
| | Domestic Flight General Terminal Charges - Waskaganish Airport - 16-25 Seat Capacity |
| | Domestic Flight General Terminal Charges - Waskaganish Airport - 26-45 Seat Capacity |
| | Domestic Flight General Terminal Charges - Waskaganish Airport - 46-60 Seat Capacity |
| | Domestic Flight General Terminal Charges - Waskaganish Airport - 61-89 Seat Capacity |
| | Domestic Flight General Terminal Charges - Waskaganish Airport - 90-125 Seat Capacity |
| | Domestic Flight General Terminal Charges - Waskaganish Airport - 126-150 Seat Capacity |

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| | Domestic Flight General Terminal Charges - Waskaganish Airport - 151-200 Seat Capacity |
| | Domestic Flight General Terminal Charges - Waskaganish Airport - 201-250 Seat Capacity |
| | Domestic Flight General Terminal Charges - Waskaganish Airport - 251-300 Seat Capacity |
| | Domestic Flight General Terminal Charges - Waskaganish Airport - 301-400 Seat Capacity |
| | Domestic Flight General Terminal Charges - Waskaganish Airport - 401 or more Seat Capacity |
| | International Flight General Terminal Charges - Waskaganish Airport - 0-9 Seat Capacity |
| | International Flight General Terminal Charges - Waskaganish Airport - 10-15 Seat Capacity |
| | International Flight General Terminal Charges - Waskaganish Airport - 16-25 Seat Capacity |
| | International Flight General Terminal Charges - Waskaganish Airport - 26-45 Seat Capacity |
| | International Flight General Terminal Charges - Waskaganish Airport - 46-60 Seat Capacity |
| | International Flight General Terminal Charges - Waskaganish Airport - 61-89 Seat Capacity |
| | International Flight General Terminal Charges - Waskaganish Airport - 90-125 Seat Capacity |
| | International Flight General Terminal Charges - Waskaganish Airport - 126-150 Seat Capacity |
| | International Flight General Terminal Charges - Waskaganish Airport - 151-200 Seat Capacity |
| | International Flight General Terminal Charges - Waskaganish Airport - 201-250 Seat Capacity |
| | International Flight General Terminal Charges - Waskaganish Airport - 251-300 Seat Capacity |
| | International Flight General Terminal Charges - Waskaganish Airport - 301-400 Seat Capacity |
| International Flight General Terminal Charges - Waskaganish Airport - 401 or more Seat Capacity | |
| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |
| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |
| Service standard | Transport Canada's owned and managed airport terminal buildings and related facilities will be available for use during operating hours. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |
| Performance result | Service standard met for 1011 of the 1011 fee(s) charged |

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| Fee grouping | Waskaganish Airport |
| Fee | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Waskaganish Airport - Minimum |
| | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Waskaganish Airport - Not more than 21,000 kg |
| | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Waskaganish Airport - More than 21,000 kg but not more than 45,000 kg |
| | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Waskaganish Airport - More than 45,000 kg |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Waskaganish Airport - Minimum |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Waskaganish Airport - Not more than 21,000 kg |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Waskaganish Airport - More than 21,000 kg but not more than 45,000 kg |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Waskaganish Airport - More than 45,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Waskaganish Airport - Minimum |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Waskaganish Airport - Not more than 30,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Waskaganish Airport - More than 30,000 kg but not more than 70,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Waskaganish Airport - More than 70,000 kg |
| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |
| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |
| Service standard | Transport Canada's owned and managed airports will be available for use for aircraft operations. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |
| Performance result | Service standard met for 1009 of the 1009 fee(s) charged |

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| Fee grouping | Waskaganish Airport |
| Fee | Daily Aircraft Parking Fees - Waskaganish Airport - Aircraft weight of 2,000 kg or less |

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| | Daily Aircraft Parking Fees - Waskaganish Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg |
| | Daily Aircraft Parking Fees - Waskaganish Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg |
| | Daily Aircraft Parking Fees - Waskaganish Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg |
| | Daily Aircraft Parking Fees - Waskaganish Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg |
| | Daily Aircraft Parking Fees - Waskaganish Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg |
| | Daily Aircraft Parking Fees - Waskaganish Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg |
| | Daily Aircraft Parking Fees - Waskaganish Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg |
| | Daily Aircraft Parking Fees - Waskaganish Airport - Aircraft weight of More than 300,000 kg |
| | Monthly Aircraft Parking Fees - Waskaganish Airport - Aircraft weight of 2,000 kg or less |
| | Monthly Aircraft Parking Fees - Waskaganish Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg |
| | Monthly Aircraft Parking Fees - Waskaganish Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg |
| | Monthly Aircraft Parking Fees - Waskaganish Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg |
| | Monthly Aircraft Parking Fees - Waskaganish Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg |
| | Monthly Aircraft Parking Fees - Waskaganish Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg |
| | Monthly Aircraft Parking Fees - Waskaganish Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg |
| | Monthly Aircraft Parking Fees - Waskaganish Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg |
| | Monthly Aircraft Parking Fees - Waskaganish Airport - Aircraft weight of More than 300,000 kg |
| | Annual Aircraft Parking Fees - Waskaganish Airport - Aircraft weight of 2,000 kg or less |
| | Annual Aircraft Parking Fees - Waskaganish Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg |
| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |
| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |
| Service standard | Transport Canada's owned and managed airports will be available for use for aircraft parking. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |
| Performance result | Service standard met for 6 of the 6 fee(s) charged |

| Fee grouping | Wemindji Airport |
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| Fee | Domestic Flight General Terminal Charges - Wemindji Airport - 0-9 Seat Capacity |
| | Domestic Flight General Terminal Charges - Wemindji Airport - 10-15 Seat Capacity |
| | Domestic Flight General Terminal Charges - Wemindji Airport - 16-25 Seat Capacity |
| | Domestic Flight General Terminal Charges - Wemindji Airport - 26-45 Seat Capacity |
| | Domestic Flight General Terminal Charges - Wemindji Airport - 46-60 Seat Capacity |
| | Domestic Flight General Terminal Charges - Wemindji Airport - 61-89 Seat Capacity |
| | Domestic Flight General Terminal Charges - Wemindji Airport - 90-125 Seat Capacity |
| | Domestic Flight General Terminal Charges - Wemindji Airport - 126-150 Seat Capacity |
| | Domestic Flight General Terminal Charges - Wemindji Airport - 151-200 Seat Capacity |
| | Domestic Flight General Terminal Charges - Wemindji Airport - 201-250 Seat Capacity |
| | Domestic Flight General Terminal Charges - Wemindji Airport - 251-300 Seat Capacity |
| | Domestic Flight General Terminal Charges - Wemindji Airport - 301-400 Seat Capacity |
| | Domestic Flight General Terminal Charges - Wemindji Airport - 401 or more Seat Capacity |
| | International Flight General Terminal Charges - Wemindji Airport - 0-9 Seat Capacity |
| | International Flight General Terminal Charges - Wemindji Airport - 10-15 Seat Capacity |
| | International Flight General Terminal Charges - Wemindji Airport - 16-25 Seat Capacity |
| | International Flight General Terminal Charges - Wemindji Airport - 26-45 Seat Capacity |
| | International Flight General Terminal Charges - Wemindji Airport - 46-60 Seat Capacity |
| | International Flight General Terminal Charges - Wemindji Airport - 61-89 Seat Capacity |
| | International Flight General Terminal Charges - Wemindji Airport - 90-125 Seat Capacity |
| | International Flight General Terminal Charges - Wemindji Airport - 126-150 Seat Capacity |
| | International Flight General Terminal Charges - Wemindji Airport - 151-200 Seat Capacity |
| | International Flight General Terminal Charges - Wemindji Airport - 201-250 Seat Capacity |
| | International Flight General Terminal Charges - Wemindji Airport - 251-300 Seat Capacity |
| | International Flight General Terminal Charges - Wemindji Airport - 301-400 Seat Capacity |

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| | International Flight General Terminal Charges - Wemindji Airport - 401 or more Seat Capacity |
| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |
| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |
| Service standard | Transport Canada's owned and managed airport terminal buildings and related facilities will be available for use during operating hours. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |
| Performance result | Service standard met for 728 of the 728 fee(s) charged |

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| Fee grouping | Wemindji Airport |
| Fee | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wemindji Airport - Minimum |
| | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wemindji Airport - Not more than 21,000 kg |
| | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wemindji Airport - More than 21,000 kg but not more than 45,000 kg |
| | Domestic Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wemindji Airport - More than 45,000 kg |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wemindji Airport - Minimum |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wemindji Airport - Not more than 21,000 kg |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wemindji Airport - More than 21,000 kg but not more than 45,000 kg |
| | Flying Training Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wemindji Airport - More than 45,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wemindji Airport - Minimum |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wemindji Airport - Not more than 30,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wemindji Airport - More than 30,000 kg but not more than 70,000 kg |
| | International Flight Landing Charge per 1,000 kg or Fraction Thereof for a Jet Aircraft or a Turboprop Aircraft - Wemindji Airport - More than 70,000 kg |
| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |

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| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |
| Service standard | Transport Canada's owned and managed airports will be available for use for aircraft operations. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |
| Performance result | Service standard met for 806 of the 806 fee(s) charged |

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| Fee grouping | Wemindji Airport |
| Fee | Daily Aircraft Parking Fees - Wemindji Airport - Aircraft weight of 2,000 kg or less |
| | Daily Aircraft Parking Fees - Wemindji Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg |
| | Daily Aircraft Parking Fees - Wemindji Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg |
| | Daily Aircraft Parking Fees - Wemindji Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg |
| | Daily Aircraft Parking Fees - Wemindji Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg |
| | Daily Aircraft Parking Fees - Wemindji Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg |
| | Daily Aircraft Parking Fees - Wemindji Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg |
| | Daily Aircraft Parking Fees - Wemindji Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg |
| | Daily Aircraft Parking Fees - Wemindji Airport - Aircraft weight of More than 300,000 kg |
| | Monthly Aircraft Parking Fees - Wemindji Airport - Aircraft weight of 2,000 kg or less |
| | Monthly Aircraft Parking Fees - Wemindji Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg |
| | Monthly Aircraft Parking Fees - Wemindji Airport - Aircraft weight of More than 5,000 kg but not more than 10,000 kg |
| | Monthly Aircraft Parking Fees - Wemindji Airport - Aircraft weight of More than 10,000 kg but not more than 30,000 kg |
| | Monthly Aircraft Parking Fees - Wemindji Airport - Aircraft weight of More than 30,000 kg but not more than 60,000 kg |
| | Monthly Aircraft Parking Fees - Wemindji Airport - Aircraft weight of More than 60,000 kg but not more than 100,000 kg |
| | Monthly Aircraft Parking Fees - Wemindji Airport - Aircraft weight of More than 100,000 kg but not more than 200,000 kg |
| | Monthly Aircraft Parking Fees - Wemindji Airport - Aircraft weight of More than 200,000 kg but not more than 300,000 kg |
| | Monthly Aircraft Parking Fees - Wemindji Airport - Aircraft weight of More than 300,000 kg |

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| | Annual Aircraft Parking Fees - Wemindji Airport - Aircraft weight of 2,000 kg or less |
| | Annual Aircraft Parking Fees - Wemindji Airport - Aircraft weight of More than 2,000 kg but not more than 5,000 kg |
| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |
| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |
| Service standard | Transport Canada's owned and managed airports will be available for use for aircraft parking. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |
| Performance result | Fee(s) not charged in 2019-20 |

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| Fee grouping | Blanc-Sablon, Churchill, Eastmain River, Havre Saint-Pierre, Îles-de-la-Madeleine, Penticton, Port Hardy, Sandspit, Sept-Îles, St. Anthony, Wabush, Waskaganish, and Wemindji airports |
| Fee | Airport Emergency Service Fees - All Airports - Charges for 1 hour or less - Aircraft Weight More than 10,000 kg but not more than 20,000 kg |
| | Airport Emergency Service Fees - All Airports - Charges for 1 hour or less - Aircraft Weight More than 160,000 kg but not more than 300,000 kg |
| | Airport Emergency Service Fees - All Airports - Charges for 1 hour or less - Aircraft Weight More than 20,000 kg but not more than 40,000 kg |
| | Airport Emergency Service Fees - All Airports - Charges for 1 hour or less - Aircraft Weight More than 300,000 kg |
| | Airport Emergency Service Fees - All Airports - Charges for 1 hour or less - Aircraft Weight More than 40,000 kg but not more than 80,000 kg |
| | Airport Emergency Service Fees - All Airports - Charges for 1 hour or less - Aircraft Weight More than 80,000 kg but not more than 160,000 kg |
| | Airport Emergency Service Fees - All Airports - Charges for more than 1 hour but not more than 2 hours - Aircraft Weight More than 10,000 kg but not more than 20,000 kg |
| | Airport Emergency Service Fees - All Airports - Charges for more than 1 hour but not more than 2 hours - Aircraft Weight More than 160,000 kg but not more than 300,000 kg |
| | Airport Emergency Service Fees - All Airports - Charges for more than 1 hour but not more than 2 hours - Aircraft Weight More than 20,000 kg but not more than 40,000 kg |
| | Airport Emergency Service Fees - All Airports - Charges for more than 1 hour but not more than 2 hours - Aircraft Weight More than 300,000 kg |
| Airport Emergency Service Fees - All Airports - Charges for more than 1 hour but not more than 2 hours - Aircraft Weight More than 40,000 kg but not more than 80,000 kg | |
| Airport Emergency Service Fees - All Airports - Charges for more than 1 hour but not more than 2 hours - Aircraft Weight More than 80,000 kg but not more than 160,000 kg | |

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| | Airport Emergency Service Fees - All Airports - Charges for more than 2 hours - Aircraft Weight More than 10,000 kg but not more than 20,000 kg |
| | Airport Emergency Service Fees - All Airports - Charges for more than 2 hours - Aircraft Weight More than 160,000 kg but not more than 300,000 kg |
| | Airport Emergency Service Fees - All Airports - Charges for more than 2 hours - Aircraft Weight More than 20,000 kg but not more than 40,000 kg |
| | Airport Emergency Service Fees - All Airports - Charges for more than 2 hours - Aircraft Weight More than 300,000 kg |
| | Airport Emergency Service Fees - All Airports - Charges for more than 2 hours - Aircraft Weight More than 40,000 kg but not more than 80,000 kg |
| | Airport Emergency Service Fees - All Airports - Charges for more than 2 hours - Aircraft Weight More than 80,000 kg but not more than 160,000 kg |
| Fee-setting authority | Aeronautics Act - Air Services Charges Regulations |
| Year fee-setting authority was introduced | 1985 |
| Last year fee-setting authority was amended | 2012 |
| Service standard | Transport Canada's owned and managed airports will be available for use for airport emergency services. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |
| Performance result | Fee(s) not charged in 2019-20 |

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| Fee grouping | Blanc-Sablon, Churchill, Eastmain River, Havre Saint-Pierre, Îles-de-la-Madeleine, Penticton, Port Hardy, Sandspit, Sept-Îles, St. Anthony, Wabush, Waskaganish, and Wemindji airports |
| Fee | Annual Registration Fee for Airport Mobile Equipment - Duplicate Certificate Fee |
| | Annual Registration Fee for Airport Mobile Equipment - Minimum Fee |
| | Annual Registration Fee for Airport Mobile Equipment - Per Kilogram Rate |
| | Annual Registration Fee for Airport Mobile Equipment - Replacement, equal or less weight |
| | Annual Registration Fee for Airport Mobile Equipment - Replacement, greater weight - the difference multiplied by per kilogram rate |
| | Annual Registration Fee for Airport Mobile Equipment - Transfer Fee |
| Fee-setting authority | Government Property Traffic Act -Airport Traffic Regulations |
| Year fee-setting authority was introduced | 1974 |
| Last year fee-setting authority was amended | 2009 |

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| Service standard | Transport Canada's owned and managed airports will be available for commercial purposes during operating hours. Availability for use could be impacted by planned maintenance, adverse weather or emergency operations and changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to those outlined in the individual Airport Operating Manuals. |
| Performance result | Fee(s) not charged in 2019-20 |

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| Fee grouping | Domestic Vessel Regulatory Oversight - Examination of Plans and Technical Documents |
| Fee | Each additional copy when more than four copies of a Crude Oil Washing Manual are submitted for examination |
| | Each additional copy when more than four copies of a Damage Stability Booklet (including hypothetical outflow calculation) are submitted for examination |
| | Each additional copy when more than four copies of a Dedicated Clean Ballast Tank Operation Manual are submitted for examination |
| | Each additional copy when more than four copies of a Procedures and Arrangement Manual of the ship are submitted for examination |
| | Each additional copy when more than four copies of a Shipboard Oil Pollution Emergency Plan are submitted for examination |
| | Each additional copy when more than four copies of an Inert gas System Manual are submitted for examination |
| | Each additional copy when more than four copies of an Oil Discharge Monitoring and Control System Manual are submitted for examination |
| | Examination of a first submission of a Crude Oil Washing Manual |
| | Examination of a first submission of a Damage Stability Booklet (including hypothetical outflow calculation) |
| | Examination of a first submission of a Dedicated Clean Ballast Tank Operation Manual |
| | Examination of a first submission of a Procedures and Arrangement Manual of the ship |
| | Examination of a first submission of a Shipboard Oil Pollution Emergency Plan |
| | Examination of a first submission of an Inert gas System Manual |
| | Examination of a first submission of an Oil Discharge Monitoring and Control System Manual |
| | Examination of a second and each subsequent submission of a Crude Oil Washing Manual |
| | Examination of a second and each subsequent submission of a Damage Stability Booklet (including hypothetical outflow calculation) |
| | Examination of a second and each subsequent submission of a Dedicated Clean Ballast Tank Operation Manual |
| | Examination of a second and each subsequent submission of a Procedures and Arrangement Manual of the ship |
| Examination of a second and each subsequent submission of a Shipboard Oil Pollution Emergency Plan | |
| Examination of a second and each subsequent submission of an Inert gas System Manual | |
| Examination of a second and each subsequent submission of an Oil Discharge Monitoring and Control System Manual | |

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| | The first submission of a Crude Oil Washing Manual where an existing ship is modified and the modifications constitute a major conversion |
| | The first submission of a Damage Stability Booklet (including hypothetical outflow calculation) where an existing ship is modified and the modifications constitute a major conversion |
| | The first submission of a Dedicated Clean Ballast Tank Operation Manual where an existing ship is modified and the modifications constitute a major conversion |
| | The first submission of an Inert Gas System Manual where an existing ship is modified and the modifications constitute a major conversion |
| | The first submission of an Oil Discharge Monitoring and Control System Manual where an existing ship is modified and the modifications constitute a major conversion |
| | The first submission of a Procedures and Arrangement Manual of the ship where an existing ship is modified and the modifications constitute a major conversion |
| | The first submission of a Shipboard Oil Pollution Emergency Plan where an existing ship is modified and the modifications constitute a major conversion |
| | The subsequent submission of a Crude Oil Washing Manual where an existing ship is modified and the modifications constitute a major conversion |
| | The subsequent submission of a Damage Stability Booklet (including hypothetical outflow calculation) where an existing ship is modified and the modifications constitute a major conversion |
| | The subsequent submission of a Dedicated Clean Ballast Tank Operation Manual where an existing ship is modified and the modifications constitute a major conversion |
| | The subsequent submission of an Inert Gas System Manual where an existing ship is modified and the modifications constitute a major conversion |
| | The subsequent submission of an Oil Discharge Monitoring and Control System Manual where an existing ship is modified and the modifications constitute a major conversion |
| | The subsequent submission of a Procedures and Arrangement Manual of the ship where an existing ship is modified and the modifications constitute a major conversion |
| | The subsequent submission of a Shipboard Oil Pollution Emergency Plan where an existing ship is modified and the modifications constitute a major conversion |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees |
| Year fee-setting authority was introduced | 1982 |
| Last year fee-setting authority was amended | 2007 |
| Service standard | Examine or approve plan and other documents within 45 working days after receipt of complete information |
| Performance result | Fee not charged in 2019-20 |

| Fee grouping | Domestic Vessel Regulatory Oversight - Examination or Approval of Plans and Other Documents |
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| Fee | Examination or approval of a first submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Large fishing vessel |
| | Examination or approval of a first submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Large fishing vessel - Maximum Fee |
| | Examination or approval of a first submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Non-passenger ship where the length is over 18.3 m and under |
| | Examination or approval of a first submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Non-passenger ship where the length is over 18.3 m and under - Maximum Fee |
| | Examination or approval of a first submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Non-passenger ship where the length is over 18.3 m but not over 30.5 m - Maximum Fee |
| | Examination or approval of a first submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Non-passenger ship where the length is over 18.3 m but not over 30.5 m |
| | Examination or approval of a first submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Non-passenger ship where the length is over 30.5 m but not over 61 m - Maximum Fee |
| | Examination or approval of a first submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Non-passenger ship where the length is over 30.5 m but not over 61 m |
| | Examination or approval of a first submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Non-passenger ship where the length is over 61 m |
| | Examination or approval of a first submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Non-passenger ship where the length is over 61 m - Maximum Fee |
| | Examination or approval of a first submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Passenger ship where the length is over 18.3 m and under |
| | Examination or approval of a first submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Passenger ship where the length is over 18.3 m and under - Maximum Fee |
| | Examination or approval of a first submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Passenger ship where the length is over 18.3 m but not over 30.5 m - Maximum Fee |

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| | Examination or approval of a first submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Passenger ship where the length is over 18.3 m but not over 30.5 m |
| | Examination or approval of a first submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Passenger ship where the length is over 30.5 m but not over 61 m |
| | Examination or approval of a first submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Passenger ship where the length is over 30.5 m but not over 61 m - Maximum Fee |
| | Examination or approval of a first submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Passenger ship where the length is over 61 m |
| | Examination or approval of a first submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Passenger ship where the length is over 61 m - Maximum Fee |
| | Examination or approval of a first submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Small fishing vessel |
| | Examination or approval of a first submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Small fishing vessel - Maximum Fee |
| | Examination or approval of a first submission of the plans and related technical documents for a Boiler, main or auxiliary |
| | Examination or approval of a first submission of the plans and related technical documents for a Gearing, including certificate of approval |
| | Examination or approval of a first submission of the plans and related technical documents for a Heating boiler |
| | Examination or approval of a first submission of the plans and related technical documents for a Propulsion electric generator |
| | Examination or approval of a first submission of the plans and related technical documents for a Propulsion electric motor |
| | Examination or approval of a first submission of the plans and related technical documents for an Auxiliary electric generator |
| | Examination or approval of a first submission of the plans and related technical documents for an Engine, including certificate of approval |
| | Examination or approval of a first submission of the plans and related technical documents for an Unfired pressure vessel |
| | Examination or approval of a second and each subsequent submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Large fishing vessel |
| | Examination or approval of a second and each subsequent submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Non-passenger ship where the length is over 18.3 m and under |

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| | Examination or approval of a second and each subsequent submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Non-passenger ship where the length is over 18.3 m but not over 30.5 m |
| | Examination or approval of a second and each subsequent submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Non-passenger ship where the length is over 30.5 m but not over 61 m |
| | Examination or approval of a second and each subsequent submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Non-passenger ship where the length is over 61 m |
| | Examination or approval of a second and each subsequent submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Passenger ship where the length is over 18.3 m and under |
| | Examination or approval of a second and each subsequent submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Passenger ship where the length is over 18.3 m but not over 30.5 m |
| | Examination or approval of a second and each subsequent submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Passenger ship where the length is over 30.5 m but not over 61 m |
| | Examination or approval of a second and each subsequent submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Passenger ship where the length is over 61 m |
| | Examination or approval of a second and each subsequent submission of each plan, each diagrammatic layout, each system schematic or each technical document submitted in respect of a new ship or modifications - Small fishing vessel |
| | Examination or approval of a second and each subsequent submission of the plans and related technical documents for a Boiler, main or auxiliary |
| | Examination or approval of a second and each subsequent submission of the plans and related technical documents for a Gearing, including certificate of approval |
| | Examination or approval of a second and each subsequent submission of the plans and related technical documents for a Heating boiler |
| | Examination or approval of a second and each subsequent submission of the plans and related technical documents for a Propulsion electric generator |
| | Examination or approval of a second and each subsequent submission of the plans and related technical documents for a Propulsion electric motor |
| | Examination or approval of a second and each subsequent submission of the plans and related technical documents for an Auxiliary electric generator |
| | Examination or approval of a second and each subsequent submission of the plans and related technical documents for an Engine, including certificate of approval |
| | Examination or approval of a second and each subsequent submission of the plans and related technical documents for an Unfired pressure vessel |
| | Where more than four copies of a plan, diagrammatic layout, system schematic or technical document are submitted for examination or approval - Auxiliary electric generator |

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| | Where more than four copies of a plan, diagrammatic layout, system schematic or technical document are submitted for examination or approval - Boiler, main or auxiliary |
| | Where more than four copies of a plan, diagrammatic layout, system schematic or technical document are submitted for examination or approval - Engine, including certificate of approval |
| | Where more than four copies of a plan, diagrammatic layout, system schematic or technical document are submitted for examination or approval - Gearing, including certificate of approval |
| | Where more than four copies of a plan, diagrammatic layout, system schematic or technical document are submitted for examination or approval - Heating boiler |
| | Where more than four copies of a plan, diagrammatic layout, system schematic or technical document are submitted for examination or approval - Large fishing vessel |
| | Where more than four copies of a plan, diagrammatic layout, system schematic or technical document are submitted for examination or approval - Non-passenger ship where the length is over 18.3 m and under |
| | Where more than four copies of a plan, diagrammatic layout, system schematic or technical document are submitted for examination or approval - Non-passenger ship where the length is over 18.3 m but not over 30.5 m |
| | Where more than four copies of a plan, diagrammatic layout, system schematic or technical document are submitted for examination or approval - Non-passenger ship where the length is over 30.5 m but not over 61 m |
| | Where more than four copies of a plan, diagrammatic layout, system schematic or technical document are submitted for examination or approval - Non-passenger ship where the length is over 61 m |
| | Where more than four copies of a plan, diagrammatic layout, system schematic or technical document are submitted for examination or approval - Passenger ship where the length is over 18.3 m and under |
| | Where more than four copies of a plan, diagrammatic layout, system schematic or technical document are submitted for examination or approval - Passenger ship where the length is over 18.3 m but not over 30.5 m |
| | Where more than four copies of a plan, diagrammatic layout, system schematic or technical document are submitted for examination or approval - Passenger ship where the length is over 30.5 m but not over 61 m |
| | Where more than four copies of a plan, diagrammatic layout, system schematic or technical document are submitted for examination or approval - Passenger ship where the length is over 61 m |
| | Where more than four copies of a plan, diagrammatic layout, system schematic or technical document are submitted for examination or approval - Propulsion electric generator |
| | Where more than four copies of a plan, diagrammatic layout, system schematic or technical document are submitted for examination or approval - Propulsion electric motor |
| | Where more than four copies of a plan, diagrammatic layout, system schematic or technical document are submitted for examination or approval - Small fishing vessel |
| | Where more than four copies of a plan, diagrammatic layout, system schematic or technical document are submitted for examination or approval - Unfired pressure vessel |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees |

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| Year fee-setting authority was introduced | 1982 |
| Last year fee-setting authority was amended | 2007 |
| Service standard | Examine or approve plan and other documents within 45 working days after receipt of complete information |
| Performance result | In 2019-20, Transport Canada was not able to comply with the provisions of the Service Fees Act for this fee grouping to track and report on performance results. Implementation of systems updates continues to enable the monitoring, tracking and reporting of results for this fee in order to comply with the provisions of the Service Fees Act. |

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| Fee grouping | Domestic Vessel Regulatory Oversight - Extension of Load Line Convention Certificates for Non-Canadian Ships |
| Fee | Inspection of a non-Canadian ship for the purpose of extending a Load Line Convention Certificate |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees |
| Year fee-setting authority was introduced | 1982 |
| Last year fee-setting authority was amended | 2007 |
| Service standard | Extend/Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory inspection. |
| Performance result | Fee(s) not charged in 2019-20 |

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| Fee grouping | Domestic Vessel Regulatory Oversight - Inspection of a Non-Canadian ship – Authorization for Clearance |
| Fee | Each visit that is made by an inspector, where an inspection is required for the purpose of obtaining authorization for clearance for a non-Canadian ship to proceed on a voyage from any place in Canada |
| | Each visit that is made by an inspector, where the inspection is not an inspection referred to in section 17.1, 17.2 or 17.3 of the Board of Steamship Inspection Scale of Fees |
| | Each visit that is made by an inspector, where the inspection is not made pursuant to section 14, 15 or 16 of the Board of Steamship Inspection Scale of Fees for the purpose of issuing or extending a certificate |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees |
| Year fee-setting authority was introduced | 1982 |

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| Last year fee-setting authority was amended | 2007 |
| Service standard | Issue authorization for clearance within 1 day after completion of satisfactory inspection. |
| Performance result | Service standard not tracked for 4 fee(s) charged. Implementation of systems updates continues to enable the monitoring, tracking and reporting of all results for this fee in order to comply with the provisions of the Service Fees Act. |

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| Fee grouping | Domestic Vessel Regulatory Oversight - Out-of-hours duties for non-Canadian ships |
| Fee | Each visit for the purpose of a survey or inspection of a Foreign ship by an inspector, at the request of a shipyard operator, ship owner or ship operator, or authorized representative thereof, including traveling time related to the visit during any hour on a Sunday, Minimum Fee |
| | Each visit for the purpose of a survey or inspection of a Foreign ship by an inspector, at the request of a shipyard operator, ship owner or ship operator, or authorized representative thereof, including traveling time related to the visit during any hour on a Sunday, per hour |
| | Each visit for the purpose of a survey or inspection of a Foreign ship by an inspector, at the request of a shipyard operator, ship owner or ship operator, or authorized representative thereof, including traveling time related to the visit during any hour on a Saturday or holiday, Minimum Fee |
| | Each visit for the purpose of a survey or inspection of a Foreign ship by an inspector, at the request of a shipyard operator, ship owner or ship operator, or authorized representative thereof, including traveling time related to the visit during any hour on a Saturday or holiday, per hour |
| | Each visit for the purpose of a survey or inspection of a Foreign ship by an inspector, at the request of a shipyard operator, ship owner or ship operator, or authorized representative thereof, including traveling time related to the visit during the hours between 5:00 p.m. and 8:00 a.m., Monday to Friday, other than on a holiday, per hour |
| | Each visit for the purpose of a survey or inspection of a Foreign ship by an inspector, at the request of a shipyard operator, ship owner or ship operator, or authorized representative thereof, including traveling time related to the visit during the hours between 5:00 p.m. and 8:00 a.m., Monday to Friday, other than on a holiday, Minimum Fee |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees |
| Year fee-setting authority was introduced | 1982 |
| Last year fee-setting authority was amended | 2007 |
| Service standard | The service standard is related to the service being provided within the Domestic Vessel Regulatory Oversight program |
| Performance result | These are additional fees, and as such, performance is captured under the fee's parent service at the time the fixed fee is applied. |

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| Fee grouping | Domestic Vessel Regulatory Oversight - Other Examinations or Inspections not listed |
| Fee | Examination, inspection or certification, other than those referred to in items 1 to 11 in subsection 30 of the Board of Steamship Inspection Scale of Fees |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees |
| Year fee-setting authority was introduced | 1982 |
| Last year fee-setting authority was amended | 2007 |
| Service standard | Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory examination, inspection or certification. |
| Performance result | Service standard met for 1410 of the 1411 fee(s) charged. Service standard not tracked for an additional 51 fee(s) charged. Implementation of systems updates continues to enable the monitoring, tracking and reporting of all results for this fee in order to comply with the provisions of the Service Fees Act. |

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| Fee grouping | Domestic Vessel Regulatory Oversight -Dangerous Chemical and Noxious Liquid Substance — under Annex II to the Pollution Convention |
| Fee | Inspection leading to the issuance of an International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, a Canadian Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, an International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, a Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk or a Certificate of Compliance (Noxious Liquid Substances), for Each First and Each 5-Year Periodical Inspection of ships of Less than 150 tons |
| | Inspection leading to the issuance of an International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, a Canadian Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, an International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, a Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk or a Certificate of Compliance (Noxious Liquid Substances), for Each First and Each 5-Year Periodical Inspection of ships of 6,000 tons or more but less than 10,000 tons |
| | Inspection leading to the issuance of an International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, a Canadian Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, an International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, a Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk or a Certificate of Compliance (Noxious Liquid Substances), for Each First and Each 5-Year Periodical Inspection of ships of 3,000 tons or more but less than 6,000 tons |

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| | <p>Inspection leading to the issuance of an International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, a Canadian Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, an International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, a Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk or a Certificate of Compliance (Noxious Liquid Substances), for Each First and Each 5-Year Periodical Inspection of ships of 150 tons or more but less than 3,000 tons</p> |
| | <p>Inspection leading to the issuance of an International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, a Canadian Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, an International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, a Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk or a Certificate of Compliance (Noxious Liquid Substances), for Each First and Each 5-Year Periodical Inspection of ships of 10,000 tons or more</p> |
| | <p>Inspection leading to the issuance of an International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, a Canadian Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, an International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, a Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk or a Certificate of Compliance (Noxious Liquid Substances), for Each Intermediate Inspection of ships of Less than 150 tons</p> |
| | <p>Inspection leading to the issuance of an International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, a Canadian Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, an International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, a Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk or a Certificate of Compliance (Noxious Liquid Substances), for Each Intermediate Inspection of ships of 6,000 tons or more but less than 10,000 tons</p> |
| | <p>Inspection leading to the issuance of an International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, a Canadian Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, an International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, a Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk or a Certificate of Compliance (Noxious Liquid Substances), for Each Intermediate Inspection of ships of 3,000 tons or more but less than 6,000 tons</p> |
| | <p>Inspection leading to the issuance of an International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, a Canadian Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, an International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, a Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk or a Certificate of Compliance (Noxious Liquid Substances), for Each Intermediate Inspection of ships of 150 tons or more but less than 3,000 tons</p> |

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| | Inspection leading to the issuance of an International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, a Canadian Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, an International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, a Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk or a Certificate of Compliance (Noxious Liquid Substances), for Each Intermediate Inspection of ships of 10,000 tons or more |
| | Inspection leading to the issuance of an International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, a Canadian Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, an International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, a Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk or a Certificate of Compliance (Noxious Liquid Substances), for Each Annual Inspection of ships of Less than 150 tons |
| | Inspection leading to the issuance of an International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, a Canadian Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, an International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, a Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk or a Certificate of Compliance (Noxious Liquid Substances), for Each Annual Inspection of ships of 6,000 tons or more but less than 10,000 tons |
| | Inspection leading to the issuance of an International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, a Canadian Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, an International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, a Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk or a Certificate of Compliance (Noxious Liquid Substances), for Each Annual Inspection of ships of 3,000 tons or more but less than 6,000 tons |
| | Inspection leading to the issuance of an International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, a Canadian Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, an International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, a Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk or a Certificate of Compliance (Noxious Liquid Substances), for Each Annual Inspection of ships of 150 tons or more but less than 3,000 tons |
| | Inspection leading to the issuance of an International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, a Canadian Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, an International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk, a Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk or a Certificate of Compliance (Noxious Liquid Substances), for Each Annual Inspection of ships of 10,000 tons or more |
| | Inspection of a ship in respect of each dangerous chemical or noxious liquid substance specified in Annex 2 to the Pollution Convention and Chapter 17 of the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IPC Code) and listed for carriage in the Procedures and Arrangement Manual of the ship |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees |

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| Year fee-setting authority was introduced | 1982 |
| Last year fee-setting authority was amended | 2007 |
| Service standard | Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory examination, inspection or certification. |
| Performance result | Fee(s) not charged in 2019-20 |

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| Fee grouping | Domestic Vessel Regulatory Oversight - Extension of Short Term Certificate or Letter of Compliance |
| Fee | Extension of a short-term certificate or a letter of compliance, other than a letter of compliance for standby ships for the oil industry or for a mobile offshore drilling unit, in relation to an inspection referred to in any of sections 10 to 14, 24, 30, 31 and 34 of the Board of Steamship Inspection Scale of Fees. |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees |
| Year fee-setting authority was introduced | 1982 |
| Last year fee-setting authority was amended | 2007 |
| Service standard | Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory examination, inspection or certification. |
| Performance result | Service standard met for 98 of the 99 fee(s) charged. Service standard not tracked for an additional 1 fee(s) charged. Implementation of systems updates continues to enable the monitoring, tracking and reporting of all results for this fee in order to comply with the provisions of the Service Fees Act. |

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| Fee grouping | Domestic Vessel Regulatory Oversight - First Inspection of ship - passenger, non-passenger or unmanned |
| | First Inspection of Non-Passenger Ships 1,000 tons or more but under 5,000 tons |
| | First Inspection of Non-Passenger Ships 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons |
| | First Inspection of Non-Passenger Ships 10 tons or more but under 25 tons |
| | First Inspection of Non-Passenger Ships 10 tons or more but under 25 tons, per ton rate for each additional ton over 10 tons |
| | First Inspection of Non-Passenger Ships 10,000 tons or more |
| | First Inspection of Non-Passenger Ships 10,000 tons or more, per ton rate for each additional ton over 10,000 tons |
| | First Inspection of Non-Passenger Ships 150 tons or more but under 500 tons |
| | First Inspection of Non-Passenger Ships 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons |
| | First Inspection of Non-Passenger Ships 25 tons or more but under 150 tons |

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| Fee | First Inspection of Non-Passenger Ships 25 tons or more but under 150 tons, per ton rate for each additional ton over 25 tons |
| | First Inspection of Non-Passenger Ships 5,000 tons or more but under 10,000 tons |
| | First Inspection of Non-Passenger Ships 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons |
| | First Inspection of Non-Passenger Ships 500 tons or more but under 1,000 tons |
| | First Inspection of Non-Passenger Ships 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons |
| | First Inspection of Non-Passenger Ships Under 10 tons |
| | First Inspection of Passenger Ships 1,000 tons or more but under 5,000 tons |
| | First Inspection of Passenger Ships 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons |
| | First Inspection of Passenger Ships 10 tons or more but under 25 tons |
| | First Inspection of Passenger Ships 10 tons or more but under 25 tons, per ton rate for each additional ton over 10 tons |
| | First Inspection of Passenger Ships 10,000 tons or more |
| | First Inspection of Passenger Ships 10,000 tons or more, per ton rate for each additional ton over 10,000 tons |
| | First Inspection of Passenger Ships 150 tons or more but under 500 tons |
| | First Inspection of Passenger Ships 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons |
| | First Inspection of Passenger Ships 25 tons or more but under 150 tons |
| | First Inspection of Passenger Ships 25 tons or more but under 150 tons, per ton rate for each additional ton over 25 tons |
| | First Inspection of Passenger Ships 5,000 tons or more but under 10,000 tons |
| | First Inspection of Passenger Ships 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons |
| | First Inspection of Passenger Ships 500 tons or more but under 1,000 tons |
| | First Inspection of Passenger Ships 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons |
| | First Inspection of Passenger Ships Under 10 tons |
| | First Inspection of Ships Over 25 tons - Passenger - Base Fee |
| | First Inspection of Ships Over 25 tons - Non-Passenger - Base Fee |
| | First Inspection of Ships Over 25 tons - Unmanned - Base Fee |
| | First Inspection of Ships Under 25 tons - Passenger - Base Fee |
| | First Inspection of Ships Under 25 tons - Non-Passenger - Base Fee |
| | First Inspection of Ships Under 25 tons - Unmanned - Base Fee |
| | First Inspection of Unmanned Ships 1,000 tons or more but under 5,000 tons |
| | First Inspection of Unmanned Ships 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons |
| | First Inspection of Unmanned Ships 10 tons or more but under 25 tons |
| | First Inspection of Unmanned Ships 10 tons or more but under 25 tons, per ton rate for each additional ton over 10 tons |
| | First Inspection of Unmanned Ships 10,000 tons or more |
| | First Inspection of Unmanned Ships 10,000 tons or more, per ton rate for each additional ton over 10,000 tons |
| First Inspection of Unmanned Ships 150 tons or more but under 500 tons | |
| First Inspection of Unmanned Ships 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons | |
| First Inspection of Unmanned Ships 25 tons or more but under 150 tons | |

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| | First Inspection of Unmanned Ships 25 tons or more but under 150 tons, per ton rate for each additional ton over 25 tons |
| | First Inspection of Unmanned Ships 5,000 tons or more but under 10,000 tons |
| | First Inspection of Unmanned Ships 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons |
| | First Inspection of Unmanned Ships 500 tons or more but under 1,000 tons |
| | First Inspection of Unmanned Ships 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons |
| | First Inspection of Unmanned Ships Under 10 tons |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees |
| Year fee-setting authority was introduced | 1982 |
| Last year fee-setting authority was amended | 2007 |
| Service standard | Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory examination, inspection or certification. |
| Performance result | Service standard met for 41 of the 41 fee(s) charged. Service standard not tracked for an additional 42 fee(s) charged. Implementation of systems updates continues to enable the monitoring, tracking and reporting of all results for this fee in order to comply with the provisions of the Service Fees Act. |

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| Fee grouping | Domestic Vessel Regulatory Oversight - Inspection During Construction or Manufacture |
| Fee | Inspection during Construction or Manufacturing of components for use on a ship - Inspection of each Auxiliary electric generator |
| | Inspection during Construction or Manufacturing of components for use on a ship - Inspection of each Auxiliary electric motor |
| | Inspection during Construction or Manufacturing of components for use on a ship - Inspection of each Auxiliary electric switchboard |
| | Inspection during Construction or Manufacturing of components for use on a ship - Inspection of each Boiler, main or auxiliary |
| | Inspection during Construction or Manufacturing of components for use on a ship - Inspection of each Buoyancy tank |
| | Inspection during Construction or Manufacturing of components for use on a ship - Inspection of each Engine |
| | Inspection during Construction or Manufacturing of components for use on a ship - Inspection of each Gearing |
| | Inspection during Construction or Manufacturing of components for use on a ship - Inspection of each Heating boiler |
| | Inspection during Construction or Manufacturing of components for use on a ship - Inspection of each Life raft |
| | Inspection during Construction or Manufacturing of components for use on a ship - Inspection of each Lifeboat, other than oar propelled |
| | Inspection during Construction or Manufacturing of components for use on a ship - Inspection of each Lifebuoy |

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| | Inspection during Construction or Manufacturing of components for use on a ship - Inspection of each Lifejacket |
| | Inspection during Construction or Manufacturing of components for use on a ship - Inspection of each Motor control centre or panel, with an aggregate rating of 75 kW or over |
| | Inspection during Construction or Manufacturing of components for use on a ship - Inspection of each Motor starter or switchgear, with a rating of 75 kW or over |
| | Inspection during Construction or Manufacturing of components for use on a ship - Inspection of each oar propelled Lifeboat |
| | Inspection during Construction or Manufacturing of components for use on a ship - Inspection of each Propulsion control console |
| | Inspection during Construction or Manufacturing of components for use on a ship - Inspection of each Propulsion electric generator |
| | Inspection during Construction or Manufacturing of components for use on a ship - Inspection of each Propulsion electric motors |
| | Inspection during Construction or Manufacturing of components for use on a ship - Inspection of each Propulsion electric switchboard |
| | Inspection during Construction or Manufacturing of components for use on a ship - Inspection of each Unfired pressure vessels |
| | Inspection during Construction or Manufacturing of components for use on a ship - Inspection of other items, for each visit by an inspector |
| | Inspection during Construction or Manufacturing of components for use on a ship - Minimum fee per visit for inspection of components for use on a ship |
| | Fee-setting authority |
| Year fee-setting authority was introduced | 1982 |
| Last year fee-setting authority was amended | 2007 |
| Service standard | Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory examination, inspection or certification. |
| Performance result | Service standard met for 2 of the 3 fee(s) charged. Service standard not tracked for an additional 14 fee(s) charged. Implementation of systems updates continues to enable the monitoring, tracking and reporting of all results for this fee in order to comply with the provisions of the Service Fees Act. |

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| Fee grouping | Domestic Vessel Regulatory Oversight - Inspection of a Non-Canadian ship – Extension of Safety Convention Certificates |
| Fee | Inspection of a non-Canadian ship made for the purpose of extending a Safety Convention Certificate |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees |
| Year fee-setting authority was introduced | 1982 |

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| Last year fee-setting authority was amended | 2007 |
| Service standard | Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory examination, inspection or certification. |
| Performance result | Fee(s) not charged in 2019-20 |

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| Fee grouping | Domestic Vessel Regulatory Oversight - Inspection of a Non-Canadian ship – General |
| Fee | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Ships Over 25 tons Base Fee |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Ships Under 25 tons Base Fee |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Unmanned Ships 10,000 tons or more, per ton rate for each additional ton over 10,000 tons |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Unmanned Ships 10,000 tons or more |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Unmanned Ships 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Unmanned Ships 5,000 tons or more but under 10,000 tons |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Unmanned Ships 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Unmanned Ships 1,000 tons or more but under 5,000 tons |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Unmanned Ships 1,000 tons or more but under 5,000 tons |

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| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Unmanned Ships 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Unmanned Ships 500 tons or more but under 1,000 tons |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Unmanned Ships 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Unmanned Ships 150 tons or more but under 500 tons |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Unmanned Ships 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Unmanned Ships 10 tons or more but under 150 tons |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Unmanned Ships Under 10 tons |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Non-Passenger Ships 10,000 tons or more, per ton rate for each additional ton over 10,000 tons |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Non-Passenger Ships 10,000 tons or more |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Non-Passenger Ships 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons |

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| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Non-Passenger Ships 5,000 tons or more but under 10,000 tons |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Non-Passenger Ships 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Non-Passenger Ships 1,000 tons or more but under 5,000 tons |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Non-Passenger Ships 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Non-Passenger Ships 500 tons or more but under 1,000 tons |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Non-Passenger Ships 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Non-Passenger Ships 150 tons or more but under 500 tons |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Non-Passenger Ships 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Non-Passenger Ships 10 tons or more but under 150 tons |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Non-Passenger Ships Under 10 tons |

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| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Passenger Ships 10,000 tons or more, per ton rate for each additional ton over 10,000 tons |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Passenger Ships 10,000 tons or more |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Passenger Ships 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons |
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| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Passenger Ships 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Passenger Ships 150 tons or more but under 500 tons |

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| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Passenger Ships 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Passenger Ships 10 tons or more but under 150 tons |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, First Inspection of Non-Canadian Passenger Ships Under 10 tons |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons |
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| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection Under 10 tons |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons |

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| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 10,000 tons or more |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons |
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| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons |

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| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection Under 10 tons |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 10,000 tons or more |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons |

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| | <p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons</p> |
| | <p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons</p> |
| | <p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons</p> |
| | <p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons</p> |
| | <p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons</p> |
| | <p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons</p> |
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| | <p>Non-Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons</p> |
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| | Non-Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons |
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| | <p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons</p> |
| | <p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection Under 10 tons</p> |
| | <p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons</p> |
| | <p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 10,000 tons or more</p> |
| | <p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons</p> |
| | <p>Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons</p> |

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| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons |
| | Where a ship is authorized to operate in the coasting trade and is in full compliance with the requirements of the International Maritime Organization (IMO) Conventions to which Canada is a signatory and its period of operation is seven days or less, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons |
| | Where Ship is not Subject to Periodical Inspection of the Hull of a Non-Passenger, Non-Self-Propelled Ship 1,600 tons or more but under 3,000 tons |
| | Where Ship is not Subject to Periodical Inspection of the Hull of a Non-Passenger, Non-Self-Propelled Ship 150 tons or more but under 500 tons |
| | Where Ship is not Subject to Periodical Inspection of the Hull of a Non-Passenger, Non-Self-Propelled Ship 3,000 tons or more |
| | Where Ship is not Subject to Periodical Inspection of the Hull of a Non-Passenger, Non-Self-Propelled Ship 500 tons or more but under 1,600 tons |
| | Where Ship is not Subject to Periodical Inspection of the Hull of a Non-Passenger, Non-Self-Propelled Ship Under 150 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Non-Passenger Ships 1,000 tons or more but under 5,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Non-Passenger Ships 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Non-Passenger Ships 10 tons or more but under 150 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Non-Passenger Ships 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Non-Passenger Ships 10,000 tons or more |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non- |

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| | Canadian Non-Passenger Ships 10,000 tons or more, per ton rate for each additional ton over 10,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Non-Passenger Ships 150 tons or more but under 500 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Non-Passenger Ships 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Non-Passenger Ships 5,000 tons or more but under 10,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Non-Passenger Ships 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Non-Passenger Ships 500 tons or more but under 1,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Non-Passenger Ships 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Non-Passenger Ships Under 10 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Passenger Ships 1,000 tons or more but under 5,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Passenger Ships 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Passenger Ships 10 tons or more but under 150 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Passenger Ships 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Passenger Ships 10,000 tons or more |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Passenger Ships 10,000 tons or more, per ton rate for each additional ton over 10,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Passenger Ships 150 tons or more but under 500 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Passenger Ships 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons |

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| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Passenger Ships 5,000 tons or more but under 10,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Passenger Ships 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Passenger Ships 500 tons or more but under 1,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Passenger Ships 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Passenger Ships Under 10 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Ships Over 25 tons Base Fee |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Ships Under 25 tons Base Fee |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Unmanned Ships 1,000 tons or more but under 5,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Unmanned Ships 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Unmanned Ships 10 tons or more but under 150 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Unmanned Ships 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Unmanned Ships 10,000 tons or more |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Unmanned Ships 10,000 tons or more, per ton rate for each additional ton over 10,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Unmanned Ships 150 tons or more but under 500 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Unmanned Ships 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Unmanned Ships 5,000 tons or more but under 10,000 tons |

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| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Unmanned Ships 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Unmanned Ships 500 tons or more but under 1,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Unmanned Ships 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, First Inspection of Non-Canadian Unmanned Ships Under 10 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 10,000 tons or more |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons |
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| | Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection Under 10 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 10,000 tons or more |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons |

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| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons |
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| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection Under 10 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 10,000 tons or more |

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| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons |
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| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection Under 10 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 10,000 tons or more |

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| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons |
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| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection Under 10 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Unmanned ships 1,000 tons or more but under 5,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Unmanned ships 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Unmanned ships 10 tons or more but under 150 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Unmanned ships 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons |

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| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Unmanned ships 10,000 tons or more |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Unmanned ships 10,000 tons or more, per ton rate for each additional ton over 10,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Unmanned ships 150 tons or more but under 500 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Unmanned ships 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Unmanned ships 5,000 tons or more but under 10,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Unmanned ships 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Unmanned ships 500 tons or more but under 1,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Unmanned ships 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Non-Self-Propelled, Non-Canadian, Unmanned ships Under 10 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons |

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| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 10,000 tons or more |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Not Subject to Annual Inspection Under 10 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons |

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| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 10,000 tons or more |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Non-Passenger Ships Subject to Annual Inspection Under 10 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons |

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| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 10,000 tons or more |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Not Subject to Annual Inspection Under 10 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons |

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| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 10,000 tons or more |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Periodical Inspection of Self-Propelled, Non-Canadian, Passenger Ships Subject to Annual Inspection Under 10 tons |

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| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Where Ship is not Subject to Periodical Inspection of the Hull of a Non-Passenger, Non-Self-Propelled, Non-Canadian Ship 1,600 tons or more but under 3,000 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Where Ship is not Subject to Periodical Inspection of the Hull of a Non-Passenger, Non-Self-Propelled, Non-Canadian Ship 150 tons or more but under 500 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Where Ship is not Subject to Periodical Inspection of the Hull of a Non-Passenger, Non-Self-Propelled, Non-Canadian Ship 3,000 tons or more |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Where Ship is not Subject to Periodical Inspection of the Hull of a Non-Passenger, Non-Self-Propelled, Non-Canadian Ship 500 tons or more but under 1,600 tons |
| | Where the inspection of a ship that is subject to the Coasting Trade Act is requested for the issuance of a letter of compliance, Where Ship is not Subject to Periodical Inspection of the Hull of a Non-Passenger, Non-Self-Propelled, Non-Canadian Ship Under 150 tons |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees |
| Year fee-setting authority was introduced | 1982 |
| Last year fee-setting authority was amended | 2007 |
| Service standard | Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory examination, inspection or certification. |
| Performance result | Service standard met for 37 of the 38 fee(s) charged. Service standard not tracked for an additional 11 fee(s) charged. Implementation of systems updates continues to enable the monitoring, tracking and reporting of all results for this fee in order to comply with the provisions of the Service Fees Act. |

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| Fee grouping | Domestic Vessel Regulatory Oversight - Inspection of a Non-Canadian ship – Issuance of Safety Convention Certificates |
| Fee | Inspection of the life-saving equipment, fire extinguishing equipment, lights and sound signals of a non-Canadian ship for the purpose of obtaining a Cargo Ship Safety Equipment Certification for a ship not over 1,600 tons, gross tonnage |
| | Inspection of the life-saving equipment, fire extinguishing equipment, lights and sound signals of a non-Canadian ship for the purpose of obtaining a Cargo Ship Safety Equipment Certification for a ship over 1,600 tons but not over 3,000 tons, gross tonnage |

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| | Inspection of the life-saving equipment, fire extinguishing equipment, lights and sound signals of a non-Canadian ship for the purpose of obtaining a Cargo Ship Safety Equipment Certification for a ship over 3,000 tons, gross tonnage |
| | Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons |
| | Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons |
| | Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons |
| | Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons |
| | Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Not Subject to Annual Inspection 10,000 tons or more |
| | Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Not Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons |
| | Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons |
| | Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons |
| | Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons |
| | Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons |
| | Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons |
| | Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons |
| | Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Not Subject to Annual Inspection Under 10 tons |
| | Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons |
| | Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons |
| | Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons |
| | Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons |

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| | Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Subject to Annual Inspection 10,000 tons or more |
| | Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons |
| | Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons |
| | Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons |
| | Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons |
| | Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons |
| | Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons |
| | Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons |
| | Issuance of Safety Convention Certificates for non-Canadian ships, Non-Passenger Ships Subject to Annual Inspection Under 10 tons |
| | Issuance of Safety Convention Certificates for non-Canadian ships, Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons |
| | Issuance of Safety Convention Certificates for non-Canadian ships, Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons |
| | Issuance of Safety Convention Certificates for non-Canadian ships, Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons |
| | Issuance of Safety Convention Certificates for non-Canadian ships, Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons |
| | Issuance of Safety Convention Certificates for non-Canadian ships, Passenger Ships Subject to Annual Inspection 10,000 tons or more |
| | Issuance of Safety Convention Certificates for non-Canadian ships, Passenger Ships Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons |
| | Issuance of Safety Convention Certificates for non-Canadian ships, Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons |
| | Issuance of Safety Convention Certificates for non-Canadian ships, Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons |
| | Issuance of Safety Convention Certificates for non-Canadian ships, Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons |
| | Issuance of Safety Convention Certificates for non-Canadian ships, Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons |

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| | Issuance of Safety Convention Certificates for non-Canadian ships, Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons |
| | Issuance of Safety Convention Certificates for non-Canadian ships, Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons |
| | Issuance of Safety Convention Certificates for non-Canadian ships, Passenger Ships Subject to Annual Inspection Under 10 tons |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees |
| Year fee-setting authority was introduced | 1982 |
| Last year fee-setting authority was amended | 2007 |
| Service standard | Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory examination, inspection or certification. |
| Performance result | Fee(s) not charged in 2019-20 |

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| Fee grouping | Domestic Vessel Regulatory Oversight - Inspection of Imported Machinery and Equipment |
| Fee | Inspection during installation of machinery or equipment that was not previously inspected, that was built outside Canada and that is required to be inspected pursuant to the Marine Machinery Regulations for each Boiler, main or auxiliary |
| | Inspection during installation of machinery or equipment that was not previously inspected, that was built outside Canada and that is required to be inspected pursuant to the Marine Machinery Regulations for each Engine |
| | Inspection during installation of machinery or equipment that was not previously inspected, that was built outside Canada and that is required to be inspected pursuant to the Marine Machinery Regulations for each Gearing |
| | Inspection during installation of machinery or equipment that was not previously inspected, that was built outside Canada and that is required to be inspected pursuant to the Marine Machinery Regulations for each Heating boiler |
| | Inspection during installation of machinery or equipment that was not previously inspected, that was built outside Canada and that is required to be inspected pursuant to the Marine Machinery Regulations for each Other items, for each visit by an inspector |
| | Inspection during installation of machinery or equipment that was not previously inspected, that was built outside Canada and that is required to be inspected pursuant to the Marine Machinery Regulations for each Propulsion electric generator |
| | Inspection during installation of machinery or equipment that was not previously inspected, that was built outside Canada and that is required to be inspected pursuant to the Marine Machinery Regulations for each Propulsion electric motor |

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| | Inspection during installation of machinery or equipment that was not previously inspected, that was built outside Canada and that is required to be inspected pursuant to the Marine Machinery Regulations for each Unfired pressure vessels |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees |
| Year fee-setting authority was introduced | 1982 |
| Last year fee-setting authority was amended | 2007 |
| Service standard | Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory examination, inspection or certification. |
| Performance result | Fee(s) not charged in 2019-20 |

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| Fee grouping | Domestic Vessel Regulatory Oversight - Inspection outside Canada |
| Fee | Fee for each day, or part thereof, that an inspector is outside Canada to make the inspection. |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees |
| Year fee-setting authority was introduced | 1982 |
| Last year fee-setting authority was amended | 2007 |
| Service standard | Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory examination, inspection or certification. |
| Performance result | Service standard met for 10 of the 10 fee(s) charged. Service standard not tracked for an additional 9 fee(s) charged. Implementation of systems updates continues to enable the monitoring, tracking and reporting of all results for this fee in order to comply with the provisions of the Service Fees Act. |

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| Fee grouping | Domestic Vessel Regulatory Oversight - Issuance and Renewal of Load Line Certificates and Annual Load Line Surveys |
| Fee | A Load Line Survey made prior to issuing a Load Line Certificate for a classed ship having a gross tonnage of 1,000 tons or more but less than 2,000 tons |
| | A Load Line Survey made prior to issuing a Load Line Certificate for a classed ship having a gross tonnage of 10,000 tons or more |
| | A Load Line Survey made prior to issuing a Load Line Certificate for a classed ship having a gross tonnage of 2,000 tons or more but less than 3,000 tons |
| | A Load Line Survey made prior to issuing a Load Line Certificate for a classed ship having a gross tonnage of 3,000 tons or more but less than 4,000 tons |

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| | A Load Line Survey made prior to issuing a Load Line Certificate for a classed ship having a gross tonnage of 4,000 tons or more but less than 5,000 tons |
| | A Load Line Survey made prior to issuing a Load Line Certificate for a classed ship having a gross tonnage of 5,000 tons or more but less than 6,000 tons |
| | A Load Line Survey made prior to issuing a Load Line Certificate for a classed ship having a gross tonnage of 500 tons or more but less than 1,000 tons |
| | A Load Line Survey made prior to issuing a Load Line Certificate for a classed ship having a gross tonnage of 6,000 tons or more but less than 7,000 tons |
| | A Load Line Survey made prior to issuing a Load Line Certificate for a classed ship having a gross tonnage of 7,000 tons or more but less than 8,000 tons |
| | A Load Line Survey made prior to issuing a Load Line Certificate for a classed ship having a gross tonnage of 8,000 tons or more but less than 9,000 tons |
| | A Load Line Survey made prior to issuing a Load Line Certificate for a classed ship having a gross tonnage of 9,000 tons or more but less than 10,000 tons |
| | A Load Line Survey made prior to issuing a Load Line Certificate for a classed ship having a gross tonnage of Under 500 tons |
| | A Load line Survey made prior to issuing or renewing a Load Line Certificate for an un-classed ship having a gross tonnage of 1,000 tons or more but less than 2,000 tons |
| | A Load line Survey made prior to issuing or renewing a Load Line Certificate for an un-classed ship having a gross tonnage of 10,000 tons or more |
| | A Load line Survey made prior to issuing or renewing a Load Line Certificate for an un-classed ship having a gross tonnage of 2,000 tons or more but less than 3,000 tons |
| | A Load line Survey made prior to issuing or renewing a Load Line Certificate for an un-classed ship having a gross tonnage of 3,000 tons or more but less than 4,000 tons |
| | A Load line Survey made prior to issuing or renewing a Load Line Certificate for an un-classed ship having a gross tonnage of 4,000 tons or more but less than 5,000 tons |
| | A Load line Survey made prior to issuing or renewing a Load Line Certificate for an un-classed ship having a gross tonnage of 5,000 tons or more but less than 6,000 tons |
| | A Load line Survey made prior to issuing or renewing a Load Line Certificate for an un-classed ship having a gross tonnage of 500 tons or more but less than 1,000 tons |
| | A Load line Survey made prior to issuing or renewing a Load Line Certificate for an un-classed ship having a gross tonnage of 6,000 tons or more but less than 7,000 tons |
| | A Load line Survey made prior to issuing or renewing a Load Line Certificate for an un-classed ship having a gross tonnage of 7,000 tons or more but less than 8,000 tons |
| | A Load line Survey made prior to issuing or renewing a Load Line Certificate for an un-classed ship having a gross tonnage of 8,000 tons or more but less than 9,000 tons |

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| | A Load line Survey made prior to issuing or renewing a Load Line Certificate for an un-classed ship having a gross tonnage of 9,000 tons or more but less than 10,000 tons |
| | A Load line Survey made prior to issuing or renewing a Load Line Certificate for an un-classed ship having a gross tonnage of Under 500 tons |
| | Annual Load Line Survey of a classed ship having a gross tonnage of 1,000 tons or more but less than 2,000 tons |
| | Annual Load Line Survey of a classed ship having a gross tonnage of 10,000 tons or more |
| | Annual Load Line Survey of a classed ship having a gross tonnage of 2,000 tons or more but less than 3,000 tons |
| | Annual Load Line Survey of a classed ship having a gross tonnage of 3,000 tons or more but less than 4,000 tons |
| | Annual Load Line Survey of a classed ship having a gross tonnage of 4,000 tons or more but less than 5,000 tons |
| | Annual Load Line Survey of a classed ship having a gross tonnage of 5,000 tons or more but less than 6,000 tons |
| | Annual Load Line Survey of a classed ship having a gross tonnage of 500 tons or more but less than 1,000 tons |
| | Annual Load Line Survey of a classed ship having a gross tonnage of 6,000 tons or more but less than 7,000 tons |
| | Annual Load Line Survey of a classed ship having a gross tonnage of 7,000 tons or more but less than 8,000 tons |
| | Annual Load Line Survey of a classed ship having a gross tonnage of 8,000 tons or more but less than 9,000 tons |
| | Annual Load Line Survey of a classed ship having a gross tonnage of 9,000 tons or more but less than 10,000 tons |
| | Annual Load Line Survey of a classed ship having a gross tonnage of Under 500 tons |
| | Annual Load Line Survey of an un-classed ship having a gross tonnage of 1,000 tons or more but less than 2,000 tons |
| | Annual Load Line Survey of an un-classed ship having a gross tonnage of 10,000 tons or more |
| | Annual Load Line Survey of an un-classed ship having a gross tonnage of 2,000 tons or more but less than 3,000 tons |
| | Annual Load Line Survey of an un-classed ship having a gross tonnage of 3,000 tons or more but less than 4,000 tons |
| | Annual Load Line Survey of an un-classed ship having a gross tonnage of 4,000 tons or more but less than 5,000 tons |
| | Annual Load Line Survey of an un-classed ship having a gross tonnage of 5,000 tons or more but less than 6,000 tons |
| | Annual Load Line Survey of an un-classed ship having a gross tonnage of 500 tons or more but less than 1,000 tons |
| | Annual Load Line Survey of an un-classed ship having a gross tonnage of 6,000 tons or more but less than 7,000 tons |
| | Annual Load Line Survey of an un-classed ship having a gross tonnage of 7,000 tons or more but less than 8,000 tons |
| | Annual Load Line Survey of an un-classed ship having a gross tonnage of 8,000 tons or more but less than 9,000 tons |
| | Annual Load Line Survey of an un-classed ship having a gross tonnage of 9,000 tons or more but less than 10,000 tons |
| | Annual Load Line Survey of an un-classed ship having a gross tonnage of Under 500 tons |

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| | For each annual Load Line Survey of a ship, the fee for a second and each subsequent visit by an inspector for the purposes of the survey |
| | Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued for a period not exceeding 12 months, for a classed ship having a gross tonnage of 1,000 tons or more but less than 2,000 tons |
| | Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued for a period not exceeding 12 months, for a classed ship having a gross tonnage of 10,000 tons or more |
| | Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued for a period not exceeding 12 months, for a classed ship having a gross tonnage of 2,000 tons or more but less than 3,000 tons |
| | Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued for a period not exceeding 12 months, for a classed ship having a gross tonnage of 3,000 tons or more but less than 4,000 tons |
| | Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued for a period not exceeding 12 months, for a classed ship having a gross tonnage of 4,000 tons or more but less than 5,000 tons |
| | Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued for a period not exceeding 12 months, for a classed ship having a gross tonnage of 5,000 tons or more but less than 6,000 tons |
| | Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued for a period not exceeding 12 months, for a classed ship having a gross tonnage of 500 tons or more but less than 1,000 tons |
| | Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued for a period not exceeding 12 months, for a classed ship having a gross tonnage of 6,000 tons or more but less than 7,000 tons |
| | Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued for a period not exceeding 12 months, for a classed ship having a gross tonnage of 7,000 tons or more but less than 8,000 tons |
| | Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued for a period not exceeding 12 months, for a classed ship having a gross tonnage of 8,000 tons or more but less than 9,000 tons |
| | Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued for a period not exceeding 12 months, for a classed ship having a gross tonnage of 9,000 tons or more but less than 10,000 tons |
| | Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued for a period not exceeding 12 months, for a classed ship having a gross tonnage of Under 500 tons |
| | Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued or renewed for a period not exceeding 12 months, for an un-classed ship having a gross tonnage of 1,000 tons or more but less than 2,000 tons |
| | Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued or renewed for a period not exceeding 12 months, for an un-classed ship having a gross tonnage of 10,000 tons or more |
| | Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued or renewed for a period not exceeding 12 months, for an un-classed ship having a gross tonnage of 2,000 tons or more but less than 3,000 tons |
| | Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued or renewed for a period not exceeding 12 months, for an un-classed ship having a gross tonnage of 3,000 tons or more but less than 4,000 tons |

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| | Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued or renewed for a period not exceeding 12 months, for an un-classed ship having a gross tonnage of 4,000 tons or more but less than 5,000 tons |
| | Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued or renewed for a period not exceeding 12 months, for an un-classed ship having a gross tonnage of 5,000 tons or more but less than 6,000 tons |
| | Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued or renewed for a period not exceeding 12 months, for an un-classed ship having a gross tonnage of 500 tons or more but less than 1,000 tons |
| | Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued or renewed for a period not exceeding 12 months, for an un-classed ship having a gross tonnage of 6,000 tons or more but less than 7,000 tons |
| | Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued or renewed for a period not exceeding 12 months, for an un-classed ship having a gross tonnage of 7,000 tons or more but less than 8,000 tons |
| | Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued or renewed for a period not exceeding 12 months, for an un-classed ship having a gross tonnage of 8,000 tons or more but less than 9,000 tons |
| | Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued or renewed for a period not exceeding 12 months, for an un-classed ship having a gross tonnage of 9,000 tons or more but less than 10,000 tons |
| | Where for special reasons a partial Load Line survey is made and a Load Line Certificate is issued or renewed for a period not exceeding 12 months, for an un-classed ship having a gross tonnage of Under 500 tons |
| | Where for special reasons a partial Load Line survey is made and a Load Line Certificate is renewed for a period not exceeding 12 months, for a classed ship having a gross tonnage of 1,000 tons or more but less than 2,000 tons |
| | Where for special reasons a partial Load Line survey is made and a Load Line Certificate is renewed for a period not exceeding 12 months, for a classed ship having a gross tonnage of 10,000 tons or more |
| | Where for special reasons a partial Load Line survey is made and a Load Line Certificate is renewed for a period not exceeding 12 months, for a classed ship having a gross tonnage of 2,000 tons or more but less than 3,000 tons |
| | Where for special reasons a partial Load Line survey is made and a Load Line Certificate is renewed for a period not exceeding 12 months, for a classed ship having a gross tonnage of 3,000 tons or more but less than 4,000 tons |
| | Where for special reasons a partial Load Line survey is made and a Load Line Certificate is renewed for a period not exceeding 12 months, for a classed ship having a gross tonnage of 4,000 tons or more but less than 5,000 tons |
| | Where for special reasons a partial Load Line survey is made and a Load Line Certificate is renewed for a period not exceeding 12 months, for a classed ship having a gross tonnage of 5,000 tons or more but less than 6,000 tons |

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| | Where for special reasons a partial Load Line survey is made and a Load Line Certificate is renewed for a period not exceeding 12 months, for a classed ship having a gross tonnage of 500 tons or more but less than 1,000 tons |
| | Where for special reasons a partial Load Line survey is made and a Load Line Certificate is renewed for a period not exceeding 12 months, for a classed ship having a gross tonnage of 6,000 tons or more but less than 7,000 tons |
| | Where for special reasons a partial Load Line survey is made and a Load Line Certificate is renewed for a period not exceeding 12 months, for a classed ship having a gross tonnage of 7,000 tons or more but less than 8,000 tons |
| | Where for special reasons a partial Load Line survey is made and a Load Line Certificate is renewed for a period not exceeding 12 months, for a classed ship having a gross tonnage of 8,000 tons or more but less than 9,000 tons |
| | Where for special reasons a partial Load Line survey is made and a Load Line Certificate is renewed for a period not exceeding 12 months, for a classed ship having a gross tonnage of 9,000 tons or more but less than 10,000 tons |
| | Where for special reasons a partial Load Line survey is made and a Load Line Certificate is renewed for a period not exceeding 12 months, for a classed ship having a gross tonnage of Under 500 tons |
| | Where minor alterations have been made to a ship, having a Load Line Certificate in force, that involve an alteration of the freeboard but do not require a full Load Line survey, having a gross tonnage of 1,000 tons or more but less than 2,000 tons |
| | Where minor alterations have been made to a ship, having a Load Line Certificate in force, that involve an alteration of the freeboard but do not require a full Load Line survey, having a gross tonnage of 10,000 tons or more |
| | Where minor alterations have been made to a ship, having a Load Line Certificate in force, that involve an alteration of the freeboard but do not require a full Load Line survey, having a gross tonnage of 2,000 tons or more but less than 3,000 tons |
| | Where minor alterations have been made to a ship, having a Load Line Certificate in force, that involve an alteration of the freeboard but do not require a full Load Line survey, having a gross tonnage of 3,000 tons or more but less than 4,000 tons |
| | Where minor alterations have been made to a ship, having a Load Line Certificate in force, that involve an alteration of the freeboard but do not require a full Load Line survey, having a gross tonnage of 4,000 tons or more but less than 5,000 tons |
| | Where minor alterations have been made to a ship, having a Load Line Certificate in force, that involve an alteration of the freeboard but do not require a full Load Line survey, having a gross tonnage of 5,000 tons or more but less than 6,000 tons |
| | Where minor alterations have been made to a ship, having a Load Line Certificate in force, that involve an alteration of the freeboard but do not require a full Load Line survey, having a gross tonnage of 500 tons or more but less than 1,000 tons |
| | Where minor alterations have been made to a ship, having a Load Line Certificate in force, that involve an alteration of the freeboard but do not require a full Load Line survey, having a gross tonnage of 6,000 tons or more but less than 7,000 tons |

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| | Where minor alterations have been made to a ship, having a Load Line Certificate in force, that involve an alteration of the freeboard but do not require a full Load Line survey, having a gross tonnage of 7,000 tons or more but less than 8,000 tons |
| | Where minor alterations have been made to a ship, having a Load Line Certificate in force, that involve an alteration of the freeboard but do not require a full Load Line survey, having a gross tonnage of 8,000 tons or more but less than 9,000 tons |
| | Where minor alterations have been made to a ship, having a Load Line Certificate in force, that involve an alteration of the freeboard but do not require a full Load Line survey, having a gross tonnage of 9,000 tons or more but less than 10,000 tons |
| | Where minor alterations have been made to a ship, having a Load Line Certificate in force, that involve an alteration of the freeboard but do not require a full Load Line survey, having a gross tonnage of Under 500 tons |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees |
| Year fee-setting authority was introduced | 1982 |
| Last year fee-setting authority was amended | 2007 |
| Service standard | Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory examination, inspection or certification. |
| Performance result | Service standard met for 1 of the 1 fee(s) charged. Service standard not tracked for an additional 15 fee(s) charged. Implementation of systems updates continues to enable the monitoring, tracking and reporting of all results for this fee in order to comply with the provisions of the Service Fees Act. |

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| Fee grouping | Domestic Vessel Regulatory Oversight - Oil Pollution Prevention |
| Fee | Inspection of a ship, other than an oil tanker or a barge that carries oil in bulk for each Annual Inspection of ships of 1,000 tons or more but less than 4,000 |
| | Inspection of a ship, other than an oil tanker or a barge that carries oil in bulk for each Annual Inspection of ships of 10,000 tons or more but less than 150,000 tons |
| | Inspection of a ship, other than an oil tanker or a barge that carries oil in bulk for each Annual Inspection of ships of 150,000 tons or more |
| | Inspection of a ship, other than an oil tanker or a barge that carries oil in bulk for each Annual Inspection of ships of 4,000 tons or more but less than 10,000 tons |
| | Inspection of a ship, other than an oil tanker or a barge that carries oil in bulk for each Annual Inspection of ships of 400 tons or more but less than 1,000 tons |
| | Inspection of a ship, other than an oil tanker or a barge that carries oil in bulk for each First and Each 5-Year Periodical Inspection of ships of 1,000 tons or more but less than 4,000 |

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| | Inspection of a ship, other than an oil tanker or a barge that carries oil in bulk for each First and Each 5-Year Periodical Inspection of ships of 10,000 tons or more but less than 150,000 tons |
| | Inspection of a ship, other than an oil tanker or a barge that carries oil in bulk for each First and Each 5-Year Periodical Inspection of ships of 150,000 tons or more |
| | Inspection of a ship, other than an oil tanker or a barge that carries oil in bulk for each First and Each 5-Year Periodical Inspection of ships of 4,000 tons or more but less than 10,000 tons |
| | Inspection of a ship, other than an oil tanker or a barge that carries oil in bulk for each First and Each 5-Year Periodical Inspection of ships of 400 tons or more but less than 1,000 tons |
| | Inspection of a ship, other than an oil tanker or a barge that carries oil in bulk for each Intermediate Inspection of ships of 1,000 tons or more but less than 4,000 |
| | Inspection of a ship, other than an oil tanker or a barge that carries oil in bulk for each Intermediate Inspection of ships of 10,000 tons or more but less than 150,000 tons |
| | Inspection of a ship, other than an oil tanker or a barge that carries oil in bulk for each Intermediate Inspection of ships of 150,000 tons or more |
| | Inspection of a ship, other than an oil tanker or a barge that carries oil in bulk for each Intermediate Inspection of ships of 4,000 tons or more but less than 10,000 tons |
| | Inspection of a ship, other than an oil tanker or a barge that carries oil in bulk for each Intermediate Inspection of ships of 400 tons or more but less than 1,000 tons |
| | Inspection of an oil tanker or a barge that carries oil in bulk for each Annual Inspection of ships of 150,000 tons or more |
| | Inspection of an oil tanker or a barge that carries oil in bulk for each Annual Inspection of ships of 4,000 tons or more but less than 10,000 tons |
| | Inspection of an oil tanker or a barge that carries oil in bulk for each Annual Inspection of ships of 1,000 tons or more but less than 4,000 |
| | Inspection of an oil tanker or a barge that carries oil in bulk for each Annual Inspection of ships of 10,000 tons or more but less than 150,000 tons |
| | Inspection of an oil tanker or a barge that carries oil in bulk for each Annual Inspection of ships of 150 tons or more but less than 1,000 tons |
| | Inspection of an oil tanker or a barge that carries oil in bulk for Each First and Each 5-Year Periodical Inspection of ships of 1,000 tons or more but less than 4,000 |
| | Inspection of an oil tanker or a barge that carries oil in bulk for Each First and Each 5-Year Periodical Inspection of ships of 10,000 tons or more but less than 150,000 tons |
| | Inspection of an oil tanker or a barge that carries oil in bulk for Each First and Each 5-Year Periodical Inspection of ships of 150 tons or more but less than 1,000 tons |
| | Inspection of an oil tanker or a barge that carries oil in bulk for Each First and Each 5-Year Periodical Inspection of ships of 150,000 tons or more |
| | Inspection of an oil tanker or a barge that carries oil in bulk for Each First and Each 5-Year Periodical Inspection of ships of 4,000 tons or more but less than 10,000 tons |
| | Inspection of an oil tanker or a barge that carries oil in bulk for Each Intermediate Inspection of ships of 1,000 tons or more but less than 4,000 |

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| | Inspection of an oil tanker or a barge that carries oil in bulk for Each Intermediate Inspection of ships of 10,000 tons or more but less than 150,000 tons |
| | Inspection of an oil tanker or a barge that carries oil in bulk for Each Intermediate Inspection of ships of 150 tons or more but less than 1,000 tons |
| | Inspection of an oil tanker or a barge that carries oil in bulk for Each Intermediate Inspection of ships of 150,000 tons or more |
| | Inspection of an oil tanker or a barge that carries oil in bulk for Each Intermediate Inspection of ships of 4,000 tons or more but less than 10,000 tons |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees |
| Year fee-setting authority was introduced | 1982 |
| Last year fee-setting authority was amended | 2007 |
| Service standard | Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory examination, inspection or certification. |
| Performance result | Service standard not tracked for 12 fee(s) charged. Implementation of systems updates continues to enable the monitoring, tracking and reporting of all results for this fee in order to comply with the provisions of the Service Fees Act. |

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| Fee grouping | Domestic Vessel Regulatory Oversight - Other Examinations or Inspections |
| Fee | Attendance by an inspector at an overload suspension test of a davit-launched life raft or a gas inflation test or pressure test on an inflatable life raft |
| | For each test or examination of a lifting, loading discharging appliance or accessory |
| | Issuance of a certificate where an authorized authority has inspected a Canadian registered ship on behalf of the Minister |
| | Issuance of a letter of compliance for a mobile offshore drilling unit |
| | Issuance of a letter of compliance for standby ships for the oil industry |
| | Reissuance of an inspection certificate that is required because of a change in the ship's voyage classification |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees |
| Year fee-setting authority was introduced | 1982 |
| Last year fee-setting authority was amended | 2007 |
| Service standard | Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory inspection. |

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| Performance result | <p>Service standard met for 33 of the 37 fee(s) charged. Service standard not tracked for an additional 4 fee(s) charged. Implementation of systems updates continues to enable the monitoring, tracking and reporting of all results for this fee in order to comply with the provisions of the Service Fees Act.</p> |
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| Fee grouping | Domestic Vessel Regulatory Oversight - Periodical Inspection of Non-Self-Propelled ship - passenger, non-passenger or unmanned |
| Fee | Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons |
| | Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons |
| | Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons |
| | Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons |
| | Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 10,000 tons or more |
| | Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons |
| | Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons |
| | Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons |
| | Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons |
| | Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons |
| | Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons |
| | Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons |
| | Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection Under 10 tons |
| | Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons |
| | Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons |
| | Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons |
| | Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons |
| | Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Subject to Annual Inspection 10,000 tons or more |

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| | Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons |
| | Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons |
| | Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons |
| | Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons |
| | Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons |
| | Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons |
| | Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons |
| | Periodical Inspection of Non-Self-Propelled Non-Passenger Ships Subject to Annual Inspection Under 10 tons |
| | Periodical Inspection of Non-Self-Propelled Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons |
| | Periodical Inspection of Non-Self-Propelled Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons |
| | Periodical Inspection of Non-Self-Propelled Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons |
| | Periodical Inspection of Non-Self-Propelled Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons |
| | Periodical Inspection of Non-Self-Propelled Passenger Ships Not Subject to Annual Inspection 10,000 tons or more |
| | Periodical Inspection of Non-Self-Propelled Passenger Ships Not Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons |
| | Periodical Inspection of Non-Self-Propelled Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons |
| | Periodical Inspection of Non-Self-Propelled Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons |
| | Periodical Inspection of Non-Self-Propelled Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons |
| | Periodical Inspection of Non-Self-Propelled Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons |
| | Periodical Inspection of Non-Self-Propelled Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons |
| | Periodical Inspection of Non-Self-Propelled Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons |
| | Periodical Inspection of Non-Self-Propelled Passenger Ships Not Subject to Annual Inspection Under 10 tons |
| | Periodical Inspection of Non-Self-Propelled Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons |

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| | Periodical Inspection of Non-Self-Propelled Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons |
| | Periodical Inspection of Non-Self-Propelled Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons |
| | Periodical Inspection of Non-Self-Propelled Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons |
| | Periodical Inspection of Non-Self-Propelled Passenger Ships Subject to Annual Inspection 10,000 tons or more |
| | Periodical Inspection of Non-Self-Propelled Passenger Ships Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons |
| | Periodical Inspection of Non-Self-Propelled Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons |
| | Periodical Inspection of Non-Self-Propelled Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons |
| | Periodical Inspection of Non-Self-Propelled Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons |
| | Periodical Inspection of Non-Self-Propelled Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons |
| | Periodical Inspection of Non-Self-Propelled Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons |
| | Periodical Inspection of Non-Self-Propelled Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons |
| | Periodical Inspection of Non-Self-Propelled Passenger Ships Subject to Annual Inspection Under 10 tons |
| | Periodical Inspection of Non-Self-Propelled Unmanned Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons |
| | Periodical Inspection of Non-Self-Propelled Unmanned Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons |
| | Periodical Inspection of Non-Self-Propelled Unmanned Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons |
| | Periodical Inspection of Non-Self-Propelled Unmanned Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons |
| | Periodical Inspection of Non-Self-Propelled Unmanned Ships Not Subject to Annual Inspection 10,000 tons or more |
| | Periodical Inspection of Non-Self-Propelled Unmanned Ships Not Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons |
| | Periodical Inspection of Non-Self-Propelled Unmanned Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons |
| | Periodical Inspection of Non-Self-Propelled Unmanned Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons |
| | Periodical Inspection of Non-Self-Propelled Unmanned Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons |

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| | Periodical Inspection of Non-Self-Propelled Unmanned Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons |
| | Periodical Inspection of Non-Self-Propelled Unmanned Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons |
| | Periodical Inspection of Non-Self-Propelled Unmanned Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons |
| | Periodical Inspection of Non-Self-Propelled Unmanned Ships Not Subject to Annual Inspection Under 10 tons |
| | Periodical Inspection of Non-Self-Propelled Unmanned Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons |
| | Periodical Inspection of Non-Self-Propelled Unmanned Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons |
| | Periodical Inspection of Non-Self-Propelled Unmanned Ships Subject to Annual Inspection 10 tons or more but under 150 tons |
| | Periodical Inspection of Non-Self-Propelled Unmanned Ships Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons |
| | Periodical Inspection of Non-Self-Propelled Unmanned Ships Subject to Annual Inspection 10,000 tons or more |
| | Periodical Inspection of Non-Self-Propelled Unmanned Ships Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons |
| | Periodical Inspection of Non-Self-Propelled Unmanned Ships Subject to Annual Inspection 150 tons or more but under 500 tons |
| | Periodical Inspection of Non-Self-Propelled Unmanned Ships Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons |
| | Periodical Inspection of Non-Self-Propelled Unmanned Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons |
| | Periodical Inspection of Non-Self-Propelled Unmanned Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons |
| | Periodical Inspection of Non-Self-Propelled Unmanned Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons |
| | Periodical Inspection of Non-Self-Propelled Unmanned Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons |
| | Periodical Inspection of Non-Self-Propelled Unmanned Ships Subject to Annual Inspection Under 10 tons |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees |
| Year fee-setting authority was introduced | 1982 |
| Last year fee-setting authority was amended | 2007 |
| Service standard | Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory examination, inspection or certification. |

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| Performance result | <p>Service standard met for 27 of the 30. fee(s) charged.</p> <p>Service standard not tracked for an additional 4 fee(s) charged.</p> <p>Implementation of systems updates continues to enable the monitoring, tracking and reporting of all results for this fee in order to comply with the provisions of the Service Fees Act.</p> |
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| Fee grouping | Domestic Vessel Regulatory Oversight - Periodical Inspection of Self-Propelled ship - passenger, non-passenger or unmanned |
| Fee | Periodical Inspection of Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons |
| | Periodical Inspection of Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons |
| | Periodical Inspection of Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons |
| | Periodical Inspection of Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons |
| | Periodical Inspection of Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 10,000 tons or more |
| | Periodical Inspection of Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons |
| | Periodical Inspection of Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons |
| | Periodical Inspection of Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons |
| | Periodical Inspection of Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons |
| | Periodical Inspection of Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons |
| | Periodical Inspection of Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons |
| | Periodical Inspection of Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons |
| | Periodical Inspection of Self-Propelled Non-Passenger Ships Not Subject to Annual Inspection Under 10 tons |
| | Periodical Inspection of Self-Propelled Non-Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons |
| | Periodical Inspection of Self-Propelled Non-Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons |
| | Periodical Inspection of Self-Propelled Non-Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons |

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| | Periodical Inspection of Self-Propelled Non-Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons |
| | Periodical Inspection of Self-Propelled Non-Passenger Ships Subject to Annual Inspection 10,000 tons or more |
| | Periodical Inspection of Self-Propelled Non-Passenger Ships Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons |
| | Periodical Inspection of Self-Propelled Non-Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons |
| | Periodical Inspection of Self-Propelled Non-Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons |
| | Periodical Inspection of Self-Propelled Non-Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons |
| | Periodical Inspection of Self-Propelled Non-Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons |
| | Periodical Inspection of Self-Propelled Non-Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons |
| | Periodical Inspection of Self-Propelled Non-Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons |
| | Periodical Inspection of Self-Propelled Non-Passenger Ships Subject to Annual Inspection Under 10 tons |
| | Periodical Inspection of Self-Propelled Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons |
| | Periodical Inspection of Self-Propelled Passenger Ships Not Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons |
| | Periodical Inspection of Self-Propelled Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons |
| | Periodical Inspection of Self-Propelled Passenger Ships Not Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons |
| | Periodical Inspection of Self-Propelled Passenger Ships Not Subject to Annual Inspection 10,000 tons or more |
| | Periodical Inspection of Self-Propelled Passenger Ships Not Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons |
| | Periodical Inspection of Self-Propelled Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons |
| | Periodical Inspection of Self-Propelled Passenger Ships Not Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons |
| | Periodical Inspection of Self-Propelled Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons |
| | Periodical Inspection of Self-Propelled Passenger Ships Not Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons |
| | Periodical Inspection of Self-Propelled Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons |

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| | Periodical Inspection of Self-Propelled Passenger Ships Not Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons |
| | Periodical Inspection of Self-Propelled Passenger Ships Not Subject to Annual Inspection Under 10 tons |
| | Periodical Inspection of Self-Propelled Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons |
| | Periodical Inspection of Self-Propelled Passenger Ships Subject to Annual Inspection 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons |
| | Periodical Inspection of Self-Propelled Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons |
| | Periodical Inspection of Self-Propelled Passenger Ships Subject to Annual Inspection 10 tons or more but under 150 tons, per ton rate for each additional ton over 10 tons |
| | Periodical Inspection of Self-Propelled Passenger Ships Subject to Annual Inspection 10,000 tons or more |
| | Periodical Inspection of Self-Propelled Passenger Ships Subject to Annual Inspection 10,000 tons or more, per ton rate for each additional ton over 10,000 tons |
| | Periodical Inspection of Self-Propelled Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons |
| | Periodical Inspection of Self-Propelled Passenger Ships Subject to Annual Inspection 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons |
| | Periodical Inspection of Self-Propelled Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons |
| | Periodical Inspection of Self-Propelled Passenger Ships Subject to Annual Inspection 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons |
| | Periodical Inspection of Self-Propelled Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons |
| | Periodical Inspection of Self-Propelled Passenger Ships Subject to Annual Inspection 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons |
| | Periodical Inspection of Self-Propelled Passenger Ships Subject to Annual Inspection Under 10 tons |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees |
| Year fee-setting authority was introduced | 1982 |
| Last year fee-setting authority was amended | 2007 |
| Service standard | Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory examination, inspection or certification. |
| Performance result | Service standard met for 1068 of the 1102 fee(s) charged. Service standard not tracked for an additional 204 fee(s) charged. |

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| | Implementation of systems updates continues to enable the monitoring, tracking and reporting of all results for this fee in order to comply with the provisions of the Service Fees Act. |
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| Fee grouping | Domestic Vessel Regulatory Oversight - Re-inspection of ship - passenger, non-passenger or unmanned |
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| Fee | Re-inspection of Non-Passenger Ships 1,000 tons or more but under 5,000 tons |
| | Re-inspection of Non-Passenger Ships 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons |
| | Re-inspection of Non-Passenger Ships 10 tons or more but under 25 tons |
| | Re-inspection of Non-Passenger Ships 10 tons or more but under 25 tons, per ton rate for each additional ton over 10 tons |
| | Re-inspection of Non-Passenger Ships 10,000 tons or more |
| | Re-inspection of Non-Passenger Ships 10,000 tons or more, per ton rate for each additional ton over 10,000 tons |
| | Re-inspection of Non-Passenger Ships 150 tons or more but under 500 tons |
| | Re-inspection of Non-Passenger Ships 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons |
| | Re-inspection of Non-Passenger Ships 25 tons or more but under 150 tons |
| | Re-inspection of Non-Passenger Ships 25 tons or more but under 150 tons, per ton rate for each additional ton over 25 tons |
| | Re-inspection of Non-Passenger Ships 5,000 tons or more but under 10,000 tons |
| | Re-inspection of Non-Passenger Ships 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons |
| | Re-inspection of Non-Passenger Ships 500 tons or more but under 1,000 tons |
| | Re-inspection of Non-Passenger Ships 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons |
| | Re-inspection of Non-Passenger Ships Under 10 tons |
| | Re-inspection of Passenger Ships 1,000 tons or more but under 5,000 tons |
| | Re-inspection of Passenger Ships 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons |
| | Re-inspection of Passenger Ships 10 tons or more but under 25 tons |
| | Re-inspection of Passenger Ships 10 tons or more but under 25 tons, per ton rate for each additional ton over 10 tons |
| | Re-inspection of Passenger Ships 10,000 tons or more |
| | Re-inspection of Passenger Ships 10,000 tons or more, per ton rate for each additional ton over 10,000 tons |
| | Re-inspection of Passenger Ships 150 tons or more but under 500 tons |
| | Re-inspection of Passenger Ships 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons |
| | Re-inspection of Passenger Ships 25 tons or more but under 150 tons |
| | Re-inspection of Passenger Ships 25 tons or more but under 150 tons, per ton rate for each additional ton over 25 tons |
| | Re-inspection of Passenger Ships 5,000 tons or more but under 10,000 tons |

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| | Re-inspection of Passenger Ships 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons |
| | Re-inspection of Passenger Ships 500 tons or more but under 1,000 tons |
| | Re-inspection of Passenger Ships 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons |
| | Re-inspection of Passenger Ships Under 10 tons |
| | Re-inspection of Ships Over 25 tons - Passenger - Base Fee |
| | Re-inspection of Ships Over 25 tons - Non-Passenger - Base Fee |
| | Re-inspection of Ships Over 25 tons - Unmanned - Base Fee |
| | Re-inspection of Ships Under 25 tons - Passenger - Base Fee |
| | Re-inspection of Ships Under 25 tons - Non-Passenger - Base Fee |
| | Re-inspection of Ships Under 25 tons - Unmanned - Base Fee |
| | Re-inspection of Unmanned Ships 1,000 tons or more but under 5,000 tons |
| | Re-inspection of Unmanned Ships 1,000 tons or more but under 5,000 tons, per ton rate for each additional ton over 1,000 tons |
| | Re-inspection of Unmanned Ships 10 tons or more but under 25 tons |
| | Re-inspection of Unmanned Ships 10 tons or more but under 25 tons, per ton rate for each additional ton over 10 tons |
| | Re-inspection of Unmanned Ships 10,000 tons or more |
| | Re-inspection of Unmanned Ships 10,000 tons or more, per ton rate for each additional ton over 10,000 tons |
| | Re-inspection of Unmanned Ships 150 tons or more but under 500 tons |
| | Re-inspection of Unmanned Ships 150 tons or more but under 500 tons, per ton rate for each additional ton over 150 tons |
| | Re-inspection of Unmanned Ships 25 tons or more but under 150 tons |
| | Re-inspection of Unmanned Ships 25 tons or more but under 150 tons, per ton rate for each additional ton over 25 tons |
| | Re-inspection of Unmanned Ships 5,000 tons or more but under 10,000 tons |
| | Re-inspection of Unmanned Ships 5,000 tons or more but under 10,000 tons, per ton rate for each additional ton over 5,000 tons |
| | Re-inspection of Unmanned Ships 500 tons or more but under 1,000 tons |
| | Re-inspection of Unmanned Ships 500 tons or more but under 1,000 tons, per ton rate for each additional ton over 500 tons |
| | Re-inspection of Unmanned Ships Under 10 tons |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees |
| Year fee-setting authority was introduced | 1982 |
| Last year fee-setting authority was amended | 2007 |
| Service standard | Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory examination, inspection or certification. |
| Performance result | Fee(s) not charged in 2019-20 |

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| Fee grouping | Domestic Vessel Regulatory Oversight - Test of Materials |
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| Fee | Test of Materials used in the construction of hulls, machinery, equipment or cargo gear - Fee for each additional test where more than three tests are made at one visit |
| | Test of Materials used in the construction of hulls, machinery, equipment or cargo gear - Fee for each visit made by an inspector for the purposes of inspection and testing |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees |
| Year fee-setting authority was introduced | 1982 |
| Last year fee-setting authority was amended | 2007 |
| Service standard | Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory inspection. |
| Performance result | Fee(s) not charged in 2019-20 |

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| Fee grouping | Domestic Vessel Regulatory Oversight - Other Examinations or Inspections: Attendance of an inspector |
| Fee | Attendance by an inspector at a light ship survey or a re-inclining test |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees |
| Year fee-setting authority was introduced | 1982 |
| Last year fee-setting authority was amended | 2007 |
| Service standard | Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory survey or test. |
| Performance result | Service standard met for 22 of the 22 fee(s) charged. Service standard not tracked for an additional 1 fee(s) charged. Implementation of systems updates continues to enable the monitoring, tracking and reporting of all results for this fee in order to comply with the provisions of the Service Fees Act. |

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| Fee grouping | Domestic Vessel Regulatory Oversight - Other Examinations or Inspections: Exemption Certificate |
| Fee | Issuance of an Exemption Certificate, in accordance with the requirements of the Safety Convention or the Load Line Convention |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees |
| Year fee-setting authority was introduced | 1982 |

Fees Report for 2019–20

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| Last year fee-setting authority was amended | 2007 |
| Service standard | Issue certificate and/or transcript, as applicable, within 5 working days after issuance of the decision by the Marine Technical Review Board. |
| Performance result | Fee(s) not charged in 2019-20 |

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| Fee grouping | Domestic Vessel Regulatory Oversight - Approval of Manufacturing or Servicing Plants |
| Fee | An inspection made pursuant to the Marine Machinery Regulations of a plant for which approval is required for the manufacture or servicing of ships' machinery or equipment |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees |
| Year fee-setting authority was introduced | 1982 |
| Last year fee-setting authority was amended | 2007 |
| Service standard | Issue certificate of approval within 15 working days after completion of satisfactory inspection. |
| Performance result | Fee(s) not charged in 2019-20 |

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| Fee grouping | Domestic Vessel Regulatory Oversight - Out-of-hours duties for Canadian ships |
| Fee | Each visit for the purpose of a survey or inspection of a Domestic ship by an inspector, at the request of a shipyard operator, ship owner or ship operator, or authorized representative thereof, including traveling time related to the visit during any hour on a Sunday, Minimum Fee |
| | Each visit for the purpose of a survey or inspection of a Domestic ship by an inspector, at the request of a shipyard operator, ship owner or ship operator, or authorized representative thereof, including traveling time related to the visit during any hour on a Sunday, per hour |
| | Each visit for the purpose of a survey or inspection of a Domestic ship by an inspector, at the request of a shipyard operator, ship owner or ship operator, or authorized representative thereof, including traveling time related to the visit during any hour on a Saturday or holiday, Minimum Fee |
| | Each visit for the purpose of a survey or inspection of a Domestic ship by an inspector, at the request of a shipyard operator, ship owner or ship operator, or authorized representative thereof, including traveling time related to the visit during any hour on a Saturday or holiday, per hour |
| | Each visit for the purpose of a survey or inspection of a Domestic ship by an inspector, at the request of a shipyard operator, ship owner or ship operator, or authorized representative thereof, including traveling time related to the visit during the hours between 5:00 p.m. and 8:00 a.m., Monday to Friday, other than on a holiday, per hour |

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| | Each visit for the purpose of a survey or inspection of a Domestic ship by an inspector, at the request of a shipyard operator, ship owner or ship operator, or authorized representative thereof, including traveling time related to the visit during the hours between 5:00 p.m. and 8:00 a.m., Monday to Friday, other than on a holiday, Minimum Fee |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees |
| Year fee-setting authority was introduced | 1982 |
| Last year fee-setting authority was amended | 2007 |
| Service standard | The service standard is related to the service being provided within the Domestic Vessel Regulatory Oversight program |
| Performance result | These are additional fees, and as such, performance is captured under the fee's parent service at the time the fixed fee is applied. |

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| Fee grouping | Domestic Vessel Regulatory Oversight - Renewal of Certificate of Approval |
| Fee | Renewal of a certificate of approval for structural or outfitting components or for safety equipment |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees |
| Year fee-setting authority was introduced | 1982 |
| Last year fee-setting authority was amended | 2007 |
| Service standard | Issue certificate within 10 working days after receipt of request and once submission is complete |
| Performance result | Fee(s) not charged in 2019-20 |

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| Fee grouping | Domestic Vessel Regulatory Oversight - Great Lakes Sewage Pollution Prevention |
| Fee | Inspection during the construction or manufacture of components of each piece of a ship's operational marine sanitation device |
| | Issuance of a Certificate of Approval of a ship's operational marine sanitation device that meets the requirements of the Great Lakes Sewage Pollution Prevention Regulations, when approved by another Administration |
| | Issuance of a Certificate of Approval of a ship's operational marine sanitation device, when inspected, tested and approved by an inspector in accordance with the Great Lakes Sewage Pollution Prevention Regulations |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees |

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| Year fee-setting authority was introduced | 1982 |
| Last year fee-setting authority was amended | 2007 |
| Service standard | Issue certificate within 15 working days after receipt of request and once submission is complete. |
| Performance result | Fee(s) not charged in 2019-20 |

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| Fee grouping | Domestic Vessel Regulatory Oversight - Initial Issuance of Certificate of Approval |
| Fee | Initial issuance of a certificate of approval for structural or outfitting components or for safety equipment |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees |
| Year fee-setting authority was introduced | 1982 |
| Last year fee-setting authority was amended | 2007 |
| Service standard | Issue certificate within 15 working days after receipt of request and once submission is complete. |
| Performance result | Fee(s) not charged in 2019-20 |

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| Fee grouping | Domestic Vessel Regulatory Oversight - Inspection of Pollution Prevention Equipment |
| Fee | Inspection during the construction or manufacture of components of a piece of a ship's operational pollution prevention equipment |
| | Issuance of a Certificate of Approval of a ship's operational pollution prevention equipment that meets the requirements of the Oil Pollution Prevention Regulations and the Dangerous Chemicals and Noxious Liquid Substances Regulations, when approved by another Administration that is a signatory to the Pollution Convention |
| | Issuance of a Certificate of Approval of a ship's operational pollution prevention equipment, when inspected, tested and approved by an inspector in accordance with an International Maritime Organization (IMO) Standard |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees |
| Year fee-setting authority was introduced | 1982 |
| Last year fee-setting authority was amended | 2007 |
| Service standard | Issue certificate within 15 working days after receipt of request and once submission is complete. |

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| Performance result | <p>Service standard met for 1 of the 1 fee(s) charged.</p> <p>Service standard not tracked for an additional 1 fee(s) charged.</p> <p>Implementation of systems updates continues to enable the monitoring, tracking and reporting of all results for this fee in order to comply with the provisions of the Service Fees Act.</p> |
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| Fee grouping | Domestic Vessel Regulatory Oversight - Other Examinations or Inspections: Cancellation |
| Fee | Cancellation or postponement by a shipyard operator, ship-owner or ship operator, or an authorized representative thereof, of an inspection while the inspector is en route to, or when the inspector has arrived at, the inspection site |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees |
| Year fee-setting authority was introduced | 1982 |
| Last year fee-setting authority was amended | 2007 |
| Service standard | Issue of report of cancellation/postponement within 5 working days following such a cancellation / postponement date |
| Performance result | Service standard not tracked for 13 fee(s) charged. Implementation of systems updates continues to enable the monitoring, tracking and reporting of all results for this fee in order to comply with the provisions of the Service Fees Act. |

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| Fee grouping | Domestic Vessel Regulatory Oversight - Renewal of a Safe Manning Document |
| Fee | Renewal of a Safe Manning Document |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees |
| Year fee-setting authority was introduced | 1982 |
| Last year fee-setting authority was amended | 2007 |
| Service standard | Issue Safe Manning Document within 10 working days after reception of complete application |
| Performance result | <p>Service standard met for 678 of the 705 fee(s) charged.</p> <p>Service standard not tracked for an additional 20 fee(s) charged.</p> <p>Implementation of systems updates continues to enable the monitoring, tracking and reporting of all results for this fee in order to comply with the provisions of the Service Fees Act.</p> |

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| Fee grouping | Domestic Vessel Regulatory Oversight - Issuance of a Safe Manning Document |
| Fee | Issuance of a Safe Manning Document |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees |
| Year fee-setting authority was introduced | 1982 |
| Last year fee-setting authority was amended | 2007 |
| Service standard | Issue Safe Manning Document within 15 working days after reception of complete application |
| Performance result | Service standard met for 201 of the 215 fee(s) charged. Service standard not tracked for an additional 6 fee(s) charged. Implementation of systems updates continues to enable the monitoring, tracking and reporting of all results for this fee in order to comply with the provisions of the Service Fees Act. |

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| Fee grouping | Domestic Vessel Regulatory Oversight - Load Line - Authorization for Clearance |
| Fee | For each visit made by an inspector where the inspection is not made pursuant to section 17.1, 17.2 or 17.3 of the Board of Steamship Inspection Scale of Fees |
| | For each visit made by an inspector where the inspection is not made pursuant to section 24, 25 or 26 of the Board of Steamship Inspection Scale of Fees for the purpose of issuing, renewing or extending a Load Line Certificate |
| | Inspection for the purpose of obtaining authorization for clearance for a non-Canadian ship to proceed on a voyage from any place in Canada |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees |
| Year fee-setting authority was introduced | 1982 |
| Last year fee-setting authority was amended | 2007 |
| Service standard | Issue authorization for clearance within 1 day after completion of satisfactory inspection. |
| Performance result | Fee(s) not charged in 2019-20 |

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| Fee grouping | Domestic Vessel Regulatory Oversight - Standby fee |
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| Fee | Standby fee for inspectors where a shipyard operator, ship owner or ship operator, or an authorized representative thereof, requests that an inspector be on call or be made available, either continuously or during specified periods, to survey or inspect a ship or to perform a service |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees |
| Year fee-setting authority was introduced | 1982 |
| Last year fee-setting authority was amended | 2007 |
| Service standard | The service standard is related to the service being provided within the Domestic Vessel Regulatory Oversight program |
| Performance result | This is an additional fee, and as such, performance is captured under the fee's parent service at the time the fixed fee is applied. |

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| Fee grouping | Marine Cargo |
| Fee | Concentrate Surveys - Certificate of approval of the stowage of concentrates on board a ship, pursuant to section 540 of the Canada Shipping Act, 2001 |
| | Concentrate Surveys - Examination at a port of the state of fitness of a ship in transit that has at another port been laden with concentrates, examined as to its state of fitness and issued a certificate, and issuance of a further certificate of fitness to proceed to sea, pursuant to section 543 of the Canada Shipping Act, 2001, per visit |
| | Concentrate Surveys - Examination at a port of the state of fitness of a ship that has been laden with concentrates at that port, and issuance of a certificate of fitness to proceed to sea, pursuant to section 543 of the Canada Shipping Act, 2001, per visit |
| | Concentrate Surveys - Survey of the stowage of concentrates on board a ship, pursuant to section 540 of the Canada Shipping Act, 2001, maximum fee payable |
| | Concentrate Surveys - Survey of the stowage of concentrates on board a ship, pursuant to section 540 of the Canada Shipping Act, 2001, minimum fee payable |
| | Concentrate Surveys - Survey of the stowage of concentrates on board a ship, pursuant to section 540 of the Canada Shipping Act, 2001, per tonne loaded |
| | Dunnage and Separations - Determination of necessary dunnage and separations between cargoes or part cargoes, and issuance of a certificate with respect thereto, pursuant to section 542 of the Canada Shipping Act, 2001, per hold |
| | Dunnage and Separations - Examination of the amount of cargo carried by a ship, pursuant to paragraph 372(a) of the Canada Shipping Act, or inspection of a ship to determine the existence of overloading or improper loading, pursuant to subsection 392(2) of the Canada Shipping Act, 2001 |
| | General Fee - For certificates in writing, under the hand of the port warden, of any matters of record in the port warden's office, per certificate |

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| | Grain Surveys - Examination at a port of the state of fitness of a ship, where the ship has not been laden with bulk grain at that port but is carrying a cargo of bulk grain that was loaded at another port and subsequently overstowed with other cargo, and issuance of a certificate of fitness to proceed to sea, pursuant to section 543 of the Canada Shipping Act, 2001 |
| | Grain Surveys - Examination at a port of the state of fitness of a ship in transit that has at another port been laden with grain, examined as to its state of fitness and issued a certificate, and issuance of a further certificate of fitness to proceed to sea, pursuant to section 543 of the Canada Shipping Act, 2001 |
| | Grain Surveys - Examination at a port of the state of fitness of a ship that has been laden with grain at that port, and issuance of a certificate of fitness to proceed to sea, pursuant to section 543 of the Canada Shipping Act, 2001: per tonne loaded |
| | Grain Surveys - Examination at a port of the state of fitness of a ship that has been laden with grain at that port, and issuance of a certificate of fitness to proceed to sea, pursuant to section 543 of the Canada Shipping Act, 2001: maximum fee payable |
| | Grain Surveys - Examination at a port of the state of fitness of a ship that has been laden with grain at that port, and issuance of a certificate of fitness to proceed to sea, pursuant to section 543 of the Canada Shipping Act, 2001: minimum fee payable |
| | Grain Surveys - Fee per visit for the survey of one or more chambers or compartments in any ship, and "issuance of a certificate of readiness to load" |
| | Grain Surveys - Fee per visit for the survey of the condition of any ship before the loading of cargo and "any statement made" |
| | Grain Surveys - For a survey or examination described in item 6, 7 or 8 of the Port Wardens Tariff of Fees of a tanker loading grain or a bulk carrier loading grain in wing tanks, in addition to the fee set out in item 6, 7 or 8 of the Port Wardens Tariff of Fees, per tank surveyed |
| | General Fee - For copies of any records or entries in the port warden's books or documents filed in the port warden's office, per copy |
| | Timber Deck Cargo Surveys - Examination at a port of the state of fitness of a ship that has been laden with a timber deck cargo at that port, and issuance of a certificate of fitness to proceed to sea, pursuant to section 543 of the Canada Shipping Act, 2001, per visit |
| | Timber Deck Cargo Surveys - Examination at a port of the state of fitness of a ship in transit that has at another port been laden with a timber deck cargo, examined as to its state of fitness and issued a certificate, and issuance of a further certificate of fitness to proceed to sea, pursuant to section 543 of the Canada Shipping Act, 2001, per visit |
| | Timber Deck Cargo Surveys - Issuance of a certificate in relation to timber deck cargoes, pursuant to section 539 of the Canada Shipping Act, 2001 |
| | Timber Deck Cargo Surveys - Supervision of the loading of a timber deck cargo, pursuant to section 539 of the Canada Shipping Act, 2001: maximum fee payable |
| | Timber Deck Cargo Surveys - Supervision of the loading of a timber deck cargo, pursuant to section 539 of the Canada Shipping Act, 2001: minimum fee payable |
| | Timber Deck Cargo Surveys - Supervision of the loading of a timber deck cargo, pursuant to section 539 of the Canada Shipping Act, 2001: per tonne loaded |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Port Wardens Tariff |

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| Year fee-setting authority was introduced | 1979 |
| Last year fee-setting authority was amended | 2007 |
| Service standard | Issue certificate and/or transcript, as applicable, within 24 hours of boarding vessel. |
| Performance result | Service standard met for 4024 of the 4024 fee(s) charged |

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| Fee grouping | Marine Cargo |
| Fee | Division 2 - Solid Bulk Cargo Other than Grain - Inspections and Travelling Time, Any hour on a Sunday, minimum fee |
| | Division 2 - Solid Bulk Cargo Other than Grain - Inspections and Travelling Time, Any hour on a Sunday, per hour or fraction of an hour |
| | Division 2 - Solid Bulk Cargo Other than Grain - Inspections and Travelling Time, Between 5:00 p.m. and 8:00 a.m., Monday to Friday, other than on a holiday, minimum fee |
| | Division 2 - Solid Bulk Cargo Other than Grain - Inspections and Travelling Time, Between 5:00 p.m. and 8:00 a.m., Monday to Friday, other than on a holiday, per hour or fraction of an hour |
| | Division 2 - Solid Bulk Cargo Other than Grain - Inspections and Travelling Time, Between 8:00 a.m. and 5:00 p.m., Monday to Friday, other than on a holiday, minimum fee |
| | Division 2 - Solid Bulk Cargo Other than Grain - Inspections and Travelling Time, Between 8:00 a.m. and 5:00 p.m., Monday to Friday, other than on a holiday, per hour or fraction of an hour |
| | Division 2 - Solid Bulk Cargo Other than Grain - Inspections and Travelling Time, Other hours, minimum fee |
| | Division 2 - Solid Bulk Cargo Other than Grain - Inspections and Travelling Time, Other hours, per hour or fraction of an hour |
| | Division 5 - Packaged Goods - Inspections and Travelling Time, Any hour on a Sunday, minimum fee |
| | Division 5 - Packaged Goods - Inspections and Travelling Time, Any hour on a Sunday, per hour or fraction of an hour |
| | Division 5 - Packaged Goods - Inspections and Travelling Time, Between 5:00 p.m. and 8:00 a.m., Monday to Friday, other than on a holiday, minimum fee |
| | Division 5 - Packaged Goods - Inspections and Travelling Time, Between 5:00 p.m. and 8:00 a.m., Monday to Friday, other than on a holiday, per hour or fraction of an hour |
| | Division 5 - Packaged Goods - Inspections and Travelling Time, Between 8:00 a.m. and 5:00 p.m., Monday to Friday, other than on a holiday, minimum fee |
| | Division 5 - Packaged Goods - Inspections and Travelling Time, Between 8:00 a.m. and 5:00 p.m., Monday to Friday, other than on a holiday, per hour or fraction of an hour |

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| | Division 5 - Packaged Goods - Inspections and Travelling Time, Other hours, minimum fee |
| | Division 5 - Packaged Goods - Inspections and Travelling Time, Other hours, per hour or fraction of an hour |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Cargo, Fumigation and Tackle Regulations |
| Year fee-setting authority was introduced | 2007 |
| Last year fee-setting authority was amended | 2018 |
| Service standard | Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory inspection. |
| Performance result | Fee(s) not charged in 2019-20 |

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| Fee grouping | Marine Cargo |
| Fee | Damage Surveys - Examination of the condition and stowage of cargo on board any ship, pursuant to section 533 of the Canada Shipping Act, 2001 or examination of any merchandise, vessel, material, produce or other property, pursuant to section 536 of the Canada Shipping Act, 2001: per tonne examined or surveyed |
| | Damage Surveys - Examination of the condition and stowage of cargo on board any ship, pursuant to section 533 of the Canada Shipping Act, 2001, or examination of any merchandise, vessel, material, produce or other property, pursuant to section 536 of the Canada Shipping Act, 2001: minimum fee payable |
| | Damage Surveys - Examination of the condition and stowage of cargo on board any ship, pursuant to section 533 of the Canada Shipping Act, 2001, or examination of any merchandise, vessel, material, produce or other property, pursuant to section 536 of the Canada Shipping Act, 2001: maximum fee payable |
| | Damage Surveys - Memorandum relating to the condition of the hatches opened in the presence of the port warden |
| | Damage Surveys - Original memorandum relating to an inquiry, examination and ascertainment of the cause of damage to goods, made pursuant to section 533 of the Canada Shipping Act, 2001 or relating to any merchandise, vessel, material, produce or other property, made pursuant to section 536 of the Canada Shipping Act, 2001 |
| | Damage Surveys - Survey of the opening of the hatches of any ship, per visit |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Port Wardens Tariff |
| Year fee-setting authority was introduced | 1979 |
| Last year fee-setting authority was amended | 2007 |

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| Service standard | Issue certificate and/or transcript, as applicable, within 5 working days after completion of satisfactory inspection. |
| Performance result | Fee(s) not charged in 2019-20 |

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| Fee grouping | Marine Cargo |
| Fee | Dispute - Hearing and arbitration on any difficulty or matter in dispute |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Port Wardens Tariff |
| Year fee-setting authority was introduced | 1979 |
| Last year fee-setting authority was amended | 2007 |
| Service standard | Process request for hearing or arbitration of difficulty or matter in dispute by assigning an inspector within 3 working days of complaint being filed. |
| Performance result | Fee(s) not charged in 2019-20 |

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| Fee grouping | Marine Cargo |
| Fee | Additional Fees - For any service rendered at a place more than 16 km from the port warden's office, or at a vessel at anchorage, between 8:00 a.m. and 5:00 p.m., Monday to Friday other than on a holiday, for each hour or part of an hour engaged in travel, in addition to any other prescribed fee |
| | Additional Fees - Surveys, inspections or examinations, between 5:00 p.m. and 8:00 a.m., Monday to Friday other than on a holiday, in addition to any other prescribed fee, minimum fee payable |
| | Additional Fees - Surveys, inspections or examinations, between 5:00 p.m. and 8:00 a.m., Monday to Friday other than on a holiday, in addition to any other prescribed fee, per hour or part of an hour, including travelling time |
| | Additional Fees - Surveys, inspections or examinations, Saturdays or holidays, in addition to any other prescribed fee, minimum fee payable |
| | Additional Fees - Surveys, inspections or examinations, Saturdays or holidays, in addition to any other prescribed fee, per hour or part of an hour, including travelling time |
| | Additional Fees - Surveys, inspections or examinations, Sundays, in addition to any other prescribed fee, minimum fee payable |
| | Additional Fees - Surveys, inspections or examinations, Sundays, in addition to any other prescribed fee, per hour or part of an hour, including travelling time |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Port Wardens Tariff |
| Year fee-setting authority was introduced | 1979 |
| Last year fee-setting authority was amended | 2007 |

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| Service standard | The service standard is related to the service being provided within the Cargo program |
| Performance result | These are additional fees, and as such, performance is captured under the fee's parent service at the time the fixed fee is applied. |

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| Fee grouping | Port State Control - second and subsequent visits |
| Fee | Each second and subsequent visit made by an inspector, where an inspection is required for the purpose of verifying that a defect that was identified during a Canadian Port State Control Inspection and that did not warrant the issuance of a detention order has been rectified, so that a non-Canadian ship can proceed on a voyage from any place in Canada |
| | Each visit that is made by an inspector where an inspection is required for the purpose of verifying that a defect identified in a Port State Control Inspection Report has been rectified in accordance with the time provisions set out in the Report |
| | Port State Control Inspection for each second and subsequent visit that is made by an inspector, where an inspection is required for the purpose of lifting a detention order so that a non-Canadian ship can proceed on a voyage from any place in Canada |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Board of Steamship Inspection Scale of Fees |
| Year fee-setting authority was introduced | 1982 |
| Last year fee-setting authority was amended | 2007 |
| Service standard | Assign an inspector within 1 working day |
| Performance result | Service standard met for 46 of the 46 fee(s) charged |

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| Fee grouping | Marine Personnel |
| Fee | Issuance of a record of qualifications and examinations for a certificate or an endorsement |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Marine Personnel Regulations |
| Year fee-setting authority was introduced | 2007 |
| Last year fee-setting authority was amended | 2019 |
| Service standard | Assess request within 5 working days after receipt of complete application if all the prerequisites are met |
| Performance result | Service performance is not available as this is a low materiality fee grouping |

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| Fee grouping | Marine Personnel |
| Fee | Issuance of a certificate or endorsement not requiring examination other than medical examination |
| | Replacement of certificate or endorsement (except for certificate or endorsement lost owing to shipwreck) |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Marine Personnel Regulations |
| Year fee-setting authority was introduced | 2007 |
| Last year fee-setting authority was amended | 2019 |
| Service standard | Issue Minister's certificate or endorsement - 120 working days after receipt of complete application if all the prerequisites are met |
| Performance result | Service performance is not available as this is a low materiality fee grouping |

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| Fee grouping | Marine Personnel |
| Fee | Issuance of an identity card (Seafarers' Identity Document (ILO C-108)) |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Marine Personnel Regulations |
| Year fee-setting authority was introduced | 2007 |
| Last year fee-setting authority was amended | 2019 |
| Service standard | Issue within 20 working days after receipt of complete application if all the prerequisites are met and results of the Transportation Security Clearance, if applicable, are received. |
| Performance result | Service performance is not available as this is a low materiality fee grouping |

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| Fee grouping | Marine Personnel |
| Fee | Conduct of a simulator-based examination |
| | Conduct of a written examination |
| | Conduct of an oral or practical examination for the purpose of obtaining a certificate other than a limited or restricted certificate |
| | Conduct of an oral or practical examination for the purpose of obtaining a limited or restricted certificate |

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| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Marine Personnel Regulations |
| Year fee-setting authority was introduced | 2007 |
| Last year fee-setting authority was amended | 2019 |
| Service standard | Process request by scheduling a date for examination within 10 working days after receipt of complete application if all the prerequisites are met. |
| Performance result | Service performance is not available as this is a low materiality fee grouping |

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| Fee grouping | Marine Personnel |
| Fee | Replacement of Seaman's record of service |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Marine Personnel Regulations |
| Year fee-setting authority was introduced | 2007 |
| Last year fee-setting authority was amended | 2019 |
| Service standard | Replace within 90 working days after receipt of complete application if all the prerequisites are met. |
| Performance result | Service performance is not available as this is a low materiality fee grouping |

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| Fee grouping | Vessel Registry |
| Fee | For the approval of a change in the name of a Canadian vessel and the issuance of a certificate of registry |
| | Amendment of the register or a certificate of registry to reflect an alteration to a vessel and the issuance of a new certificate of registry |
| | For the temporary recording of a vessel that is about to be built or is under construction in Canada |
| | Amendment of the register to reflect a change of ownership of a Canadian vessel or a share in one and the issuance of a new certificate of registry |
| | Amendment of the register or a certificate of registry to reflect the transfer of the registry of a vessel to a new port of registry and the issuance of a new certificate of registry |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Vessels Registry Fees Tariff |
| Year fee-setting authority was introduced | 2002 |

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| Last year fee-setting authority was amended | 2015 |
| Service standard | Alteration, change of ownership, transfer of port, vessel name change: Within 30 working days excluding any delays incurred to obtain missing information and/or documentation. |
| Performance result | Service performance is not available as this is a low materiality fee grouping |

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| Fee grouping | Vessel Registry |
| Fee | For the issuance of transcripts or abstracts of entries in the Register, for each certified copy |
| | For the issuance of transcripts or abstracts of entries in the Register, for each uncertified copy |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Vessels Registry Fees Tariff |
| Year fee-setting authority was introduced | 2002 |
| Last year fee-setting authority was amended | 2015 |
| Service standard | Certified or uncertified transcripts or abstracts: Within 2 working days excluding any delays incurred to obtain missing information and/or documentation. |
| Performance result | Service performance is not available as this is a low materiality fee grouping |

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| Fee grouping | Vessel Registry |
| Fee | Registering a vessel or fleet of vessels in small vessel registry, for each five year period |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Vessels Registry Fees Tariff |
| Year fee-setting authority was introduced | 2002 |
| Last year fee-setting authority was amended | 2015 |
| Service standard | Initial (Small Vessels) Registration: Within 45 days excluding any delays incurred to obtain missing information and/or documentation |
| Performance result | Service performance is not available as this is a low materiality fee grouping |

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| Fee grouping | Vessel Registry |
| Fee | For processing an initial application for the registration of a vessel |

Fees Report for 2019–20

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| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Vessels Registry Fees Tariff |
| Year fee-setting authority was introduced | 2002 |
| Last year fee-setting authority was amended | 2015 |
| Service standard | Initial/Renewal Registration: Within 30 working days excluding any delays incurred to obtain missing information and/or documentation |
| Performance result | Service performance is not available as this is a low materiality fee grouping |

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| Fee grouping | Vessel Registry |
| Fee | For historical research respecting the Registrar that requires the use of the computer database, for each side of a two sided printed page |
| | For historical research respecting the Registrar that requires searching through various information sources other than the computer database, per request, for each vessel listed under the category "active vessel" |
| | For historical research respecting the Registrar that requires searching through various information sources other than the computer database, per request, for each vessel listed under the category "non active vessel" |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Vessels Registry Fees Tariff |
| Year fee-setting authority was introduced | 2002 |
| Last year fee-setting authority was amended | 2015 |
| Service standard | Process request within 30 working days after receipt excluding any delays incurred to obtain missing information and/or documentation |
| Performance result | Service performance is not available as this is a low materiality fee grouping |

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| Fee grouping | Vessel Registry |
| Fee | Issuance of a certificate of deletion of registry |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Vessels Registry Fees Tariff |
| Year fee-setting authority was introduced | 2002 |
| Last year fee-setting authority was amended | 2015 |

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| Service standard | Provisional certificate of deletion of registry: Within 5 working days excluding any delays incurred to obtain missing information and/or documentation. Replacement or deletion: Within 5 working days excluding any delays incurred to obtain missing information and/or documentation |
| Performance result | Service performance is not available as this is a low materiality fee grouping |

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| Fee grouping | Vessel Registry |
| Fee | Issuance of a provisional certificate |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Vessels Registry Fees Tariff |
| Year fee-setting authority was introduced | 2002 |
| Last year fee-setting authority was amended | 2015 |
| Service standard | Provisional Registration: Within 2 working days excluding any delays incurred to obtain missing information and/or documentation |
| Performance result | Service performance is not available as this is a low materiality fee grouping |

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| Fee grouping | Vessel Registry |
| Fee | For recording a change to the priorities of mortgages or for recording a court injunction or order |
| | For the recording or registration of a mortgage and its discharge |
| | For amendment of the registrar to reflect the transfer or transmission of a recorded or registered mortgage |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Vessels Registry Fees Tariff |
| Year fee-setting authority was introduced | 2002 |
| Last year fee-setting authority was amended | 2015 |
| Service standard | Register/discharge, transfer, transmission, change in priorities, amendments: Within 5 working days excluding any delays incurred to obtain missing information and/or documentation. |
| Performance result | Service performance is not available as this is a low materiality fee grouping |

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| Fee grouping | Vessel Registry |
| Fee | For processing an application for the registry of a bare boat charter and the issuance of a certificate of registry, for each six month period |

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| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Vessels Registry Fees Tariff |
| Year fee-setting authority was introduced | 2002 |
| Last year fee-setting authority was amended | 2015 |
| Service standard | Registration of bare boat charter and issuance of certificate of registry within 5 working days excluding any delays incurred to obtain missing information and/or documentation. |
| Performance result | Service performance is not available as this is a low materiality fee grouping |

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| Fee grouping | Vessel Registry |
| Fee | With respect to suspending the right of a Canadian vessel to fly the Canadian flag while the vessel is shown on the registry of a foreign country as a bare-boat chartered vessel - Reinstatement of registration |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Vessels Registry Fees Tariff |
| Year fee-setting authority was introduced | 2002 |
| Last year fee-setting authority was amended | 2015 |
| Service standard | Reinstatement of registration within 30 working days excluding any delays incurred to obtain missing information and/or documentation |
| Performance result | Service performance is not available as this is a low materiality fee grouping |

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| Fee grouping | Vessel Registry |
| Fee | Registration Renewal - For processing an application for the registration of a vessel that was registered in Canada, then registered elsewhere than in Canada, and is about to be registered in Canada again and the issuance of a certificate of registry |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Vessels Registry Fees Tariff |
| Year fee-setting authority was introduced | 2002 |
| Last year fee-setting authority was amended | 2015 |
| Service standard | Renewal Registration: Within 30 working days excluding any delays incurred to obtain missing information and/or documentation. |
| Performance result | Service performance is not available as this is a low materiality fee grouping |

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| Fee grouping | Vessel Registry |
| Fee | Replacement of a certificate of registry or provisional certificate |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Vessels Registry Fees Tariff |
| Year fee-setting authority was introduced | 2002 |
| Last year fee-setting authority was amended | 2015 |
| Service standard | Replacement or deletion of certificate of registry or provisional certificate: Within 5 working days excluding any delays incurred to obtain missing information and/or documentation. |
| Performance result | Service performance is not available as this is a low materiality fee grouping |

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| Fee grouping | Vessel Registry |
| Fee | With respect to suspending the right of a Canadian vessel to fly the Canadian flag while the vessel is shown on the registry of a foreign country as a bare-boat chartered vessel - Suspension of registration |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Vessels Registry Fees Tariff |
| Year fee-setting authority was introduced | 2002 |
| Last year fee-setting authority was amended | 2015 |
| Service standard | Suspension of registration within 30 working days excluding any delays incurred to obtain missing information and/or documentation. |
| Performance result | Service performance is not available as this is a low materiality fee grouping |

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| Fee grouping | Vessel Registry |
| Fee | Temporary Registration - For processing an application for the registration of a vessel, if the ship is not registered within 12 months after the date of the application |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Vessels Registry Fees Tariff |
| Year fee-setting authority was introduced | 2002 |
| Last year fee-setting authority was amended | 2015 |

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| Service standard | Temporary Registration: Within 30 working days excluding any delays incurred to obtain missing information and/or documentation. |
| Performance result | Service performance is not available as this is a low materiality fee grouping |

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| Fee grouping | Vessel Registry |
| Fee | Registry Services provided out of hours including travelling time, in addition to any other fee payable, any hour on a Saturday or Holiday, Fee per Hour |
| | Registry Services provided out of hours including travelling time, in addition to any other fee payable, any hour on a Saturday or Holiday, Minimum Fee |
| | Registry Services provided out of hours including travelling time, in addition to any other fee payable, any hour on a Sunday, Fee per Hour |
| | Registry Services provided out of hours including travelling time, in addition to any other fee payable, any hour on a Sunday, Minimum Fee |
| | Registry Services provided out of hours including travelling time, in addition to any other fee payable, between 5:00 p.m. and 8:00 a.m. Monday to Friday, other than on a holiday, Fee per Hour |
| | Registry Services provided out of hours including travelling time, in addition to any other fee payable, between 5:00 p.m. and 8:00 a.m. Monday to Friday, other than on a holiday, Minimum Fee |
| Fee-setting authority | Canada Shipping Act, 2001, Section 35(g) - Vessels Registry Fees Tariff |
| Year fee-setting authority was introduced | 2002 |
| Last year fee-setting authority was amended | 2015 |
| Service standard | The service standard is related to the service being provided within Vessel Registry programs |
| Performance result | Service performance is not available as this is a low materiality fee grouping |

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| Fee grouping | Public Ports |
| Fee | Berthage charge on a licensed Canadian commercial fishing vessel that is moored at a float or elsewhere, or on a vessel not engaged in loading, unloading, or any other commercial activity that is moored elsewhere than at a float, per day or part thereof - Per metre of length |
| | Berthage charge on a vessel that is loading or unloading or engaged in any other commercial activity elsewhere than at a float, maximum per day - Per metre of length |
| | Berthage charge on a vessel that is loading or unloading or engaged in any other commercial activity elsewhere than at a float, per hour or part thereof - Per metre of length |

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| | Berthage charge on a vessel, other than a vessel described in item 2 of Schedule D of the Public Port Facilities Berthage Charges Tariff Notice, that is moored at a float, per day or part thereof - Per metre of length |
| | Berthage charge on a vessel, other than a vessel described in item 2 of Schedule D of the Public Port Facilities Berthage Charges Tariff Notice, that is moored at a float, per month - Per metre of length |
| | Minimum berthage charges for a vessel described in any of items 1 to 3 of Schedule D of the Public Port Facilities Berthage Charges Tariff Notice |
| Fee-setting authority | Canada Marine Act - Section 67 - Public Port Facilities Berthage Charges Tariff Notice |
| Year fee-setting authority was introduced | 1998 |
| Last year fee-setting authority was amended | 2019 |
| Service standard | At Transport Canada's public port facilities, an area (as advertised), to secure a vessel for the purposes of moving passengers and goods will be available for use. Transport Canada will endeavour to provide the service in a reasonable manner on a 24/7 basis in accordance with established procedures. However, availability for use may be impacted by planned maintenance, adverse weather, emergency operations and time of the year. Changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to all procedures in the Public Ports and Public Port Facilities Regulations and the Practices and Procedures for Public Ports. |
| Performance result | Service standard met for 1328 of the 1328 fee(s) charged |

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| Fee grouping | Public Ports |
| Fee | The charge for a self-propelled vessel that ordinarily operates only within the limits of a public port and that engages in commercial activity therein is, where the vessel is equal to or greater than 100 gross registered ton, but less than 200 gross registered ton, payable once in each calendar year |
| | The charge for a self-propelled vessel that ordinarily operates only within the limits of a public port and that engages in commercial activity therein is, where the vessel is equal to or greater than 200 gross registered ton, payable once in each calendar year |
| | The charge for a self-propelled vessel that ordinarily operates only within the limits of a public port and that engages in commercial activity therein is, where the vessel is less than 100 gross registered ton, payable once in each calendar year |
| | The charge payable in any month for each of the first five entries of a vessel entering a public port, per gross registered ton, is in the case of a vessel used in the carriage of goods or passengers from a place in Canada to another place in Canada at the time it comes into a public port, which is registered in Canada or under a Coasting Trade License issued pursuant to the Coasting Trade Act |

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| | The charge payable in any month for each of the first five entries of a vessel entering a public port, per gross registered ton, is in the case of a vessel used in the carriage of goods or passengers from a place in Canada to another place in Canada at the time it comes into a public port, other than a vessel referred to in paragraphs (a) (i) or (ii) in the Public Harbour Dues Tariff Notice |
| Fee-setting authority | Canada Marine Act - Section 67 - Public Harbour Dues Tariff Notice |
| Year fee-setting authority was introduced | 1998 |
| Last year fee-setting authority was amended | 2019 |
| Service standard | At Transport Canada's public ports, Transport Canada will provide for the control of vessel movements and port activities within the limits of the public port that is available for use. Transport Canada will endeavour to provide the service in a reasonable manner on a 24/7 basis in accordance with established procedures. However, availability for use may be impacted by planned maintenance, adverse weather, emergency operations and time of the year. Changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to all procedures in the Public Ports and Public Port Facilities Regulations and the Practices and Procedures for Public Ports. |
| Performance result | Service standard met for 2965 of the 2965 fee(s) charged |

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| Fee grouping | Public Ports |
| Fee | Storage for goods elsewhere at a public port facility, per day or part thereof - Cost based on per square metre |
| | Storage for goods in sheds other than frost-proof sheds, per day rate - Cost based on per square metre |
| | Storage for goods on wharf, per day or part thereof - Cost based on per square metre |
| | Storage for goods other than vegetables and root vegetables in frost-proof sheds, where space is not required for vegetables or root vegetables, per day - Cost based on per square metre |
| | Storage for vegetables and root vegetables in frost-proof sheds: heated sheds for each additional 5-day period or part thereof, for the period - Cost based on per square metre |
| | Storage for vegetables and root vegetables in frost-proof sheds: heated sheds for the first 5-day period or part thereof after initial entry into the shed for the purpose of consolidating a shipment - Cost based on per square metre |
| | Storage for vegetables and root vegetables in frost-proof sheds: heated sheds for the second 5-day period or part thereof, for the period - Cost based on per square metre |
| | Storage for vegetables and root vegetables in frost-proof sheds: unheated sheds for each additional 10-day period or part thereof where a shipment is not removed from the shed prior to the 16th day, for the period - Cost based on per square metre |
| | Storage for vegetables and root vegetables in frost-proof sheds: unheated sheds for the subsequent 5-day period or part thereof, for the period - Cost based on per square metre |

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| Fee-setting authority | Canada Marine Act - Section 67 - Public Port Facilities Storage Charges Tariff Notice |
| Year fee-setting authority was introduced | 1998 |
| Last year fee-setting authority was amended | 2019 |
| Service standard | At Transport Canada's public port facilities, an area (as advertised) to store goods in a safe and efficient manner will be available for use. Transport Canada will endeavour to provide the service in a reasonable manner on a 24/7 basis in accordance with established procedures. However, availability for use may be impacted by planned maintenance, adverse weather, emergency operations and time of the year. Changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to all procedures in the Public Ports and Public Port Facilities Regulations and the Practices and Procedures for Public Ports. |
| Performance result | Service standard met for 444 of the 444 fee(s) charged |

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| Fee grouping | Public Ports |
| Fee | Transfer charges for: All goods not otherwise specified with a cubic content equal to or greater than 1 m ³ per tonne. Per cubic metre rate. |
| | Transfer charges for: All goods not otherwise specified with a cubic content of less than 1 m ³ per tonne. Per tonne rate. |
| | Transfer charges for: Asbestos, crude, per tonne rate. |
| | Transfer charges for: Automobiles, auto trailers, tractors. Fee per unit. |
| | Transfer charges for: Barrels, casks, drums. Fee per empty unit. |
| | Transfer charges for: Beer, per tonne rate. |
| | Transfer charges for: Boats not over 6 m in length. Fee per unit. |
| | Transfer charges for: Boats over 10 m in length. Fee per unit. |
| | Transfer charges for: Boats over 6 m but not over 10 m in length. Fee per unit. |
| | Transfer charges for: Cement, in bulk. Per tonne rate. |
| | Transfer charges for: Cement, in containers. Per tonne rate. |
| | Transfer charges for: Coal, per tonne rate. |
| | Transfer charges for: Containers, 6 m in length and over, loaded, in addition to wharfage charges on their contents fee per unit. |
| | Transfer charges for: Explosives, per tonne rate. |
| | Transfer charges for: Fertilizer, per tonne rate. |
| | Transfer charges for: Fish, cured, per tonne rate. |
| | Transfer charges for: Fish, processed, per tonne rate. |
| | Transfer charges for: Fish, whole, per tonne rate. |
| Transfer charges for: Fruit concentrate, in barrels, per tonne rate. | |
| Transfer charges for: Gasoline, petroleum products and other liquid commodities: all other liquid commodities, in bulk, per kilolitre rate. | |
| Transfer charges for: Gasoline, petroleum products and other liquid commodities: all other liquid commodities, not in bulk per 205 litre drum rate. | |

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| | Transfer charges for: Gasoline, petroleum products and other liquid commodities: Gasoline, in bulk, per kilolitre rate. |
| | Transfer charges for: Gasoline, petroleum products and other liquid commodities: Gasoline, not in bulk, per 205 litre drum rate. |
| | Transfer charges for: Gasoline, petroleum products and other liquid commodities: other petroleum products, in bulk, per kilolitre rate. |
| | Transfer charges for: Gasoline, petroleum products and other liquid commodities: other petroleum products, not in bulk, per 205 litre drum rate. |
| | Transfer charges for: Grain, grain products, hay, per tonne rate. |
| | Transfer charges for: Liquors, spirits, alcoholic beverages, except beer and wine, per tonne rate. |
| | Transfer charges for: Livestock; cattle, calves. Fee per unit. |
| | Transfer charges for: Livestock; horses, mules, colts. Fee per unit. |
| | Transfer charges for: Livestock; sheep, swine. Fee per unit. |
| | Transfer charges for: Lumber and timber, except plywood, per cubic metre rate. |
| | Transfer charges for: Metals, in ingots, pigs, blooms, bales, etc., per tonne rate. |
| | Transfer charges for: Minimum charge, per shipment or consignment. |
| | Transfer charges for: Motorcycles, snowmobiles, all-terrain vehicles, fee per unit. |
| | Transfer charges for: Newsprint, per tonne rate. |
| | Transfer charges for: Ore concentrates, per tonne rate. |
| | Transfer charges for: Ores, alum, barytes, sulphur, soda ash, calcium chloride, per tonne rate. |
| | Transfer charges for: Plywood, per tonne rate. |
| | Transfer charges for: Potatoes and root vegetables, per tonne rate. |
| | Transfer charges for: Pulpwood, firewood, in stacked cords, per cubic metre rate. |
| | Transfer charges for: Salt for fish curing, per tonne rate. |
| | Transfer charges for: Salt for other purposes, per tonne rate. |
| | Transfer charges for: Sand, stone, gravel, per tonne rate. |
| | Transfer charges for: Scrap metals, per tonne rate. |
| | Transfer charges for: Secondary fibre, waste paper, per tonne rate. |
| | Transfer charges for: Trucks, tractor-trailers, trailers, buses, in addition to the charge on contents, per metre of length. |
| | Transfer charges for: Water, in bulk, per kilolitre rate. |
| | Transfer charges for: Wines, per tonne rate. |
| | Transfer charges for: Woodchips, sawdust, per dry tonne rate. |
| | Transfer charges for: Woodpulp, per tonne rate. |
| | Wharfage charges for: All goods not otherwise specified with a cubic content equal to or greater than 1 m ³ per tonne. Per cubic metre rate. |
| | Wharfage charges for: All goods not otherwise specified with a cubic content of less than 1 m ³ per tonne. Per tonne rate. |
| | Wharfage charges for: Asbestos, crude, per tonne rate. |
| | Wharfage charges for: Automobiles, auto trailers, tractors. Fee per unit. |
| | Wharfage charges for: Barrels, casks, drums. Fee per empty unit. |
| | Wharfage charges for: Beer, per tonne rate. |
| | Wharfage charges for: Boats not over 6 m in length. Fee per unit. |

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| Wharfage charges for: Boats over 10 m in length. Fee per unit. |
| Wharfage charges for: Boats over 6 m but not over 10 m in length. Fee per unit. |
| Wharfage charges for: Cement, in bulk. Per tonne rate. |
| Wharfage charges for: Cement, in containers. Per tonne rate. |
| Wharfage charges for: Coal, per tonne rate. |
| Wharfage charges for: Containers, 6 m in length and over, loaded, in addition to wharfage charges on their contents fee per unit. |
| Wharfage charges for: Explosives, per tonne rate. |
| Wharfage charges for: Fertilizer, per tonne rate. |
| Wharfage charges for: Fish, cured, per tonne rate. |
| Wharfage charges for: Fish, processed, per tonne rate. |
| Wharfage charges for: Fish, whole, per tonne rate. |
| Wharfage charges for: Fruit concentrate, in barrels, per tonne rate. |
| Wharfage charges for: Gasoline, petroleum products and other liquid commodities: all other liquid commodities, in bulk, per kilolitre rate. |
| Wharfage charges for: Gasoline, petroleum products and other liquid commodities: all other liquid commodities, not in bulk per 205 litre drum rate. |
| Wharfage charges for: Gasoline, petroleum products and other liquid commodities: Gasoline, in bulk, per kilolitre rate. |
| Wharfage charges for: Gasoline, petroleum products and other liquid commodities: Gasoline, not in bulk, per 205 litre drum rate. |
| Wharfage charges for: Gasoline, petroleum products and other liquid commodities: other petroleum products, in bulk, per kilolitre rate. |
| Wharfage charges for: Gasoline, petroleum products and other liquid commodities: other petroleum products, not in bulk, per 205 litre drum rate. |
| Wharfage charges for: Grain, grain products, hay, per tonne rate. |
| Wharfage charges for: Liquors, spirits, alcoholic beverages, except beer and wine, per tonne rate. |
| Wharfage charges for: Livestock; cattle, calves. Fee per unit. |
| Wharfage charges for: Livestock; horses, mules, colts. Fee per unit. |
| Wharfage charges for: Livestock; sheep, swine. Fee per unit. |
| Wharfage charges for: Lumber and timber, except plywood, per cubic metre rate. |
| Wharfage charges for: Metals, in ingots, pigs, blooms, bales, etc., per tonne rate. |
| Wharfage charges for: Minimum charge, per shipment or consignment. |
| Wharfage charges for: Motorcycles, snowmobiles, all-terrain vehicles, fee per unit. |
| Wharfage charges for: Newsprint, per tonne rate. |
| Wharfage charges for: Ore concentrates, per tonne rate. |
| Wharfage charges for: Ores, alum, barytes, sulphur, soda ash, calcium chloride, per tonne rate. |
| Wharfage charges for: Plywood, per tonne rate. |
| Wharfage charges for: Potatoes and root vegetables, per tonne rate. |
| Wharfage charges for: Pulpwood, firewood, in stacked cords, per cubic metre rate. |
| Wharfage charges for: Salt for fish curing, per tonne rate. |
| Wharfage charges for: Salt for other purposes, per tonne rate. |
| Wharfage charges for: Sand, stone, gravel, per tonne rate. |

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| | Wharfage charges for: Scrap metals, per tonne rate. |
| | Wharfage charges for: Secondary fibre, waste paper, per tonne rate. |
| | Wharfage charges for: Trucks, tractor-trailers, trailers, buses, in addition to the charge on contents, per metre of length. |
| | Wharfage charges for: Water, in bulk, per kilolitre rate. |
| | Wharfage charges for: Wines, per tonne rate. |
| | Wharfage charges for: Woodchips, sawdust, per dry tonne rate. |
| | Wharfage charges for: Woodpulp, per tonne rate. |
| Fee-setting authority | Canada Marine Act - Section 67 - Public Port Wharfage and Transfer Charges Tariff Notice |
| Year fee-setting authority was introduced | 1998 |
| Last year fee-setting authority was amended | 2019 |
| Service standard | At Transport Canada's public port facilities, an area of wharf (as advertised) will be available for use for berthed vessels. Transport Canada will endeavour to provide an area in a reasonable manner on a 24/7 basis in accordance with established procedures. However, availability for use may be impacted by planned maintenance, adverse weather, emergency operations and time of the year. Changes to the availability of use will be communicated as far in advance as practical in accordance with established procedures. Established procedures refer to all procedures in the Public Ports and Public Port Facilities Regulations and the Practices and Procedures for Public Ports. |
| Performance result | Service standard met for 712 of the 712 fee(s) charged |

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| Fee grouping | Air Carriers Joint Venture Review Process |
| Fee | Initial Fee for a Joint Venture involving two air carriers Initial Fee for a Joint Venture involving three or more air carriers |
| Fee-setting authority | Canada Transportation Act - Regulations Respecting Fees for the Review of Arrangements Involving Transportation Undertakings Providing Air Services |
| Year fee-setting authority was introduced | 2019 |
| Last year fee-setting authority was amended | Not applicable |
| Service standard | TC will, within 45 days following the receipt of the notice referred to in subsection 53.73(1) of the Canada Transportation Act, inform the parties whether the proposed arrangement raises significant public interest considerations, making the arrangement subject to further review (i.e., whether the review process will continue). |
| Performance result | Fee(s) not charged in 2019-20 |

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| Fee grouping | Air Carriers Joint Venture Review Process |
| Fee | Fee for a full review of a Joint Venture involving two air carriers Fee for a full review of a Joint Venture involving three or more air carriers |

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| Fee-setting authority | Canada Transportation Act - Regulations Respecting Fees for the Review of Arrangements Involving Transportation Undertakings Providing Air Services |
| Year fee-setting authority was introduced | 2019 |
| Last year fee-setting authority was amended | Not applicable |
| Service standard | Within 240 days of determining that the proposed arrangement is subject to further review, TC will render a final decision and make a public a summary of that decision, pursuant to subsection 53.73(8) of the Canada Transportation Act. |
| Performance result | Fee(s) not charged in 2019-20 |

Endnotes

ⁱ *Service Fees Act*, <https://laws-lois.justice.gc.ca/eng/acts/S-8.4/>

ⁱⁱ *Directive on Charging and Special Financial Authorities*, <https://www.tbs-sct.gc.ca/pol/doc-eng.aspx?id=32502>

ⁱⁱⁱ *Access to Information Act*, <https://laws-lois.justice.gc.ca/eng/acts/a-1/>

^{iv} Transport Canada Access to Information and Privacy website, <https://tc.canada.ca/en/corporate-services/transparency/access-information-privacy>

^v Transport Canada website, <https://tc.canada.ca/en/corporate-services/transparency/fees-under-department-s-authority-2019-2020>