PORT OF TACOMA

TERMINALS TARIFF NO. 300
(Cancels and replaces Terminals Tariff No. 200)

ITEM 001.000
TITLE PAGE

NOTICE
The electronic form of the Terminals Tariff will govern in the event of any conflict with any paper form of the Terminals Tariff. This document is a reproduction of our electronically filed tariff located in the Port of Tacoma website at http://www.portoftacoma.com

Naming: Rates, Charges, Rules and Regulations for Services Performed by the Participating Terminals, Docks, or Wharves at Tacoma, Washington

Issued by:
Port of Tacoma
P.O. Box 1837
Tacoma, Washington 98401

FMC Org Number 002110
Effective July 4, 2015

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### ITEM 002.000
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PARTICIPATING TERMINALS AND DOCK OPERATORS

The terminals at the Port of Tacoma include the following:

Port of Tacoma:
One Sitcum Plaza
Tacoma, WA 98421-1837

APM Terminals Pacific Ltd. (APMT):
1675 Lincoln Ave., Bldg. 950
Tacoma, WA 98421-2902

Evergreen Shipping Agency (America) Corp.:
3600 Port of Tacoma Rd., Suite 303
Tacoma, WA 98421

International Transportation Service, Inc.:
PO Box 22704
Long Beach, CA 90802-6393

Ports America Group, Pierce County Terminal (PCT):
4015 SR 509, North Frontage Road
Tacoma, WA 98421

Ports America Group, Olympic Container Terminal (OCT):
710 Port of Tacoma Road
Tacoma, WA 98421

Washington United Terminals (WUT):
1815 Port of Tacoma Road
Tacoma, WA 98421

West Coast Terminal & Stevedoring (Husky Terminal):
1101 Port of Tacoma Road, Terminal 4
Tacoma, WA 98421

The above list may be revised from time to time.

Unless otherwise provided in this Tariff or agreed to by the Port of Tacoma in writing, the provisions of this Tariff apply to all vessels and all goods arriving to or departing from the above terminals, and all operations at the above terminals.

Unless otherwise provided in this Tariff or agreed to by the Port of Tacoma in writing, the provisions of this Tariff also apply to all other marine terminal facilities or marine dock facilities owned or operated by the Port of Tacoma, or located on land or submerged land owned or operated or managed by the Port of Tacoma.
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SYMBOLS AND ABBREVIATIONS

& And
% Percent
$ U.S. Dollars
(*1) Per Vehicle
(*2) Per 1,000 kgs.

Bbl............Barrel
B/L ...........Bill of Lading
B.M. ........Board Measure
Bdl...........Bundle
Cbm ..........Cubic Meter
CES ..........Customs Exam Station
CFS ..........Container Freight Station
C/L ..........Carload
Cs ...........Case
Cont'd.......Continued
Ctns ........Cartons
Cwt..........Hundredweight
CES ..........Customs Exam Station
CFR ..........Code of Federal Regulations
Cu. Ft. ......Cubic Foot
CY ...........Container Yard
D/O ..........Delivery Order
Dkg ..........Dockage
DOT ..........Department of Transportation
EB1 ..........East Blair Terminal 1
Etc..........And So Forth
FEU ..........Forty-Foot (40 ft.) Equivalent Unit
FMC ..........Federal Maritime Commission
FBM ..........Feet Board Measure
Ft. ..........Foot or Feet (12 inches)
Gal ..........Gallon
Hdlg ..........Handling
K.D. .........Knocked Down
Kgs..........Kilograms
K.T. .........Kilo Ton (1,000 kgs.)
Lgth.........Length
LCL ..........Less than Container Load
LTL ..........Less than Truck Load
Ldg..........Loading
Lbs ..........Pounds
LOA..........Length Overall
M ............1,000
MFBM ......Metric Foot Board Measure
M/H.........Man-Hours and Equipment
M.T..........Metric Ton (2,204.6 lbs.)
Min ..........Minimum
Misc.........Miscellaneous
N/A..........Not Applicable
NOS ..........Not Otherwise Specified
No ..........Number
Pkg ..........Package
PMA .........Pacific Maritime Association
S&S .........Service and Facility Charge
S.U. .........Set Up
Sq ...........Square
Stg ..........Storage
Term'l ......Terminal
TEU ..........Twenty-Foot (20 ft.) Equivalent Unit
T/L ..........Truckload or Truck Loading
Unldg.......Unloading
U.S. .........United States
USDA ......U. S. Department of Agricultural
Viz ..........Namely
WH1 .........West Hylebos Terminal 1
Wt ..........Weight
Whfg ........Wharfage
Yd ..........Yard

Go to General Index
SECTION 1
GENERAL RULES AND REGULATIONS

ITEM 100.000  AD VALOREM CHARGE

Merchandise tendered with value in excess of five hundred dollars ($500.00) per piece, package or customary unit of cargo, when not shipped as a piece or package, will be subject to a charge of one-fourth (1/4th) of one percent (1%) of the valuation in excess of five hundred dollars ($500.00) per piece, package or customary unit of cargo, when not shipped as a piece or package. The charge is in addition to all other charges, which may be applicable under any other provision of this Tariff. (Subject to Item 133.000.)

ITEM 103.000  APPLICATION OF RATES

A. Unless otherwise provided, all specific commodity rates are in dollars per 1,000 kgs., according to ship's manifest, except as shown in Paragraph B. Cargo for which no specific commodity rates are shown in the Tariff, and which is billed on the ship's manifest on a per package basis, will take the NOS rates per 1,000 kgs., subject to limitations as provided in Paragraph B.

B. Charges on export logs will be assessed on the basis of Scribner Scale measurement. Shippers are required to furnish tickets, certificates, or copies of invoices, certified by the exporter to be true and correct, and acceptable to the Port.

C. Project rates and commodities requiring a customized service will be quoted upon request.

D. When freight charges are computed by the vessel using the U.S. system and are shown on the manifest on the basis of either weight, short tons or 2,000 pounds, or measurement tons of 40 cubic feet, the short tons shall be converted to metric tons of 2,204.6 pounds, and the measurement tons shall be converted to cubic meters of 35.3145 cubic feet. Our conversion table is available on request.
ITEM 106.000  APPLICATION OF TARIFF

A. NOTICE TO PUBLIC:

This Tariff is published and filed as required by law and is, therefore, notice to the public, shippers, consignees, and carriers, that the Rates, Rules and Charges apply to all traffic without specific notice, quotation to, or arrangement with, the public, shippers, consignees, or carriers.

B. TARIFF EFFECTIVE:

The rates, charges, terms, and conditions named in this tariff shall apply on and after the effective date of this tariff. See Exceptions 1 and 2.

Exception 1: Vessel stevedoring, wharfage, empty container wharfage, and other services and functions that are assessed against vessel manifests will be applied in accordance with rates, terms, and conditions in effect on the date the vessel arrives and is made fast to its berth until completion of the loading and discharge of that vessel.

Exception 2: When terminal charges have been prepaid at point of origin, at the tariff rates in effect on date of shipping, such rates shall prevail even though the shipment is received after effective date of the new tariff.

C. USE OF TERMINALS, DEEMED ACCEPTANCE:

Use of wharves or facilities will be deemed as acceptance of this Tariff, revisions or supplements, and the terms and conditions named herein.

D. RESERVATION OF AGREEMENT RIGHTS:

The parties to this Tariff (See Item 003.000) reserve the right to enter into agreements with common carriers, shippers, and/or their agents, concerning rates and services provided such agreements are consistent with existing local, State and national laws governing the civil and business relations of all parties concerned.

E. SPECIFIC COMMODITY RATES TAKE PRECEDENCE:

Specific commodity rates will take precedence over any general NOS rates.
ITEM 109.000  COLLECTION AND GUARANTEE OF CHARGES

ITEM 109.100  COLLECTION AND GUARANTEE OF CHARGES
(A) TERMS AND CONDITIONS OF PAYMENT:

Use of Port facilities or service, is conditioned upon satisfaction assurance of the Port that applicable charges will be paid due. All charges are due and payable as they accrue or on completion of service or use. The Port may require payment of charges in advance, as follows:

1. By the vessel, its owners or agents before vessel is assigned a berth and commences its loading or unloading operations.

2. By the cargo owner, shipper or consignee before cargo leaves the custody and control of the terminal for inbound shipments, and before outbound cargo is released from the custody and control of the terminal.

3. For all charges on perishable cargo or cargo of doubtful value and household goods.

Payment terms are cash unless the Port customer, prior to the use of Port facilities or services, has established credit worthiness or has posted adequate security acceptable to the Port and has thereby been relieved of cash payment requirements by the Port, as set forth in the Supplement to Application for Berth Reservation as published by the Port (See Item 151.600).

ITEM 109.200  COLLECTION AND GUARANTEE OF CHARGES
(B) CHARGES COLLECTED, FROM WHOM:

Wharfage, loading and unloading, when not absorbed by ocean or rail carriers, are due from the owner, shipper, or consignee of the freight. On transit freight in connection with ocean carriers, however, these charges (unless absorbed by rail carriers), and any Storage or miscellaneous charges accrued against said freight, and of which the vessel, its owners or operators, have been apprised, will be collected from and payment of same must be guaranteed by the vessel, its owners or operators. The use of a wharf by a vessel, its owners or operators, will be deemed an acceptance and acknowledgment of this guarantee. Owners or operators of vessels, if and when permitted to make their own deliveries of freight from wharf, will be held responsible for payment of any storage accrued against freight delivered by them.

ITEM 109.300  COLLECTION AND GUARANTEE OF CHARGES
(C) CHARTER PARTY AGREEMENTS, SALES CONTRACTS, ETC:

The existence of any agreement in connection with a charter party, sales contract, or otherwise, which purports to relieve a vessel, its owner, or operator, of any charge properly assessable against same under this Tariff, will not relieve said vessel, its owner, or operator from liability for the payment of such charge.
ITEM 109.400  COLLECTION AND GUARANTEE OF CHARGES

(D) INFORMATION TO BE SUPPLIED TO THE PORT:

1. **Manifest** - Masters, owners, agents or operators of vessels are required to furnish the Port with complete copies of vessels’ manifests showing cargo descriptions, names of consignees or consignors, and the weights or measurements of all cargo loaded or discharged at the Port’s marine terminal facilities. Such manifests must also designate the basis (weight or measurement) on which rates were assessed. In lieu of manifest, certified cargo lists, copies of Ocean Bills of Loading, or “boat notes” or “mates receipts” containing all information required above may be accepted. Such information must be received by the Port for export within five (5) days of vessel’s departure and for import within five (5) days of vessel’s arrival from the Port’s marine terminal facilities.

2. **Vessel Stowage Plan** – Must be received five (5) days prior to arrival.

3. **Dangerous Cargo List** – Must be received five (5) days prior to arrival.

4. **Refrigerated Container List** – Must be received prior to arrival.

ITEM 112.000  COLLECTION OF DELINQUENT ACCOUNTS

Delinquent accounts shall be assessed interest charges, computed at one and one-half percent (1-1/2%) of the unpaid balance after the first thirty (30) days from the day the invoice is first issued. It will be compounding computed on a monthly basis as long as there is a delinquent amount in the account. All extra expenses, including legal expense, litigation cost, or costs of agents employed to effect collections shall also be assessed to, and payable by, such accounts.

ITEM 115.000  DEMURRAGE OR DELAYS

A. **DEMURRAGE – RAILCARS OR VESSELS:**

   In furnishing the service of ordering, billing out, loading or unloading railcars, and of handling to and from vessels, no responsibility for any demurrage whatsoever, on either railcars or vessels, will be assumed by the terminals.

B. **DELAYS – WAIVER OF CHARGES:**

   Delays in loading, unloading, receiving, delivering or handling cargo arising from riots, strikes or slowdowns of any person in the employ of their terminal companies or in the employ of others, or arising from equipment failures or breakdowns or, whether due to operator fault or otherwise, or any other cause not exclusively within the control of the terminal companies, will not entitle owners, shippers, consignees, carriers or other cargo or vessel interests, to waiver of any terminal charge or to recovery of any other loss or expense incurred by reason of such delay. (Subject to Items 133.000-133.700.)
ITEM 118.000  INSURANCE

Rates named in this Tariff do not include insurance of any kind.

ITEM 121.000  LABOR RATES
(A) SUBJECT TO CHANGE:

The rates named in this Tariff, revisions or supplements thereto, are based upon ordinary traffic and labor conditions. If and when these conditions change because of demands of labor for increased wages, strikes, congestions or other causes not reasonably within the control of the terminal companies, resulting in an increased cost of service, the rates are subject to change and will become effective on or after filing in the Tariff website, or the charge for services may be assessed on the basis of Items 227.030–227.150 and 400.000.

ITEM 121.100  LABOR RATES
(B) OVERTIME, SECOND AND THIRD SHIFT:

All rates named in this Tariff for services involving labor are based upon first shift wages. In addition to these rates, when any services are performed on second or third shift, weekends, Holidays, or when payment of overtime wages to labor is necessary, the difference between first shift weekdays and the actual wages paid to labor, plus assessments, insurance and taxes, will be assessed against party or parties authorizing the service.

ITEM 121.200  LABOR RATES
(C) STANDBY TIME:

Standby time “no work provided” occurs when the Port is required to order labor for a specific service and for a stated time and, through no fault or inability of the Port, the service cannot be started, or when services in progress is delayed for a period of fifteen (15) consecutive minutes, or more. The full cost of labor, to include actual wage, plus assessments, insurance and taxes for the time lost shall be assessed. Standby time will be assessed for Direct Discharge/Transfer.

ITEM 121.300  LABOR RATES
(D) PENALTY CARGO:

When Port of Tacoma handles Breakbulk cargo deemed penalty cargo by ILWU Coastwide Contract, the Port will collect charges for the labor handling the cargo at the amount specified in the ILWU Contract.
ITEM 121.400  LABOR RATES
(E) EXTRAORDINARY CLERICAL AND SUPERVISORY LABOR:

The Port of Tacoma will furnish, at the request of Pacific Northwest Outport or other military authority, certain clerical and supervisory personnel. These personnel will be employed for special assignments in the movement of units and troop personnel, and the supervision of cargo movements through the Port of Tacoma in and above the regular receiving and documentation as called for in this Tariff. Charges will be based on agreed wages, plus fringe benefits, plus fifteen percent (15%) to cover overhead in billing.

ITEM 124.000  LIABILITY FOR INJURY

If and when, others than the terminals, are permitted to perform services on the wharves or premises of the terminals, they will be liable for the injury of persons in their employ, and will also be held responsible for loss, damage or theft by themselves or persons in their employ. (Subject to Items 133.000–133.700.)

ITEM 127.000  LIABILITY FOR LOSS OR DAMAGE - LIMITED
(A) RESPONSIBILITY LIMITED:

Terminal participants herein will not be responsible for any loss, damage or delay of merchandise, which may arise from any cause beyond its direct authority and control. Further, the terminals shall not be liable for any loss, damage or delay of merchandise, or any other injury which results from animals, insects, rodents or vermin; nor from decay, deterioration, evaporation, shrinkage or loss of quantity, quality or value from inherent vice of product, nor from fire, frost, leakage or discharge from fire protective sprinklers, oxidation or rusting, nor from civil disorder, insurrection, riot, strike or labor stoppage, whether or not agents or the employees of the terminals be involved; nor from delay caused by shortage of qualified labor. (Subject to Items 133.000–133.700.)

ITEM 127.100  LIABILITY FOR LOSS OR DAMAGE - LIMITED
(B) RESPONSIBILITY DURING FREE TIME PERIOD:

Except as may be further limited by specific provisions herein, liability for loss, damage or delay to merchandise during Free Time periods specified in this Tariff, shall be those limits set forth in the ocean carrier’s receipt or Bill of Lading issued, or to be issued, to govern the transportation of the shipment by vessel.

ITEM 127.200  LIABILITY FOR LOSS OR DAMAGE - LIMITED
(C) RESPONSIBILITY AS WAREHOUSEMAN:

Except as may be further limited by specific provisions herein, liability for loss, damage or delay to merchandise in the care, custody or control of the terminal at any time other than the Free Time periods specified in this Tariff, shall be that of a warehouseman only. (Subject to Item 133.000.)
ITEM 127.300 LIABILITY FOR LOSS OR DAMAGE - LIMITED
(D) SHIPMENTS RECEIVED SUBJECT TO STATEMENT OF VALUE:

Merchandise subject to ocean carriage under rates fixed on Ad Valorem basis or merchandise with the value of any piece, package (or customary freight unit of cargo, when not shipped as a piece or package) in excess of five hundred dollars ($500.00) shall be accepted by the terminals as having a mutually agreed value, for the purpose of fixing maximum claims liability of the terminals, not in excess of five hundred dollars ($500.00) per piece, package (or customer freight unit of cargo, when not shipped as a piece or package), unless:

1. Shipper, his agent, inland or ocean carrier delivering such shipments to the Port indicates the actual value of merchandise on the shipping documents tendered to the Port on delivery of goods to the Port, and

2. Written notice indicating the value of the cargo and the intent to deliver is given the terminals no later than the close of business of the regular workday (Saturdays, Sundays and Holidays excluded) immediately preceding the date the shipment is delivered to the terminals. (Subject to Items 133.000–133.700.)

ITEM 127.400 LIABILITY FOR LOSS OR DAMAGE - LIMITED
(E) VALUATION OF MERCHANDISE FOR CLAIMS PURPOSE:

Except as maximum liability limits may be established under provisions of Paragraph D, Item 127.300, calculation or adjustment of claims against the Terminals shall be based upon actual cost of merchandise involved, plus freight and insurance, if paid. Any claim for partial loss or damage of merchandise in a shipment shall be based upon a prorating by weight of the actual or agreed maximum valuation as may be related to the individual circumstances of the shipment. (Subject to Items 133.000–133.700.)

ITEM 130.000 LIMITS OF LIABILITY

No provision contained in this Tariff shall limit or relieve the Port of Tacoma from liability for its own negligence nor require any person, vessel or lessee to indemnify or hold harmless the Port of Tacoma from liability for its own negligence.

ITEM 133.000 RIGHTS OF TERMINALS OR OPERATORS
(A) RIGHTS RESERVED:

Right is reserved by terminal operators to furnish all equipment, supplies and material, and to perform all services in connection with the operation of their Terminals, under rates and conditions named herein.
ITEM 133.100  RIGHTS OF TERMINALS OR OPERATORS
(B) RIGHT TO REFUSE FREIGHT:

Right is reserved by terminal operators, without responsibility for demurrage, loss or damage attaching, to refuse to accept, receive, or unload, or to permit vessel to discharge:

1. Freight for which previous arrangements for space, receiving, unloading or handling has not been made by shipper, consignee or carrier.

2. Freight deemed extra offensive, perishable, or hazardous.

3. Freight, the value of which may be determined as less than the probable terminal charges.

4. Freight not packed in packages or containers suitable for standing the ordinary handling incident to its transportation. Such freight, however, may be repacked or reconditioned at discretion of terminal operator, and all expense, loss or damage incident thereto will be for account of shipper, consignee, owner or carrier. (Subject to Items 133.000–133.700.)

5. Freight classified as 1.1 or 1.2.

ITEM 133.200  RIGHTS OF TERMINALS OR OPERATORS
(C) RIGHT TO REMOVE, TRANSFER OR WAREHOUSE FREIGHT:

Hazardous or offensive freight, or freight which, by its nature, is liable to damage other freight, is subject to immediate removal, either from the wharf or wharf premises, or to other locations. All expense and risk of loss or damage is for the account of owner, shipper or consignee.

Freight remaining on wharf premises after expiration of Free Time (See Items 230.000–230.200), freight shut out at clearance of vessel, and freight rerouted or requested to be transferred between Port terminals, may be piled or re-piled to make space, transferred to other locations or receptacles within the wharf premises, or removed to public or private warehouses, with all expense and risk of loss or damage for account of the owner, shipper, consignee, or carrier, as responsibility may appear. This includes the cost of use of special equipment. (Subject to Items 133.000–133.700.)

ITEM 133.300  RIGHTS OF TERMINALS OR OPERATORS
(D) INTER-PIER TRANSFER OF BREAKBULK:

When it is necessary to transfer non-containerized articles subject to this item from one terminal to another in order to provide the necessary storage space or to load to vessel per customer request, the cost of cartage or drayage will be for the account of the cargo, and will be charged cost plus fifteen percent (15%), plus State Sales Tax. (Subject to Item 133.200.)
ITEM 133.400  RIGHTS OF TERMINALS OR OPERATORS
(E) RIGHT TO WITHHOLD DELIVERY OF FREIGHT:

Right is reserved by terminal operators to withhold delivery of freight until all accrued terminal charges and/or advances against said freight have been paid in full.

ITEM 133.500  RIGHTS OF TERMINALS OR OPERATORS
(F) RIGHT TO SELL FOR UNPAID CHARGES:

Freight on which unpaid terminal charges have accrued may be sold to satisfy such charges and costs. Freight of a perishable nature, or of a nature liable to damage other freight, may be sold at public or private sale, without advertising; providing owner has been given proper notice to pay charges and to remove said freight, and has neglected or failed to comply.

ITEM 133.600  RIGHTS OF TERMINALS OR OPERATORS
(G) EXPLOSIVES AND HAZARDOUS CARGO:

The acceptance, handling, or storage of hazardous materials as defined by the Department of Transportation for purposes of transportation, and governed by rules and regulations of Federal, State, and local authorities, are subject to special arrangements with terminal operators. Hazardous cargo must be prepared for shipment in accordance with the applicable DOT Regulations contained in 49 CFR, Parts 100-177. Shippers, vessel operators and inland carriers are hereby warned that the party or parties responsible for infractions will be subject to such penalties as may result from violation of any applicable regulations. The Port reserves the right to refuse hazardous materials as designated under DOT for purposes of transportation. The Port will not accept any cargo that does not comply with all applicable regulations or is in an unsafe condition.

ITEM 133.700  RIGHTS OF TERMINALS OR OPERATORS
(H) OWNER’S RISK:

1. Glass, liquids, and fragile articles will be accepted only at owner’s risk for breakage, leakage, or chafing.

2. Freight on open ground is at owner’s risk for loss or damage.

3. All watercraft, if and when permitted by terminal operators to be moored in slips, at moorage dolphins, at wharves, or alongside vessels, are at owner’s risk for loss or damage.

4. The Port of Tacoma will not be liable for damage or delay to any merchandise arising from fumigation or inherent vice of the product. Fumigation may be required by State or Federal law or regulations, or where in the judgment of the Port good practice so dictates. Early ripening of fruit will not be a reason for imposing liability on the Port, unless the Port specifically accepts responsibility for a particular shipment. Such acceptance of responsibility must be in writing and signed by the Port Executive Director.
ITEM 133.800  RIGHTS OF TERMINALS OR OPERATORS
(I) VESSEL LIABILITY FOR DAMAGE TO PORT STRUCTURES:

The vessel assumes liability for damage, and will be invoiced for damage repairs, sustained to any Port facility or structure arising during their occupancy of a Port berth. Damages identified during or after a vessel’s departure will be deemed to have occurred during the vessel’s berthing, unless the Port is notified in writing by the vessel’s agent of any pre-existing damage, prior to tie up.

ITEM 136.000  RULES GOVERNING STEVEDORE AND OTHER SERVICES, ACCESS TO, AND OPERATIONS ON, PROPERTY OF THE PORT
(A) CARE IN THE PERFORMANCE OF OPERATIONS:

The Stevedore, and Other Services, shall exercise care in the performance of its operations in order to prevent injury to or death of any person, and damage to or destruction to or loss of property, whether of the Port, of the Stevedore, or Other Services, or of the vessel being stevedored, or of any other party.

ITEM 136.100  RULES GOVERNING STEVEDORE AND OTHER SERVICES, ACCESS TO, AND OPERATIONS ON, PROPERTY OF THE PORT
(B) COMPLIANCE WITH FIRE AND SAFETY PRECAUTIONS:

The Stevedore, and Other Services, shall take all necessary safety and fire precautions, and comply with recognized commercial and marine safety practices, procedures and regulations.

ITEM 136.200  RULES GOVERNING STEVEDORE AND OTHER SERVICES, ACCESS TO, AND OPERATIONS ON, PROPERTY OF THE PORT
(C) STEVEDORE, AND OTHER SERVICES, AND PORT INDEPENDENT CONTRACTORS:

In any service relationship, the Port and the Stevedore, and Other Services, shall be independent contractors, each to the other, and shall not be agents or employees, one for the other, for any purposes.
ITEM 136.300  

RULES GOVERNING STEVEDORE AND OTHER SERVICES, ACCESS TO, AND OPERATIONS ON, PROPERTY OF THE PORT  
(D) STEVEDORE, AND OTHER SERVICES, SHALL ENSURE EFFICIENT AND EXPEDITIOUS VESSEL WORK:  

In order to ensure efficient and expeditious loading and discharge of vessels, and the maximum utilization of the full capacity of the Port, the Stevedore, and Other Services, shall:  

1. Make use of the appropriate facilities and equipment furnished by the Port.  
2. Have at least one (1) qualified supervisor present at all times while a vessel is loading or unloading.  
3. Have at least one (1) responsible officer or representative, with full power to make all operating decisions concerning the Stevedoring, and Other Services, of vessels at the Port, available for contact by the Port at all times, and keep the Port informed at all times of how and where such officer or representative may be contacted by the Port.  
4. Cooperate fully with the Port in all respects by: (a) advising as far in advance as possible the type of vessel, Master’s estimate of the quantity of cargo to be loaded or discharged, estimated time to load or discharge, and any special problems that may exist or arise; (b) determining the equipment needed for the operations; and (c) coordinating sequence and timing of operations for the convenience and efficiency of the Port.  
5. Promptly restore terminal working areas to a clean, safe and orderly condition on completion of Stevedoring, and Other Services, operations.
ITEM 136.400 RULES GOVERNING STEVEDORE AND OTHER SERVICES, ACCESS TO, AND OPERATIONS ON, PROPERTY OF THE PORT

(E) PORT SHALL SUPPLY EQUIPMENT, FACILITIES AND SERVICE:

1. The Port shall furnish, subject to conditions and charges stipulated elsewhere in this Tariff, the following:

   a. Access, for Stevedore, and Other Services, employees, to Port property at places and in the manner as may be approved by the Port.

   b. Emergency office and telephone usage.

   c. Port equipment to the extent it is available, required and dedicated to Stevedore, and Other Services, uses.

2. All Port equipment utilized by the Stevedore, and Other Services, in performing its work is expressly understood to be under the direction and control of the Stevedore, and Other Services, and the Stevedore, and Other Services, is responsible for the operation thereof and assumes all risk for injuries or damages which may arise or grow out of the use or operation of such equipment. It is incumbent upon the Stevedore, and Other Services, to make a thorough inspection and become satisfied as to the physical condition and capacity of the equipment, as well as the competency of the operator, there being no representation or warranty by the Port with respect to such matters. (Subject to Items 133.000–133.700.)

3. All such equipment will be properly used by the Stevedore, and Other Services, and not subjected to abuse or more than normal wear and tear. If there is any such abuse or more than normal wear and tear, the Stevedore, and Other Services, shall pay for the damages to such equipment.

4. Upon determination of the period of use, all such equipment shall be returned to the Port in the same condition as when received, normal wear and tear accepted.

5. It shall be incumbent on the Stevedore, and Other Services, to make an inspection of all accesses permitted to and from a work area, and the work areas themselves, to be satisfied that these are safe places for the access and the work to be performed. There is no representation or warranty by the Port with respect to such matter.
ITEM 136.500  RULES GOVERNING STEVEDORE AND OTHER SERVICES, ACCESS TO, AND OPERATIONS ON, PROPERTY OF THE PORT
(F) STEVEDORE, AND OTHER SERVICES, WARRANTY:

1. As a condition to the right to conduct business or operate on Port property, the Stevedore, and Other Services, shall warrant that all its operations shall be conducted at all times with all necessary labor and equipment under competent supervision, with all proper dispatch and in good and workmanlike manner, and the conduct of such business or operations on Port property shall be deemed to be an offer of such warranty by the Stevedore, and Other Services, and its acceptance by the Port. (Subject to Items 133.000–133.700.)

2. If any breach of these warranties causes or subjects the Port to any losses, claims, damages or liabilities, the Stevedore, and Other Services, shall defend, indemnify and hold harmless, and reimburse the Port in respect thereto. (Subject to Items 133.000–133.700.)

ITEM 136.600  RULES GOVERNING STEVEDORE AND OTHER SERVICES, ACCESS TO, AND OPERATIONS ON, PROPERTY OF THE PORT
(G) INDEMNITY:

Every party using Port marine terminal facilities and/or other Port-owned or Port-controlled premises (including roadways) shall indemnify and hold harmless the Port, its employees and agents from and against any claims, damages, losses and expenses (including attorney’s fees) for injury to or death of any person, employee, agent, or invitee, or for damage to or destruction of any property. Each party using Port marine terminal facilities and/or other Port-owned or Port-controlled premises (including roadways) shall also indemnify and hold harmless the Port, its employees, agents, and invitees from and against all claims, damages, losses, and expenses (including attorney’s fees) for injury to or death of any persons (including employees of the Port), and for damage to or destruction of any property in whole or in part, by any negligent act or omission or breach of these rules by the Stevedore, and Other Services, its employees, agents, or anyone else for whose acts the Stevedore, and Other Services, is or may be liable. Nothing herein contained shall be deemed to exculpate the Port from liability for loss or damage solely and proximately caused by the negligence of the Port of Tacoma.
ITEM 136.700

RULES GOVERNING STEVEDORE AND OTHER SERVICES, ACCESS TO, AND OPERATIONS ON, PROPERTY OF THE PORT

(H) INSURANCE:

1. The Stevedore, and Other Services, shall obtain, and shall maintain, the following insurance coverage:

   a. Workmen’s Compensation Insurance (including Longshoremen and Harbor Worker’s Act coverage) under all applicable Federal and State statutes and municipal ordinances for all Stevedore’s, and Other Services, employees performing its work, and Employer’s Liability Insurance (including liability under the Jones Act), in the amount of not less than one (1) million dollars ($1,000,000.00).

   b. Comprehensive General Liability Insurance (including coverage for liability, broad form contractual liability and property in the insured’s care, custody and control) against the claims for bodily injury, death or property damage occurring on, in or about the vessels being loaded by the Stevedore and Other Services, or the premises of the Port, and the adjoining areas, limits as to bodily injury or death and property damage of not less than five (5) million dollars ($5,000,000.00) for each occurrence.

2. It is agreed that the Stevedore, and Other Services, shall furnish the Port Certificates of Insurance evidencing the foregoing coverage endorsed:

   “It is agreed that such insurance as is afforded by the Policy for Bodily Injury Liability and for Property Damage Liability applied to the Port of Tacoma as an insured, but only with respect to liability arising out of the operations of named insured.”

Certificate of Insurance shall provide that the Port is to be given fifteen (15) days prior written notice of any alterations or cancellations.
ITEM 139.000  SECURITY SERVICE

A. When, due to Rules and Regulations of Federal, State or local authorities, the terminal is requested or required to provide special security service in connection with cargo moving through its facilities, the terminal shall assess the cost of such security service to the carrier handling such cargo.

B. When special security service is requested by the carrier, shipper, or consignee, in connection with cargo being handled at the terminal, the terminal shall assess the cost of such security service to the party requesting the service.

C. In order to fulfill its responsibilities for security, including but not limited to responsibilities mandated under the Maritime Transportation Safety Act of 2002 and the U.S. Coast Guard regulation 33CFR105, the Port of Tacoma may assess against and collect from ocean going vessels or barges, subject to SOLAS and U.S. Coast Guard regulation 33CFR104, their owners, or operators for the use of the terminal working areas a Port Security Fee. Such fee shall be in addition to all other fees and charges due under the tariff.

Security Fee: All rates are per vessel or barge, and will be assessed in the following manner: actual time from vessel or barge tie up (last line secure) to vessel or barge let go (last line released) rounded to the next hour: plus 2 hours to prepare and secure the Pier. At the Port’s discretion, charges may be assessed to cargo and/or vessels or barges for additional security costs associated with an increase in MARSEC Level mandated by the U.S. Department of Homeland Security or request of customer or requirement of U. S. Coast Guard.

Security Fee: All rates are per vessel or barge, the fee is **$64 per officer per hour**. At the Port’s discretion, charges may be assessed to cargo and/or vessels or barges for additional security costs associated with an increase in MARSEC Level mandated by the U.S. Department of Homeland Security.

ITEM 139.100  

D. Lay Berth Barges Only: The Port of Tacoma will assess against and collect from all lay berth barges, their owners, or operators for the use of the Port of Tacoma facilities, a Port Security Fee of $456 per 24hr period or portion thereof. Such fee, in the amount set forth in the tariff, shall be in addition to all other fees and charges due under the tariff.

ITEM 139.101  

E. Access Fee: If short term access to any Port of Tacoma Terminal is needed during non-working hours (Non-Working Hours- “when terminal is closed, and not staffed by an officer”) then following conditions apply:

Fee - applicable hourly rate:
- **Regular $83.23, Overtime $117.99, Double Time $152.70.**

Minimum Time: 4 hours per request

Notification: Must be received 24 hours prior to access by Port of Tacoma Security Department and Waterway Coordinator.

Cancellations: Must be received 8 hours in advanced of the requested access time or a minimum 4 hour charge will be assessed.
ITEM 142.000  SHIPPER'S REQUEST AND COMPLAINTS

Any interested party may initiate requests or complaints on matters relating to Rates, Charges, Rules and Regulations contained in this Tariff, by filing a statement, fully documenting the request or complaint with Executive Officer, Northwest Marine Terminal Association, P.O. Box 1283 Issaquah, WA 98027.

ITEM 144.000  MILITARY USE OF TERMINAL AREAS NOT UNDER LEASE

When the Port is notified by the SDDC 833rd Transportation Battalion Commander, that a military exercise will require terminal space not under lease, the Port will vacate said space. All costs associated with movement and storage of cargo, for this exercise, is for the U.S. Government. This includes rental of other areas for cargo. Any use of port equipment will be charged at published rates by Port of Tacoma.

ITEM 145.000  GOVERNMENT CARGOES

For U.S. or other Government cargo, the rates in this Tariff apply. U.S. or other Government cargo is defined as cargo where title has passed to the U.S. or other Government, and the U.S. or other Government bears direct responsibility for the payment of Marine Terminal Rates and Charges.

ITEM 148.000  GOVERNMENT SPONSORED CARGO

U.S. or other Government Sponsored Cargo is defined as cargo moving under U.S. or other Government Contracts, where the shipper bears direct responsibility for the payment of Marine Terminal Rates and Charges until title passes to the U.S. or other Government. Cargo moving under this definition is considered commercial cargo and subject to the published Tariff Rates and Charges.

ITEM 151.000  VESSEL BERTHING RULES

(A) BERTH ASSIGNMENTS:

Berth assignments will be issued at the sole discretion of the Port to the owners, agents, or operators of vessels for the use of a specific berth by a specific vessel.

ITEM 151.100  VESSEL BERTHING RULES

(B) APPLICATION FOR VESSEL BERTH RESERVATION:

Application for Vessel Berth Reservation shall be prepared and submitted to the Port no less than ten (10) days prior to estimated vessel arrival. No vessel will be permitted to berth at a wharf or terminal without a prior berth assignment being granted by the Port. Forms may be obtained from the Port of Tacoma and/or see Items 151.500, 151.600 and 151.700.
ITEM 151.200  VESSEL BERTHING RULES
(C) CONFIRMATION OF ESTIMATED TIME OF ARRIVAL:

Vessel estimated time of arrival at Port Angeles Pilot Station will be confirmed forty-eight (48) hours prior and reconfirmed twenty-four (24) hours prior to arrival.

ITEM 151.300  VESSEL BERTHING RULES
(D) VESSELS REQUIRED TO WORK CONTINUOUSLY:

When a vessel is on berth and another vessel is waiting for that berth, the berthed vessel is required to work continuously at its own expense until loading and discharge are complete; after which it will promptly vacate its berth. Any vessel refusing to work continuously when requested by the Port shall vacate the berth.

ITEM 151.400  VESSEL BERTHING RULES
(E) VESSELS REQUIRED TO VACATE BERTHS:

The Port reserves the right to order a vessel to shift its position at a wharf, to change berth, or to vacate a berth when not actually engaged in loading or discharging cargo or when a vessel holding an agreement granting preferential use of that berth at that time, presents itself at the berth. Any vessel, upon notice to move, may be shifted by tug and any expenses shall be charged to the vessel so moved.

See Items 151.500, 151.600 and 151.700 for Vessel Berth Reservation Form.

ITEM 151.410  VESSEL BERTHING RULES
(F) OPERATION OF RADARS AT BERTH:

All vessels at berth shall have their radars turned off. Any vessel sitting at berth with operating radar, that causes a crane operator work stoppage, could be liable for standby labor costs incurred by that terminal operator.
**APPLICATION FOR VESSEL BERTH RESERVATION**

**PORT OF TACOMA**  
P.O. Box 1837, Tacoma, Washington 98401  
APPLICATION FOR VESSEL BERTH RESERVATION  
(See Notes and Conditions)

Reservation of a Berth is Requested at the Port of Tacoma

<table>
<thead>
<tr>
<th>Date</th>
<th>Vessel</th>
<th>Voyage No.</th>
<th>Length Over All</th>
<th>ETA</th>
<th>ETD</th>
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<thead>
<tr>
<th>Vessel Owner/Line</th>
<th>Berth Desired</th>
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<thead>
<tr>
<th>Vessel Charterer</th>
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<thead>
<tr>
<th>To Load (Commodity Type and Amount/No. of Containers)</th>
<th>To Discharge (Commodity Type and Amount/No. of Containers)</th>
</tr>
</thead>
<tbody>
<tr>
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<thead>
<tr>
<th>Terms of Affreightment</th>
<th>Terms of Affreightment</th>
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<thead>
<tr>
<th>Agency Firm</th>
<th>Authorized Individual</th>
</tr>
</thead>
<tbody>
<tr>
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</tbody>
</table>

**NOTES AND CONDITIONS**

Application for reservation of vessel berth and vessel berthing is subject to Regulations, Rules and Terms of the Port tariff and to the timely filing of the Statement of Financial Responsibility provided and incorporated herewith as Supplement to this Application for Vessel Berth Reservation.

**FOR PORT USE ONLY**

Application Received By:  
Time/Date:  

Application Approved By:  
Time/Date:  

Berth Assigned:  
Vessel ETA:  

Special Crane or Cargo Handling Equipment Required:

<p>| |</p>
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</tbody>
</table>
ITEM 151.600  SUPPLEMENT TO APPLICATION FOR VESSEL BERTH RESERVATION

PORT OF TACOMA
P.O. Box 1837, Tacoma, Washington 98401

SUPPLEMENT TO APPLICATION FOR VESSEL BERTH RESERVATION

Note: Separate submissions of this document are required when the vessel affreightment for part of the cargo differs from the terms of the affreightment for any other part of the cargo.

<table>
<thead>
<tr>
<th>Category of Port Charges</th>
<th>Party Responsible for Payment</th>
<th>Estimated Dollar Amount</th>
<th>Send Invoice To:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Dockage</td>
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<td></td>
</tr>
<tr>
<td>2. Wharfage</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>3. Service and Facility Charge</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>4. Handling</td>
<td></td>
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</tr>
<tr>
<td>5. Overtime Differential</td>
<td></td>
<td></td>
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<tr>
<td>6. Standby and/or No Work Provided</td>
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<tr>
<td>7. Equipment Rental</td>
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<td></td>
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<tr>
<td>8. Materials</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>9. Rail Car Loading/Unloading</td>
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<td></td>
<td></td>
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<tr>
<td>10. Gates/Yard/Warehouse Charges</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>11. Truck loading/unloading Charges</td>
<td></td>
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<tr>
<td>12. Misc. Labor</td>
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<tr>
<td>13. Misc. (Water, Telephone, Electricity, Etc.)</td>
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<tr>
<td>14. Port Security Fee</td>
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<tr>
<td>15. Other</td>
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</tbody>
</table>

Total Estimated Charges: $

Pursuant to the instructions set forth in Conditions of Berth Reservation, the undersigned hereby seeks the arrangement of berthing facilities on behalf of the above-named vessel, and attests to the accuracy of the information provided to the extent set forth in Paragraph C of Conditions of Vessel Berth Reservation.

Date: (Berth Agent) (As Agent Only)

Acceptance of Financial Responsibility for Payment

In connection with the Application for Vessel Berth Reservations dated __________, 20__, the undersigned hereby accepts responsibility, on its own behalf, for payment of the port charges listed under the line items as designated below which correspond with those designated in the above Supplement to Application for Vessel Berth Reservation, in a maximum amount not to exceed 125 percent (125%) of the aggregate estimated dollar amount shown above for the relevant line items, or 125 percent (125%) of such other sum as the Port, after review and revision of such estimates, has provided to the undersigned in writing, in which latter case a copy of such writing is physically attached hereto.

<table>
<thead>
<tr>
<th>Category of Port Charges Line item(s) No.</th>
<th>For Port/Dock Operator Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Name of Company)</td>
<td>(Authorized Signature)</td>
</tr>
<tr>
<td>Category of Port Charges Line item(s) No.</td>
<td></td>
</tr>
<tr>
<td>(Name of Company)</td>
<td>(Authorized Signature)</td>
</tr>
<tr>
<td>Category of Port Charges Line item(s) No.</td>
<td></td>
</tr>
<tr>
<td>(Name of Company)</td>
<td>(Authorized Signature)</td>
</tr>
</tbody>
</table>

Note: Pursuant to Port of Tacoma Tariff Item No. 106.000, in all instances where the “Party Responsible for Payment” listed above has not established credit worthiness with the Port and where responsibility for port charges has not been accepted by another credit worthy entity, the Port shall require payment of cash in advance or posting of acceptable security prior to vessel berthing.
ITEM 151.70  CONDITIONS OF VESSEL BERTH RESERVATION

PORT OF TACOMA
CONDITIONS OF VESSEL BERTH RESERVATION

In accordance with Federal Maritime Commission Docket 83-48, Alaska Maritime Agencies, Inc., et al v. Port of Anacortes, et al, and Tariff Item 106.000 in the Port of Tacoma Terminals Tariff No. 300, all applications for Vessel Berth Reservation shall be made in the form specified by the Port, and will require the timely filing of the financial responsibility information shown on the Supplement To Application for Vessel Berth Reservation, completed in accordance with and otherwise governed by, the terms and conditions set forth below:

A. Except where and to the extent waived pursuant to paragraph B below, terms of payment for all acceptable Port charges shall be cash in advance. A cash deposit or acceptable security in an amount equal to 125% of the estimated applicable charges will be required to be posted with the Port, six (6) days prior to the vessel’s scheduled arrival, or at such other time as may be authorized or directed by the Port, but in all cases in advance of actual services rendered. In any case in which a cash deposit has been posted, any excess thereof, after satisfaction of all applicable port charges, shall be promptly refunded by the Port to the party posting same.

B. The Port may waive the requirement of cash in advance as to all or any category or categories of its anticipated port charges when the party responsible for such charges has been identified by the berthing agent to the satisfaction of the Port, and:

   1. That party responsible has established credit worthiness acceptable to the Port; or
   2. Adequate security, acceptable to the Port, in an amount equal to 125% of the applicable estimated port charges, has been posted; or
   3. The agent requesting the berth, or another entity, in each case acceptable to the Port as credit worthy, has personally accepted financial responsibility for the applicable charges.

C. The vessel agent or other person requesting reservation of a berth (“berthing agent”) shall, as part of the berth reservation process, provide to the extent of his knowledge all information called for on the Supplement to Application for Vessel Berth Reservation respecting the vessel, its estimated arrival and departure, amount(s) and type(s) of cargo to be loaded/discharged, and an estimate of amount of each category of port charges, as enumerated, and party responsible for payment. The submission of this form, signed by the berthing agent, shall constitute the berthing agent’s attestation as to the accuracy of information therein supplied, based upon and to the extent of information made available to the berthing agent at the time of submission; and the berthing agent shall be held personally liable to the Port for any financial loss suffered by the Port as a result of the agent’s failure so to report accurately.

D. Should the berthing agent, subsequent to submission of this form, receive information which materially differs from the information previously provided, and which information the agent reasonably believes is not equally known to the Port, it shall immediately notify the Port and, as if requested by the Port, promptly file an amended Supplement to Application for Vessel Berth Reservation with the Port.

E. All estimates of port charges are subject to approval and/or adjustment by the Port.

F. The Port shall, promptly after receipt of this form, advise the berthing agent as to (1) its approval or adjusted estimate of port charges, and (2) whether posting of cash or security is required for any one or more categories of such charges and the amount thereof.

G. In addition to the terms for berth reservation and establishment of financial responsibility set forth herein, requests for berth reservations and assignments of berths shall otherwise be in accordance with all local rules and regulations established by the Port.
SECTION 2
DEFINITIONS AND SCHEDULE OF MISCELLANEOUS CHARGES

ITEM 200.000  CHECKING CARGO
(A) DEFINITION:

The service of counting, or checking cargo against appropriate documents for the account of the cargo or vessel, or other person requesting same. Checking will not include measuring, grading, scaling, weighing, marking, segregating, sampling or supplying any information not obtainable by visual inspection of the package, case, palletized unit, or other exterior container.

Note: Issued pursuant to 46 Code of Federal Regulations, Part 525, and differs as underlined.

ITEM 200.100  CHECKING CARGO
(B) RESPONSIBILITY LIMITED:

1. In performing the service of checking, the terminal will accept no responsibility for concealed damage, nor for condition of packages, cases or other containers, whether or not receipts issued so state.

2. Unless freight is expressly accepted for storage, freight will only be accepted for delivery, and receipts for such freight will only be issued subject to outurn at delivery.

ITEM 200.200  CHECKING CARGO
(C) CHARGES:

Unless otherwise provided for, checking will be assessed at Man-Hour Rates as set forth in Item 400.000.
ITEM 200.300  CHECKING CARGO

(D) OVERTIME:

A. Checking from Dray or Trucks:
   When freight is received from trucks or drays on Saturdays, Sundays, Holidays, or during hours when, under the working rules governing labor, the payment of shift differential or overtime is necessitated, and the terminal is required to check same, or to furnish receipts for the freight, Man-Hour Rates, including standby time of checker employed to receive or deliver such freight, will be charged against the party requesting it.

B. Checking to or from Inland Water Carriers:
   When freight is received from, or delivered to inland waterway vessels on Saturdays, Sundays, Holidays, or during hours when, under the working rules governing labor, the payment of shift differential or overtime is necessitated, and no labor of handling to or from ship’s tackle is performed by the terminal, but the terminal company is required to check such freight, or to furnish receipts for same, Man-Hour Rates, including standby time of checker employed to receive or deliver such freight, will be charged against the carrier.
ITEM 203.000  CLASSIFICATION OF TRAFFIC

Vessels, the trade route on which they operate, and the cargo which they handle, are classified below for the purpose of applying the provisions of this Tariff. Unless otherwise specified, cargo received from a vessel in one trade route and transshipped on a vessel in another trade route, will be subject to the Rates, Conditions and Exceptions governing the respective trade route classifications, whether or not such cargo is moving on Through Rates and/or Bills of Lading:

A. ALASKAN:
Service between Washington ports and ports in Alaska, whether direct or via British Columbia ports.

B. COASTWISE:
Service along the Pacific Coast of the United States between the Mexican and Canadian borders, including such service when via British Columbia ports.

C. INTERCOASTAL:
Service between Washington ports and ports in the United States on the Gulf of Mexico or the Atlantic Coast.

D. INLAND WATERWAY:
Service limited exclusively to traffic on Puget Sound and tributary waters, including traffic to and from British Columbia ports, when not otherwise provided for in this Item.

E. HAWAIIAN:
Service between Washington ports and ports in the Hawaiian Islands.

F. OFFSHORE:
All services not otherwise specifically defined herein.

G. TRANSPACIFIC:
All traffic except as provided for in Paragraph H, crossing the 170th meridian of West Longitude and originating at, or destined to, all points on Oceania (except Hawaiian Islands) lying east of the 170th meridian of West Longitude.

H. TRANSPACIFIC-TRANS CONTINENTAL:
As defined in Paragraph G, traffic having either origin or destination in the states of North Dakota, Nebraska, Colorado, New Mexico, and states east thereof, the points in Canada, in Saskatchewan and provinces east thereof.
ITEM 206.000  CONTAINERIZED AND UNITIZED CARGO DEFINITION

For the purpose of application of Rates, Rules and Regulations under this Tariff:

A. “CONTAINERIZED CARGO” is cargo received in a container which is in transit, intact, between vessel and inland carrier (See Section 6).

B. “UNITIZED CARGO” is cargo secured to pallets or skids, or when the individual component shipping packages are banded or otherwise securely held together to form a single unit that has been prepared by the shipper, and which can be handled with mechanical forklift equipment as one (1) unit.

“CONVENTIONAL HANDLING” (See Item 233.000.)

ITEM 209.000  COST PLUS APPLICATION

A. Unless otherwise provided for in individual items, cost will be charged as per Item 400.000 on the following:

1. For services not specifically described in this Tariff.
2. For services of loading, unloading, handling, or transferring commodities for which no specific rates are named, and which cannot be performed for the rates provided under NOS Items.
3. For freight in packages or units of such unusual bulk, size, shape or weight, as to preclude handling, loading, unloading or transferring at the specific rates named in this Tariff.
4. For extra sorting, special checking, retagging, inspection, or for any operation delayed on account thereof, or from other causes not ordinarily incidental to a service for which specific rates are named in this Tariff.
5. For labor to clean railcars which have been unloaded, or in order to prepare the railcars for loading. Charges for such cleaning will be assessed on the basis of:

   - Man-Hours per Item 400.000
   - Equipment Rental per Items 227.030-227.150
   - Cost of Disposing of the Debris: The vessel shall be responsible to the terminal for payment of these charges.

6. For installing special equipment, or moving or transferring equipment on request, or for special purposes for use or convenience of others.
7. For shut-out cargo, which has to be rehandled at the same terminal.
8. For surveyors who are inspecting/checking cargo.

ITEM 209.100

B. Except as otherwise provided in individual items, charges for outside services or materials furnished in connection with services will be assessed at actual costs, plus fifteen percent (15%), plus State Sales Tax.
ITEM 212.000  CRADLE ASSEMBLY FOR BOATS AND YACHTS

The Port will provide the service of assembling complete knock-down cradles for shipping boats and yachts. This rate is based on the parts being delivered at least two (2) days in advance of yacht arrival. This rate includes labor and equipment to assemble the cradles. If the yachts arrive prior to cradle assembly, the loading of the yachts into the cradle will be charged at Man-Hours and Equipment. If the Port lashes yachts to the cradle, the lashing may be provided, or we will provide it for Cost, plus fifteen percent (15%), plus State Sales Tax and Man-Hours.

Charge for assembling the cradle is $410 per cradle.

ITEM 212.100  CRADLE ASSEMBLY FOR BOATS AND YACHTS
YACHT CRADLE DISPOSAL:

The Port will provide the service of yacht cradle disposal of cradles made of wood, steel, or a combination of materials, for $874 per cradle.

ITEM 215.000  CRANAGE – HEAVY LIFTS

Single pieces or articles weighing over 45,359 kgs. (100,000 lbs.) will be designated as heavy lifts.

ITEM 215.100  CRANAGE – EQUIPMENT TRANSFER

The Port will provide the service of transferring crane equipment between Pier 3 and Pier 4. Services will be provided based on 24 hour notice from Terminal Operator.

Flat Fee Rate for equipment transfers with 24 hour notice:
$1133 Per Crane/Per Occurrence

The Port will apply a 50% surcharge for requests with less than 24 hour notice.
ITEM 218.000 DIRECT HANDLING/DIRECT TRANSFER

“DIRECT HANDLING” or “DIRECT TRANSFER” means Handling (See Items 233.000-233.400) of freight by ship’s gear or other mechanical equipment, direct between railcars or trucks spotted at ship’s side and the vessel.

Terminal equipment used to facilitate Direct Handling/Direct Transfer of freight will be subject to Rental Charges, per Items 227.030-237.150.

ITEM 218.100 DIRECT HANDLING/DIRECT TRANSFER FROM TRUCK TO/FROM VESSEL:

At the option of terminals, Stevedores, and Other Services, may be permitted to handle freight direct to or from vessels. In such instances, the Tariff rates for Wharfage will be assessed. Terminals will not be responsible for damage to freight incurred during such operations, nor outturn of freight.

ITEM 218.200 DIRECT HANDLING/DIRECT TRANSFER FROM RAIL TO/FROM VESSEL:

A. Freight handled direct between OPEN RAILCARS and vessel will be assessed a Wharfage Charge but no Handling, Loading or Unloading Charges. Terminals will not be responsible for overloading or improper loading of open railcars, nor conditions of outturn of freight so handled.

B. Except as otherwise provided, freight cannot be handled direct between RAIL BOXCARS and the vessel. Boxcar shipments will be assessed Wharfage, Handling, Loading/Unloading Charges; the same as if the freight had moved from railcars to place of rest on wharf, and subsequently moved from place of rest on wharf to vessel, or vice versa (See Paragraph E).

C. Right is reserved by the terminals to designate with railcars, and when they may be placed alongside vessel for Direct Handling/Direct Transfer.

D. Railcar blocking and dunnaging, as per Item 236.200 is additional to rates named herein.

E. Bulk commodities handled direct from vessels to hopper railcars or chutes, shall be assessed a Wharfage and S&F Charge, but not Handling or Loading Charges. Charges for miscellaneous services for Bulk Commodities are:

   Equipment Rental per Items 227.030-237.150.

   Man-Hours per Item 400.000.
ITEM 221.000  DOCKAGE DESCRIPTION
(A) DEFINITION:

The charges assessed against a vessel or barge for berthing at a wharf, pier, bulkhead structure, or bank, or for mooring to a vessel or barge so berthed.

ITEM 221.100  DOCKAGE DESCRIPTION
(B) BASIS FOR COMPUTING CHARGES:

Dockage Charges will be assessed on the length-overall (LOA) of the vessel or barge. Length overall shall be construed to mean the linear distance, expressed in meters, from the most forward point on the stem of the vessel or barge to the aftermost part of the stern of the vessel or barge, measured parallel to the baseline of the vessel or barge.

For Dockage billing purposes, length-overall of the vessel or barge, as published in “Lloyd’s Register of Shipping”, will be used. If no such figure appears in “Lloyd’s Register”, the Port reserves the right to measure the vessel.

ITEM 221.200  DOCKAGE DESCRIPTION
(C) DOCKAGE PERIODS – HOW CALCULATED:

The period of time upon which Dockage is assessed will commence when the vessel or barge is made fast to the wharf; or when a vessel or barge is made fast to a vessel or barge so berthed; or when a vessel or barge comes within, or moors within, a slip; and will continue until such vessel or barge is completely free from, and has vacated, such berth or slip. No deductions will be allowed for Sundays, Holidays, or because of weather or other conditions.

ITEM 221.300  DOCKAGE DESCRIPTION
(D) CHARGE FOR SHIFTING VESSELS:

When a vessel or barge is shifted direct from one wharf (berth) to another wharf (berth) operated by the same terminal, the total time at such berths will be considered in computing the Dockage Charge.

ITEM 221.400  DOCKAGE DESCRIPTION
(E) VESSELS REQUIRED TO CHANGE BERTHS:

Berthing of vessels or barges not engaged in loading or unloading cargo will be at the discretion of the terminal, and then only with the expressed understanding that vessels or barges will move their position from place to place at wharf or leave wharf at discretion of the terminal when berth is required for vessel or barge with or for cargo. Any vessel or barge, upon notice to move, which refuses or fails to move, may be shifted by tug or otherwise, by wharf agent, and any expenses, damages to vessel or barge, or other vessels or wharf during such removal, will be charged to vessel or barge so moved.
ITEM 221.500  DOCKAGE DESCRIPTION
(F) LAY BERTH STATUS:

Vessels or barges arriving at the Port in advance of load and/or discharge schedule, may be permitted to dock at an idle berth if requested by ship’s agent, subject to berth availability. Lay Berth Status must be obtained prior to vessel or barge arrival at the discretion of Terminal Operations. Such vessels or barges will be assessed twenty-five percent (25%) of the applicable Tariff Dockage Rate. Lay Berth Status shall end at 0600 hours on the day of the first working shift. Lay Berth Status only applies on vessels that have not started working. The only exception is that on a Longshore “No Work” Holiday, vessels or barges may receive Lay Berth Status.

ITEM 221.501  DOCKAGE DESCRIPTION
MINIMUM LAY BERTH CHARGE:

Minimum Lay Berth charge per 24 hour period.............$678

ITEM 221.502  DOCKAGE DESCRIPTION
ANCHORED VESSELS MINIMUM CHARGE:

Vessels or barges anchored in Port owned waterways;
Minimum charge per 24 hour period............. $438
ITEM 224.000  DOCKAGE RATES

Dockage Rates will be assessed as follows:
Rates in dollars per 24-hour period or portion thereof.

**Charge A:** Applies to all Terminals North of 11th Street

**Charge B:** Applies to all Terminals South of 11th Street

<table>
<thead>
<tr>
<th>Overall Length of Vessels or Barges in Meters:</th>
<th>Charge per 24-Hour Day</th>
</tr>
</thead>
<tbody>
<tr>
<td>Over But Not Over</td>
<td>Charge A</td>
</tr>
<tr>
<td>0 107</td>
<td>$ 1,468</td>
</tr>
<tr>
<td>107 114</td>
<td>$ 1,821</td>
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<tr>
<td>114 122</td>
<td>$ 2,002</td>
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<td>122 130</td>
<td>$ 2,219</td>
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<td>130 137</td>
<td>$ 2,473</td>
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<td>$ 3,314</td>
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<tr>
<td>175 183</td>
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<td>183 191</td>
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<td>191 198</td>
<td>$ 5,714</td>
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<td>198 206</td>
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<td>206 213</td>
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<td>213 221</td>
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<tr>
<td>236 244</td>
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<td>244 259</td>
<td>$14,220</td>
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<tr>
<td>259 274</td>
<td>$16,180</td>
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<tr>
<td>274 290</td>
<td>$18,230</td>
</tr>
<tr>
<td>290 -</td>
<td>See below</td>
</tr>
</tbody>
</table>

ITEM 224.100  DOCKAGE RATES

(A) VESSELS WITH LOA GREATER THAN 290 METERS:

For vessels with LOA (Length Overall) greater than 290 meters, charge the rate for 290 meters, plus $1,406 for each fifteen (15) meters, or fraction thereof, of length in excess of 290 meters.

ITEM 224.200  DOCKAGE RATES

(B) TRANSIENT FISHING VESSELS:

Transient fishing vessels up to 91.4 meters in length may be fueled at Terminal 7A for up to four (4) hours for a charge of $255 including Dockage and S&F. Fueling activity must comply with all fire and safety laws, and customers must prove permits and insurance are secured. Fuel handled overside vessel is exempt from Wharfage per Item 272.300.
**ITEM 227.000**

**EQUIPMENT RENTAL**

Equipment specifically listed, when available, will be rented at the convenience of the Port. Charges for equipment rentals without operator are subject to applicable State Sales Tax.

All equipment supplied under these provisions is expressly understood to be under the direction and control of the Port’s customer and the Port’s customer is responsible for the operation thereof, and assumes all risk for injuries and damages which may arise or grow out of the use or operation of such equipment. It is incumbent upon the Port’s customer to make a thorough inspection and satisfy himself as to the physical condition and capacity of the equipment, as well as the competency of the operator, there being no representation or warranty by the Port with respect to such matters.

All equipment supplied under these provisions will be properly used by the Port’s customer and not subjected to abuse or more than normal wear and tear. If there is any such abuse or more than normal wear and tear, the Port’s customer shall pay for the damage to such equipment.

Upon termination of the period of use, all such equipment shall be returned to the Port in the same condition as it was received, normal wear and tear excepted (Subject to Items 133.000, 136.400 and 136.500).

When the Port provided services at Man-Hours and Equipment Rates, per Items 400.000 and 227.030-227.150, the below rates apply, although the Port’s customer does not have possession, direction and control of the equipment.
| ITEM 227.030 | Container Crane Rental (Without operator) (See Item 227.150 Notes 1, 2, 4, 5, 6 & 7) | $834.25 |
| ITEM 227.040 | Twin 20 Spreader used on Container Cranes Per vessel call | $910.24 |
| ITEM 227.050 | Container Straddle Carriers (operator extra) See Fuel Surcharge Addendum | $176.39 |
| ITEM 227.060 | Lift Trucks, Power (operator extra) See Item 227.150 Notes 3, 4 & 7 |  |
| ITEM 227.061 | Up to 8,000 lbs. capacity (2.72 metric tons and under) | $100.16 |
| ITEM 227.062 | Up to 25,000 lbs. capacity (To 11.34 metric tons) | $106.05 |
| ITEM 227.063 | Up to 45,000 lbs. capacity (To 22.68 metric tons) | $129.63 |
| ITEM 227.064 | Up to 62,000 lbs. capacity (To 28.12 metric tons) | $153.19 |
| ITEM 227.065 | Up to 92,000 lbs. capacity (To 41.73 metric tons) | $235.66 |
| ITEM 227.070 | Empty Container Handler (Side Pick) (operator extra) (7.00 metric tons & under) | $65.04 |
| ITEM 227.080 | Hostler (operator extra) See Item 227.150 Note 4 | $47.12 |
| ITEM 227.090 | Mafi Trailer (per day) | $68.94 |
| ITEM 227.100 | Bomb Cart (per shift) | $72.82 |
| ITEM 227.110 | Railcar Ramp (per day) | $129.38 |
| ITEM 227.120 | Street and Area Sweeper including operator | $331.04 |
| ITEM 227.121 | Magnet and Truck with operator. See Item 227.150 Note 4 | $331.04 |
| ITEM 227.122 | Vactor Truck including operator and assistant Does not include waste disposal. See Item 227.150 Note 4. | $359.68 |
| ITEM 227.123 | Generator per hour, delivery charges apply and can be obtained from the Office of Maintenance See 227.150 Note 4 | $26.57 |
| ITEM 227.130 | Welding Equipment & Compressor to remove lashing/securing on railcars (per day) (operator extra) | $101.04 |
| ITEM 227.150 | EQUIPMENT RENTAL NOTES |

**Note 1:** When labor is furnished by the Port at the request of a user, renter or operator, charges will be as provided in Item 400.000, but it is expressly stipulated that the Port acts solely as agent of user, renter or operator in engaging such labor and paying for services.

**Note 2:** Crane rental time begins when operations commence and continues until operations cease, plus one-half (1/2) hour warm-up time, and one-half (1/2) hour of time to shut down at the finish of the operation. If a crane is transferred from one renter to another during a shift, the warm-up time at the beginning is for the account of the first user, and the shut-down time at the finish is for the account of last user.

**Note 3:** When lift trucks are placed aboard vessels, twice the normal Rental Rate applies.

**Note 4:** Equipment Rental starts at the time specified when equipment is requested or when operator time starts, whichever occurs first, and continues until equipment is released to the Port.

**Note 5:** There will be minimum one (1) hour Crane Rental Charge when crane rental is requested and then cancelled, after the pre-operational inspection has been performed.

**Note 6:** When the crane breaks down for more than fifteen (15) minutes, due to other than operator error, and straddle carriers are being rented to support the crane, and straddle carriers are not used elsewhere, there will be no charge for the straddle carrier rental during that period.

**Note 7:** Charges for equipment usage will be rounded to the nearest fifteen (15) minutes.
ITEM 228.100  FACILITY CHARGE – RAILCARS

This charge will be assessed for each railcar interchanged to Tacoma Rail with the BNSF, the Union Pacific, Progress Rail or any other entity interchanging cars with Tacoma Rail, other than Intermodal cars. When a non-intermodal shipment is made using railcars that are articulated, each articulation shall be counted as an additional railcar for the purpose of applying this charge. One charge will equal $24.00, and two charges will equal $48.00.

The application of charges will be applied as follows:
- loaded/empty 1 charge
- empty/empty 1 charge
- loaded/loaded 2 charges

These charges will apply when cars pass Bullfrog junction as described above.

ITEM 228.200  FACILITY CHARGE – RAILCARS
HAZARDOUS MATERIALS SURCHARGE:

Loaded, non-container rail cars carrying hazardous materials transiting Bullfrog Junction. The mainline railroad will be assessed a hazardous materials charge:
Per Railcar: $12.00

ITEM 230.000  FREETIME
(A) DEFINITION:

The specified period during which cargo may occupy space assigned to it on terminal property free of Terminal Storage Charges immediately prior to the loading or subsequent to the discharge of such cargo on or off the vessel. The Port Terminals are for cargo in transit. Any cargo exceeding free time requires permission from Terminal Operations.

Note: Issued pursuant to 46 Code of Federal Regulations, Part 525, and differs as underlined.

ITEM 230.100  FREETIME
(B) COMPUTING FREE TIME:

Free time starts the first 7 a.m. occurring after freight is received or unloaded onto wharf from car or truck; or, in case of freight received from vessel, the first 7 a.m. occurring after vessels complete discharge. On outbound traffic to vessel, delivery of which is made after the allotted Free Time period, the day freight is loaded out, or delivered to truck or car, is to be considered a storage day. Unless otherwise specified, free time periods on freight are as follows: 15 Calendar Days.
ITEM 230.200  FREETIME
(C) ASSEMBLING TIME:

Any assembly beyond regular Free Time allowance must be granted permission prior to cargo arrival at the discretion of Terminal Operations.

ITEM 233.000  HANDLING
(A) DEFINITION:

The charge made against vessels, their owners, or operators, for physically moving cargo from the end of ship’s tackle to a point of rest, or from point of rest to within reach of end of ship’s tackle. It includes ordinary sorting, breaking down, and stacking. Also call “Conventional Handling”.

Exception: When cargo is discharged that requires sorting within a Bill of Lading, charges for sorting will be made at Man-Hour and Equipment Rates.

Note: For the purpose of continuing in effect the historic practices at the Port of Tacoma, this definition of Handling Rates takes precedence over, and is a departure from the definition in 46 Code of Federal Regulations, Part 525.

ITEM 233.100  HANDLING
(B) RIGHT TO HANDLE FREIGHT RESERVED:

Terminal Operations, when equipped to perform the services of handling freight and to care for same on their terminals, reserve the right, in all instances, to perform such services.

ITEM 233.200  HANDLING
(C) DIRECT TRANSFERS:

See Item 218.000.

ITEM 233.300  HANDLING
(D) MINIMUM CHARGES:

See Items 242.000–242.050.

ITEM 233.400  HANDLING
(E) HANDLING PRODUCTIVITY:

When Handling Rates are based on productivity, the Net volume per productive hour will be gross gang hours, excluding standby, no work provided, equipment downtime, meal hour and any other time deemed appropriate by Terminal Operations, divided by volume discharged and loaded.
ITEM 236.000 LOADING/UNLOADING – RAILCARS

(A) DEFINITION:

The services performed in loading cargo from wharf premises on, or into, railcars, and unloading cargo from railroad cars onto wharf’s premises. The service includes ordinary breaking down, sorting and stacking. Car Loading and Car Unloading Charges are assessed against the cargo or person requesting the service, when not absorbed by carriers.

ITEM 236.100 LOADING/UNLOADING – RAILCARS

(B) OUTSIDE CRANES AND HEAVY LIFT EQUIPMENT:

When an outside floating crane, mobile crane, hydraulic crane, hydraulic trailer, special trailer, or other special equipment is utilized in order to perform railcar Loading/Unloading, the Port will provide additional labor to assist. The outside special lift equipment must be coordinated with the Port’s Terminal Operations. The charges will be Cost, plus fifteen percent (15%), plus State Sales Tax per Items 209.000–209.100.

ITEM 236.200 LOADING/UNLOADING – RAILCARS

(C) CAR BLOCKAGE AND DUNNAGE:

Installing or removal of railcar stakes, lumber, material, and lumber used in blocking, dunnaging, or securing goods in railcars, will be charged against the freight loaded. This is in addition to the Loading Charge. It will be:

ITEM 236.210 Manhours per Item 400.000.

ITEM 236.220 Equipment Rental per Items 227.030–227.150.

ITEM 236.230 Dunnage/Materials per Item 209.100.

ITEM 236.300 LOADING/UNLOADING – RAILCARS

(D) RAILCAR DUMURRAGE:

See Item 115.000

ITEM 236.400 LOADING/UNLOADING – RAILCARS

(E) DIRECT TRANSFER BETWEEN RAILCAR AND VESSEL:

See Item 218.000.

ITEM 236.500 LOADING/UNLOADING – RAILCARS

(F) MINIMUM CHARGE:

See Items 242.000–242.050.

ITEM 236.600 LOADING/UNLOADING – RAILCARS

(G) RIGHT TO LOAD AND/OR UNLOAD FREIGHT, RESERVED:

Terminal Operations, when equipped to perform the services of loading and/or unloading freight, reserve the right to performance in all instances.
ITEM 236.700  LOADING/UNLOADING – RAILCARS

(H) DOMESTIC DISTRIBUTION OF PASSENGER VEHICLES:

1. When the Port of Tacoma provides the facility for the domestic distribution of autos, passenger vehicles, including pick-up trucks and vans not exceeding ten (10) passengers per vehicle, which do not have a prior or subsequent move by water, from or to, a Port of Tacoma marine facility, and no Port labor is provided the charge is $6.10 per vehicle.

2. When the Port of Tacoma provides the facility for domestic distribution of commercial and military vehicles, including trucks and truck chassis, agricultural, earth moving, and road-making equipment, which do not have a prior or subsequent move by water, from or to, a Port of Tacoma marine facility and no Port labor is provided, the charge is $16.26 per 1,000kgs.

3. Exception: For users of the Port of Tacoma marine facilities that import or export vehicles on which Wharfage is assessed and have an annual throughput volume of at least 2,500 units per calendar year, the Domestic Distribution Rate for vehicles (autos and commercial) is $4.95 per vehicle.

4. Note: The Port reserves the right to limit the total number of vehicles per year that may qualify for this rate.

ITEM 239.000  SCHEDULE OF RATES FOR LOADING/UNLOADING – TRUCKS

Except as otherwise provided, Truck Loading/Unloading will be assessed to the Notify party or their designate, on the Ship Manifest for Import/Export Cargo. The Port has the right to determine the appropriate fee. Minimum Billing charge 242.050 applies.

A. This charge does not apply to Privately Owned Vehicles (POV’s). Cargo will be charged as follows:

ITEM 239.010 1. Static Breakbulk Cargo weighing up to 25MT; $17.00 per 1,000 kgs. If mobile crane is used on one or more pieces, this charge will not apply to those pieces. It will apply to any other pieces in the Bill of Lading.

ITEM 239.015 2. Static Breakbulk Cargo weighing over 25MT; $26.55 per 1,000 kgs. If mobile crane is used on one or more pieces, this charge will not apply to those pieces. It will apply to any other pieces in the Bill of Lading.

ITEM 239.020 3. Drivable Cargo/Ramping Fee; $8.50 per 1,000 kgs. This is the service of setting up the yard area and making space on wharf available for ramping cargo.

ITEM 239.040 4. Where Bill of Lading identifies drivable and static cargo weights, the appropriate charge will be applied to each.
ITEM 239.100  

B. When the Port provides the service of loading and unloading trucks, it is understood that such services are at the direction of the truck operator.

ITEM 239.200  

C. OUTSIDE CRANES & HEAVY LIFT EQUIPMENT:  
When an outside floating crane, mobile crane, hydraulic crane, hydraulic trailer, special trailer, or other special equipment is utilized in order to perform truck Loading/Unloading, the Port will provide additional labor to assist. The outside special lift equipment must be coordinated with Terminal Operations. The charges will be Cost, plus fifteen percent (15%), plus State Sales Tax per Items 209.000–209.100.

ITEM 242.000  

MINIMUM CHARGES  

Unless otherwise specified under individual items, the minimum charge per Bill of Lading will be:

ITEM 242.010  Wharfage…………………………………………………………………$11.36

ITEM 242.020  Handling…………………………………………………………………. $27.23

ITEM 242.030  Service and Facilities……………………………………………………$23.00

ITEM 242.035  Storage, Container/Chassis……………………………………………. $77.46

ITEM 242.040  Storage, Non-container Cargo……………………………………….. $103.41

ITEM 242.050  Minimum Billing Charge per Invoice $101.61

ITEM 245.000  

MISCELLANEOUS CHARGES

ITEM 245.010  

(A) CANCELED BOOKINGS:  
For canceled bookings the charge will be Wharfage, S&F, truck unloading and truck loading Fee.  
Minimum Billing charge 242.050 applies.

ITEM 245.050  

(B) PHOTO OPPORTUNITY REQUESTS FOR CARGO OR CONTAINERS:  
The Port will take photos of cargo when requested. If a party other than the person paying service and facilities requests it, we will assess a fee for this service including emailing photos. The fee is  $34.40 per occurrence.  
Minimum charge does not apply.
ITEM 245.060  MISCELLANEOUS CHARGES
(C) STEAM CLEANING ARRANGEMENTS (OUTSIDE STEAM CLEANER):

The Port will provide the service of making cargo available to steam cleaners, charged to the account of the cargo. This is in addition to service and facility for breakbulk and gate for containers. This fee does not apply to POV’s (Privately Owned Vehicles). The fee per piece of cargo or per container is…….$103.00

Minimum Billing charge does not apply.

ITEM 245.100  MISCELLANEOUS CHARGES
(D) RECONDITIONING, RECOOPERING AND UNITIZING:

The Port will provide the service of reconditioning, recoopering and unitizing. Materials not furnished to the Port will be purchased by the Port. These charges will apply:

ITEM 245.110  Manhours per Item 400.000.

ITEM 245.120  Equipment Rental per Items 227.030–227.150.

ITEM 245.130  Materials per Item 209.100.

ITEM 245.200  MISCELLANEOUS CHARGES
(E) DUNNAGE DISPOSAL FEE:

The Port will dispose of dunnage, left on the dock or otherwise; The charge is ………………………………………………………………………..$706.00

ITEM 245.300  MISCELLANEOUS CHARGES
(F) HELICOPTER LANDING/TAKE OFF:

The Port will provide an area for the takeoff/landing of Helicopters, the owner/operator of the helicopter will provide an insurance waiver of at least $5,000,000. The charge per occurrence…………………………………..…$687.00

ITEM 251.000  POINT OR PLACE OF REST

That area on the terminal facility which is assigned for the receipt of inbound cargo from the ship, and from which inbound cargo may be delivered to the consignee, and that area which is assigned for the receipt of outbound cargo from shippers for vessel loading.
ITEM 254.000  SERVICE AND FACILITIES CHARGE  
(A) DEFINITION:  

That charge assessed against ocean vessels, their owners, or operators, which load or discharge cargo at the terminals for the use of terminal working areas in receipt and delivery of cargo to and from vessel, and for services in connection with the receipt, delivery, checking, care, custody, and control of cargo required in the transfer of cargo between vessels and shippers, consignees, their agents, or connecting carriers.

ITEM 254.100  SERVICE AND FACILITIES CHARGE  
(B) CONDITIONS:  

1. The foregoing does not include any Service or Facilities Charge which is included in Wharfage, Dockage, Storage, or other individual charges.

ITEM 254.110  

2. Where the Contract of Affreightment establishes the responsibility, as between the parties thereto for the payment of the Service and Facilities Charge named in this Tariff, such charge will be borne by whomever is responsible under the Contract of Affreightment, but the full amount of such charge will be billed to and paid by the vessel, its owners, or operators. Allocation or adjustment of this charge will be made solely by the parties to the Contract of Affreightment, in accordance to its terms. The term, “Contract of Affreightment”, as used herein, means Tariff, ocean rate, Bill of Lading, contract, or any other arrangement under which the vessel transports cargo.

ITEM 254.120  

3. Service and Facilities Charge does not include any cargo handling, loading or unloading operators, nor any labor other than that which is essential to performing the service.

ITEM 254.130  

4. Service and Facility Charge includes fencing, light, and may be charged with no Port-provided labor.

ITEM 254.200  SERVICE AND FACILITIES CHARGE  
(C) RATES:  

1. Rates are found in Section 3.

ITEM 254.210  

2. Unless otherwise specified under individual items, rates named are in U.S. Dollars per 1,000 kgs., or per 1,000 FBM. Unless specifically published, NOS Rate will apply on cargo handled overside between vessels and water or barge.
ITEM 257.000  SHIP'S LINES

Terminal companies do not normally perform the service of taking, or letting go, ship’s lines. If, however, in an emergency, a terminal performs this service, the charge will be based on Man-Hours per Item 400.000.

Lines service companies, or others handling ship’s lines, will not be allowed to operate at terminals without written permit.

ITEM 260.000  STORAGE

(A) DEFINITION:

Terminal storage is the service of providing warehouse, or other terminal facilities, for the storage of cargo. Any cargo that is on the Terminal after the Free Time period has ended will be considered in storage and Fees will be applied accordingly as described below.

ITEM 260.100  STORAGE

(B) CONDITIONS GOVERNING ACCEPTANCE OF CARGO FOR MONTHLY STORAGE:

When space is available and arrangements are entered into prior to arrival of cargo at the terminal, storage may be permitted for cargo. Cargo that is at the Terminal for longer than the Free Time and no arrangements have been made for storage - Storage Fees will be charged at the storage rate below. "Arrangements" are defined as a written request submitted to the Port by the prospective customer, describing the cargo, the type of storage (covered or open), length of time storage will be necessary, and name and address of the party responsible for storage payment, and accepted by the Port no later than 24hours prior to the cargo's arrival.

When additional Miscellaneous Service or Re-handling is required to accommodate storage cargo, all Labor and Equipment in connection therewith will be assessed according to the provisions of Items 209.000–209.100, 227.030–227.150 and 400.000. Storage Charges are payable in advance, and will be computed on the following basis: Cargo received for storage will be assessed a full month’s storage. Thereafter, storage will be payable on cargo remaining in storage on the first (1st) day of each succeeding calendar month.

Except as otherwise provided, no free time is allowed under the provisions of this section
Cargo in storage beyond twelve (12) months will be moved to an off-dock location at the cargo owner’s expense.
**IMPORT CARGO:**

“Import Cargo” shall mean cargo received at the Port in a vessel from a foreign or domestic offshore port or origin for loading to a domestic motor, rail or water carrier for inland transit.

**NOTE:** The day cargo is discharged from the vessel at the Port is Day “0”. Calculation of Free Time begins the following day Day “1”.

**EXPORT CARGO:**

“Export Cargo” shall mean cargo received at the Port for loading into a vessel for shipment to a foreign or domestic offshore port or destination.

**NOTE:** The day cargo is received at the Port is Day “0”. Calculation of Free Time begins the following day Day “1”.

Minimum Invoice: See Item 242.050.

**ITEM 260.400 STORAGE (C) STORAGE RATES – SHEDDED AREAS:**

All Freight, NOS, per 1000kgs.

<table>
<thead>
<tr>
<th>Duration</th>
<th>Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-15 days Free Time</td>
<td>No Charge</td>
</tr>
<tr>
<td>16 days until last day of first calendar month</td>
<td>$28.60</td>
</tr>
<tr>
<td>2nd month through 6th month each month</td>
<td>$45.26</td>
</tr>
<tr>
<td>7th month and over</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Contact Director, Non-Containerized Business Development. Monthly storage charges are considered fully earned, and payable, on the first day of the second month and each month thereafter.

**ITEM 260.500 STORAGE (D) STORAGE RATES – OPEN AREAS:**

Terminal operator(s) may allow freight to be stored on open areas at the rates stated in ITEM 260.510. Rates are in U.S. Dollars per calendar month. Days One (1) – Fifteen (15) is “Free Time” for both import and export cargo.

**ITEM 260.51 COMMODITY:**

<table>
<thead>
<tr>
<th>Duration</th>
<th>Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-15 days Free Time</td>
<td>No Charge</td>
</tr>
<tr>
<td>16 days until last day of first calendar month</td>
<td>$17.65</td>
</tr>
<tr>
<td>2nd month through 6th month each month</td>
<td>$27.94</td>
</tr>
</tbody>
</table>

Contact Director, Non-Containerized Business Development. Monthly storage charges are considered fully earned, and payable, on the first day of the second month and each month thereafter.

**ITEM 260.520 Boats, per lineal foot of length, per month**

- $67.44

**ITEM 260.530 STORAGE (E) STORAGE RATES – OPEN AREAS - OTHER CHARGES:**

1. Handling, loading or unloading commodities will be at rates for such commodities shown under individual Items in Sections 3, 5 and 6.

2. If it is necessary to transfer articles to provide Storage (See Item 133.300).
ITEM 260.600

STORAGE
(F) IMPORT / EXPORT AUTOMOBILES, PICKUP TRUCKS, VANS, CHASSIS, AND COMMERCIAL VEHICLES:

A. The Port will provide storage for the import/export automobiles, pickup trucks, vans, chassis, and commercial vehicles which either had or will have a movement by water through the Port of Tacoma.

B. On-Site Storage Definition: On-Site Storage areas are vehicle yards used for the storage and processing of import/export automobiles, pickup trucks, vans, chassis, and commercial vehicles within the 144 acres of preferential use area of the Port’s Automobile Processor, and within any additional preferential use area provided as a part of an amendment to an agreement with the Port’s Automobile Processor.

C. Overflow Storage Definition: Overflow Storage areas are preferential use areas used for vehicle storage and processing yard(s) not included within the 144 acres of preferential use area of the Port’s Automobile Processor, and within any additional preferential use area provided as part of an amendment to an agreement with the Port’s Automobile Processor.

D. Base Storage Level Formula:
   1. The Port and The Port’s Automobile Processor must receive from each Automobile Manufacturer or its Representative, and the parties must mutually agree to, a responsible volume forecast for automobiles of such Automobile Manufacturer to be processed at the Port in the following calendar year, by November of the preceding year.
   2. The Base Storage Level (BSL) is calculated for each Automobile Manufacturer for the following year using 30-day dwell.
   3. Example calculation: If Automobile Manufacturer “A” forecasts to import or export 55,000 automobiles in a calendar year, the BSL will be 4,521 (55,000 automobiles ÷ 365 days/year x 30 days dwell = 4,521 BSL). The Port reserves the right to apply a different calculation for trucks, vans, chassis or commercial vehicles.

E. Responsible Party: The responsible party for payment of the On-Site Storage and Overflow Storage charges shall be the Manufacturer, Third Party Logistics Company, or Agent responsible for the import/export of automobiles, pickup trucks, vans, chassis, or commercial vehicles through the Port of Tacoma.

F. This Tariff is solely for the purpose of establishing capacity, forecasts, and rates, and shall not be used to establish any preferential use rights or other rights for any Automobile Manufacturers or any vehicles.
ITEM 260.610  ON-SITE STORAGE
(G) IMPORT/EXPORT AUTOMOBILES, PICKUP TRUCKS, VANS, CHASSIS, AND COMMERCIAL VEHICLES:

A. The following charges apply to automobiles using On-Site yards at the Port’s Automobile Processing Facility:

1. Base Rate. All automobiles will be granted ten (10) calendar days dwell free of charge, calculated from the date of arrival at the Port. Beginning on the eleventh (11th) day, each automobile will be charged a daily fee as provided below, which shall be paid by the Responsible Party.

<table>
<thead>
<tr>
<th>Year</th>
<th>Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>$.00/unit/day</td>
</tr>
<tr>
<td>2016</td>
<td>$.20/unit/day</td>
</tr>
<tr>
<td>2017</td>
<td>$.30/unit/day</td>
</tr>
<tr>
<td>2018</td>
<td>$.40/unit/day</td>
</tr>
<tr>
<td>2019</td>
<td>$.40+CPI-U percentage change from 2018/unit/day</td>
</tr>
</tbody>
</table>

2. Special Rate. The Port reserves the right to apply special rates for trucks, vans, chassis, or commercial vehicles. Unless otherwise specified by the Port, the base rate for automobiles shall apply.

ITEM 260.620  OVERFLOW STORAGE
(H) IMPORT/EXPORT AUTOMOBILES, PICKUP TRUCKS, VANS, CHASSIS, AND COMMERCIAL VEHICLES:

A. The following charges apply to automobiles using Overflow Yards at the Port’s Automobile Processing Facility:

1. All vehicles using Overflow Yards shall be charged the Daily Storage Rate from the day they go into an Overflow Yard until the day they leave the Overflow Yard. There is no free time allowed on the Overflow Yards.

2. Daily Storage Rate:..............................................$0.92 Per Unit

B. Overflow Yards will be provided in “as is condition”. Security, lighting, etc. will be the responsibility of the Party responsible for the vehicles using the Overflow Yard.

ITEM 263.000  SUBSORTING

A. Delivery of cargo, after sorting to Bill of Lading marks, will be made as one (1) lot or in accordance with one (1) general mark. Consignee, however, is not required to take delivery of the entire shipment at one time, and upon request, delivery of shipment in whole or in part, as one (1) lot or by one (1) general mark, will be made subject to charges.
ITEM 263.100

B. If sub sorting by commodity, marks, kinds, sizes, brands, grades, other certification or unit is required, an additional charge will be applicable.

ITEM 263.200

C. Sub sorting Charges will be assessed at Man-Hours per Item **400.000**, and Equipment per Items **227.030–227.150**.

ITEM 266.000  VESSEL OILY WASTE OR GARBAGE REMOVAL

Vessels which find it necessary to discharge oily waste or garbage at the Port of Tacoma shall contact the Terminal Operator for the name of oily waste or garbage haulers and/or reception facilities in the area which provide equipment to receive, haul and dispose of oily waste or garbage. The vessel shall arrange directly with the oily waste or garbage hauler and/or reception facility for such services and equipment. Payment of charges for the services and equipment provided by the oily waste or garbage hauler and/or reception facility, will be made directly to the oily waste or garbage hauler and/or reception facility by the vessel, its agent, charterer or other party responsible for such payment of charges by the vessel.

The oily waste or garbage hauler and/or reception facility, is not an employee or agent of the Port of Tacoma nor any Terminal Operator, nor shall the Port of Tacoma or any Terminal Operator be liable for any act, omission or negligence of any such oily waste or garbage hauler and/or reception facility. Rates and Charges assessed vessels by the Port of Tacoma or any Terminal Operator for use of its facilities or services, do not include this service nor insurance coverage for any potential liability of any oily waste or garbage hauler and/or reception facility, permitted by the Port of Tacoma or any Terminal Operator. The discharge by a vessel of oily waste or garbage at any terminal at the Port of Tacoma shall only be in accordance with the terms of this Tariff Item and applicable Federal, State, and local laws and regulations.
ITEM 269.000 WATER, FRESH

Fresh water will be furnished to vessels as follows:
(Subject to Notes 1, 2, 3 and 4 below)

ITEM 269.100 First 100 cu. ft. (metered) or fraction…………………………………$409.00

ITEM 269.101 Each additional 100 cu. ft. (per 100 cu. ft.)…………………………... $1.817

ITEM 269.102 To provide Labor only, plus State Sales Tax, for hooking up water to vessel and disconnecting water from vessel for the hours 8am until 4pm Monday – Friday……………………………………………………….. $303.00
All other hours ………………………………………………………………………………$320.90

Note 1: Compute 7-1/2 gals. Per cu. ft., or 32 cu. ft. per ton: 8-1/3 lbs. per gal., or 62.4 lbs. per cu. ft.

Note 2: Requests for fresh water must be given to the Port between 8:00 a.m. Monday and 12:00 noon Friday. If water is requested on weekends or holidays, the request must be received by the Port by 12:00 noon the previous business day.

Note 3: A minimum charge of four hundred and nine dollars ($409.00) will be assessed for water ordered and cancelled after hookups have been provided.

Note 4: Vessels shall be liable for all damages occurring to fresh water equipment used, and are expected to notify the Port immediately upon completion of use.

ITEM 272.000 WHARFAGE

(A) DEFINITION:

A charge assessed all cargo passing, or conveyed over, onto or under wharves, or between vessels (to or from barge, lighter or water), when berthed at a wharf, piling structure, pier, bulkhead structure, or bank, or when moored in slip adjacent to wharf. Wharfage is solely the charge for use of wharf, and does not include charges for any other service.

ITEM 272.100 WHARFAGE

(B) FREIGHT NOT LOADED TO VESSELS:

When freight, in-transit, is received on wharf from railcar, truck or dray, and is not delivered to vessel, but is loaded out again to railcar, truck or dray, full Wharfage Charges will be assessed.

ITEM 272.200 WHARFAGE

(C) LIMITATIONS:

Freight assessed inbound Wharfage will not be subject to outbound Wharfage when reshipped by water from the same wharf. However, when such freight has been removed from wharf into warehouse, or placed on monthly storage, or warehouse receipt is issued before shipment, it will be subject to full outbound Wharfage.
ITEM 272.300  WHARFAGE

(D) SHIP’S STORES:

Ship’s stores, dunnage used for vessel’s cargo, fuel handled overside vessel, and repair materials and supplies, when intended for vessel’s own use, consumption or repairs, all will be exempt from assessment of Wharfage unless wharf employees are required to receipt for them.

ITEM 272.400  WHARFAGE

(E) FRESH FISH:

Fresh fish discharged from fishing vessel at piers designated for their use, will not be subject to Wharfage.

ITEM 272.500  WHARFAGE

(F) OVERSIDE:

Unless otherwise specified in individual commodity items, all freight loaded or discharged overside a vessel directly to or from another vessel, barge, lighter, raft, or to or from the water while vessel is berthed at wharf or moored in wharf slip, will be assessed:

ITEM 272.510  

One-half (1/2) the regular rates due according to ship’s manifest and the respective traffic and commodity classifications of the freight.

ITEM 272.600  WHARFAGE

(G) “TRANSSHIPPED” FREIGHT:

Wharfage on cargo which is “transshipped” to a vessel at the same terminal at which it was received from, will be assessed on the inbound ship’s manifest, and not on the outbound ship.

ITEM 272.700  WHARFAGE

(H) MINIMUM CHARGES:

See Items 242.000–242.050.

ITEM 272.800  WHARFAGE

(I) DIRECT TRANSFER:

See Item 218.000.

ITEM 272.900  WHARFAGE

(J) TROOP MOVEMENT:

The Port of Tacoma will charge $1.24 per person Wharfage for movement of troops over its facilities. This charge will not include any Port-provided labor or handling; however, this does not preclude the military from carrying aboard high-security cargo.
## SECTION 3
### SCHEDULE OF RATES – WHARFAGE, HANDLING, SERVICE AND FACILITIES (S&F), CAR LOADING/UNLOADING

<table>
<thead>
<tr>
<th>COMMODITY</th>
<th>Wharfage</th>
<th>Conventional Handling</th>
<th>S &amp; F</th>
<th>Railcar Loading &amp; Unloading</th>
</tr>
</thead>
<tbody>
<tr>
<td>ITEM 300.000 FREIGHT, NOS</td>
<td>NOS (Not otherwise specified)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ITEM 300.100 FREIGHT, NOS</td>
<td>Import/Inbound Traffic</td>
<td>Per 1,000 kgs.</td>
<td>$12.51</td>
<td>$65.91</td>
</tr>
<tr>
<td>ITEM 300.200 FREIGHT, NOS</td>
<td>Export/Outbound Traffic</td>
<td>Per 1,000 kgs</td>
<td>$12.51</td>
<td>$65.91</td>
</tr>
<tr>
<td>ITEM 300.210 Note:</td>
<td>Ro-Ro Handling will apply for Ro-Ro vessels instead of Conventional Handling. (See Item 500.000 for Special Ro-Ro Charges.)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### SERVICE & FACILITIES, NOS

<table>
<thead>
<tr>
<th>Inbound</th>
<th>ITEM #</th>
<th>Outbound</th>
<th>ITEM #</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-1,000 kgs. per unit</td>
<td>$26.14</td>
<td>303.100</td>
<td>$16.51</td>
</tr>
<tr>
<td>1,000-3,000 kgs. per unit</td>
<td>$15.02</td>
<td>303.130</td>
<td>$12.46</td>
</tr>
<tr>
<td>3,000 kgs. or more per unit</td>
<td>$10.33</td>
<td>303.150</td>
<td>$10.33</td>
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<tr>
<td>Handled direct between vessels and open railcars or open vehicles or water, per 1,000 kgs.</td>
<td>$4.34</td>
<td>303.160</td>
<td>$4.34</td>
</tr>
<tr>
<td>ITEM</td>
<td>COMMODITY</td>
<td>Wharfage</td>
<td>Conventional Handling</td>
</tr>
<tr>
<td>--------</td>
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<td>----------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>306.000</td>
<td>BENTONITE CLAY</td>
<td>$9.70</td>
<td>$13.92</td>
</tr>
<tr>
<td>306.100</td>
<td>BENTONITE CLAY</td>
<td>$9.70</td>
<td>$13.92</td>
</tr>
<tr>
<td>309.000</td>
<td>BOATS, PLEASURE</td>
<td></td>
<td>M/H</td>
</tr>
<tr>
<td>309.100</td>
<td>BOATS, PLEASURE</td>
<td>$2.68</td>
<td>M/H</td>
</tr>
<tr>
<td>312.000</td>
<td>BULK COMMODITIES</td>
<td></td>
<td></td>
</tr>
<tr>
<td>312.010</td>
<td>Will be quoted by terminals</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>312.020</td>
<td>Bulk liquids, tallow &amp; chemicals</td>
<td>$1.55</td>
<td>--</td>
</tr>
<tr>
<td>315.000</td>
<td>CHEMICALS, NOS</td>
<td></td>
<td></td>
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<tr>
<td>315.100</td>
<td>Cans in Containers</td>
<td>$12.51</td>
<td>$59.87</td>
</tr>
<tr>
<td>315.200</td>
<td>Hazardous</td>
<td>$12.51</td>
<td>$59.87</td>
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<tr>
<td>318.000</td>
<td>FROZEN PRODUCTS</td>
<td></td>
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</tr>
<tr>
<td>321.000</td>
<td>FRUITS, Viz</td>
<td></td>
<td></td>
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</tbody>
</table>
### COMMODITY
Unless otherwise specified, rates are per 1,000 kgs.

<table>
<thead>
<tr>
<th>ITEM</th>
<th>Description</th>
<th>Wharfage</th>
<th>Conventional Handling</th>
<th>S &amp; F</th>
<th>Railcar Loading &amp; Unloading</th>
</tr>
</thead>
<tbody>
<tr>
<td>324.000</td>
<td>HOUSES OR BUILDINGS, MODULES</td>
<td>$10.64</td>
<td>$15.61</td>
<td>$10.47</td>
<td>$31.31</td>
</tr>
<tr>
<td>327.000</td>
<td>LOGS, Viz</td>
<td>$11.33</td>
<td>M/H</td>
<td>$9.20</td>
<td>M/H</td>
</tr>
<tr>
<td>327.100</td>
<td>Ex-Water</td>
<td>$5.28</td>
<td>--</td>
<td>$4.22</td>
<td>--</td>
</tr>
<tr>
<td>330.000</td>
<td>LUMBER/LUMBER PRODUCTS:</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>330.010</td>
<td>NOS</td>
<td>$7.10</td>
<td>$23.14</td>
<td>$15.43</td>
<td>$36.63</td>
</tr>
<tr>
<td>330.100</td>
<td>Arriving by flat car / centerbeam car, including unlashing and relashing of centerbeam cars</td>
<td>$7.10</td>
<td>$23.14</td>
<td>$6.98</td>
<td>$11.52</td>
</tr>
<tr>
<td>330.200</td>
<td>Piling, Poles, Posts or Cants per 1,000 FBM (Brereton Scale)</td>
<td>$7.10</td>
<td>M/H</td>
<td>$6.98</td>
<td>M/H</td>
</tr>
<tr>
<td>330.300</td>
<td>Plywood, Veneered Wood, or Wood Hardboard, per 1000 kg</td>
<td>$6.74</td>
<td>$20.92</td>
<td>$14.62</td>
<td>$51.71</td>
</tr>
<tr>
<td>330.400</td>
<td>Note: Small Lot Fee: A charge of $100 will be assessed against inbound lumber for bills of lading below 20 metric tons.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Note:</td>
<td>When Hardwood Lumber or Logs are manifested per weight, the following ratios will be used to determine the FBM: Lumber – 3.5 lbs. per FBM Logs – 4.5 lbs. per FBM When Hardwood Lumber or Softwood Lumber is manifested per cbm, the following ratio will be used to determine the FBM: 2.36 cbm per MFBM</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ITEM</td>
<td>COMMODITY</td>
<td>Wharfage</td>
<td>Conventional Handling</td>
<td>S &amp; F</td>
<td>Railcar Loading &amp; Unloading</td>
</tr>
<tr>
<td>------</td>
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<td>----------</td>
<td>-----------------------</td>
<td>------</td>
<td>---------------------------</td>
</tr>
<tr>
<td>333.000</td>
<td><strong>MACHINERY, FARM AND CONSTRUCTION EQUIPMENT:</strong> Machinery, Farm and Construction Equipment and parts, non-drivable NOS up to 24,000 kgs per unit</td>
<td>$12.77</td>
<td>$21.64</td>
<td>$11.24</td>
<td>See Note</td>
</tr>
<tr>
<td>333.100</td>
<td>Farm and Construction Equipment, Assembled and drivable up to 24,000 kgs per unit</td>
<td>$12.77</td>
<td>$21.64</td>
<td>$7.96</td>
<td>See Note</td>
</tr>
<tr>
<td>333.200</td>
<td>Farm and Construction Equipment and parts, drivable and non-drivable, units weight 24,000 kgs and over</td>
<td>$12.77</td>
<td>$17.05</td>
<td>$7.96</td>
<td>See Note</td>
</tr>
<tr>
<td>333.300</td>
<td>Direct Load and Discharge between Truck/Railcar and Ship</td>
<td>$12.77</td>
<td>N/A</td>
<td>$4.34</td>
<td>See Note</td>
</tr>
<tr>
<td>333.400</td>
<td>Machinery, Ro-Ro Cargo</td>
<td>$12.77</td>
<td>Ro-Ro-Handling $7.31</td>
<td>$7.96</td>
<td>See Note</td>
</tr>
</tbody>
</table>

**Note:**
When Direct Loaded/Discharged between ship and railcar, Man-Hours and Equipment apply for lashing/unlashing. (See Items 400.000 and 227.030–227.150.) No Railcar Loading/Unloading Charges apply.
ITEM 336.000  **MACHINERY, RAILCAR LOADING/UNLOADING**  
Upon request, the terminal will transfer vehicles or machinery to or from rail flatcars, to or from the wharf within reach of heavy lift cranes. Contact Director, Non-Containerized Business Development for rates applying to unit trains in excess of 20 rail cars. Charges are:

ITEM 336.100  
A. Drivable rubber-tired vehicles, farm and construction equipment loaded/unloaded with railcar ramp:  
   $7.61 per 1,000 kgs:  
   Unloading, including removing lashing....................  
   Loading, not including lashing and securing ............  
   Minimum charge per car  
   $370.42 per car  
   $330.23 per car

ITEM 336.200  
B. Drivable, tracked vehicles, farm and construction equipment loaded/unloaded with railcar ramp:  
   $8.99 per 1,000 kgs:  
   Unloading, including removing lashing....................  
   Loading, not including lashing and securing ............  
   Minimum charge per car  
   $420.44 per car  
   $381.40 per car

ITEM 336.300  
C. Loading/unloading mixed car of both drivable equipment and skidded equipment per car:  
   Unloading, including lashing and securing.............  
   Loading, not including lashing and securing ..........  
   $645.41 per car  
   $605.17 per car

ITEM 336.400  
D. Loading/unloading car of skidded equipment / machinery using top picks:  
   Unloading, including removing lashing....................  
   Loading, not including lashing and securing ............  
   $751.01 per car  
   $710.77 per car

ITEM 336.500  
E. Loading/unloading of skidded machinery requiring the use of equipment, such as mobile crane(s), hired from outside commercial leasing company, will be charged:  
   Cost of Equipment Rental, plus fifteen percent (15%), plus State Sales Tax.

ITEM 336.510  
Man-Hours at Tariff Rates (See Item 400.000)

ITEM 336.520  
Port Equipment Rental per Items 227.030–227.150.

ITEM 336.530  
Materials at Cost, plus fifteen percent (15%), plus State Sales Tax, if applicable. (See Item 209.100)
## COMMODITY

*Unless otherwise specified, rates are per 1,000 kgs.*

<table>
<thead>
<tr>
<th>ITEM</th>
<th>COMMODITY</th>
<th>Wharfage</th>
<th>Conventional Handling</th>
<th>S &amp; F</th>
<th>Railcar Loading &amp; Unloading</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ITEM 339.000</strong></td>
<td><strong>METALS – ALUMINUM, COPPER, STEEL, ZINC</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Metals, NOS, Weighing 0 – 999 kgs. per unit</td>
<td>$12.36</td>
<td>$37.86</td>
<td>$10.79</td>
<td>$26.91</td>
</tr>
<tr>
<td><strong>ITEM 339.100</strong></td>
<td>Metals, 1,000-1,999 kgs. per unit.</td>
<td>$12.36</td>
<td>$16.64</td>
<td>$10.79</td>
<td>$26.91</td>
</tr>
<tr>
<td><strong>ITEM 339.200</strong></td>
<td>Metals, 2,000-2,999 kgs. per unit.</td>
<td>$12.36</td>
<td>$13.99</td>
<td>$10.79</td>
<td>$26.91</td>
</tr>
<tr>
<td><strong>ITEM 339.300</strong></td>
<td>Metals, 3,000 kgs. and over per unit.</td>
<td>$12.36</td>
<td>$11.39</td>
<td>$10.79</td>
<td>$26.91</td>
</tr>
<tr>
<td><strong>ITEM 339.400</strong></td>
<td><strong>Note:</strong> Small Lots Fee: A charge of $100 will be assessed against inbound metals for bills of lading below 20 metric tons.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ITEM 342.000</strong></td>
<td><strong>PAPER/PAPER PRODUCTS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>NOS</td>
<td>$6.45</td>
<td>$31.93</td>
<td>$7.16</td>
<td>$36.13</td>
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<tr>
<td><strong>ITEM 342.100</strong></td>
<td>Scrap or wastepaper or pulpboard, in machine-pressed bales</td>
<td>$6.45</td>
<td>$28.59</td>
<td>$8.47</td>
<td>$32.77</td>
</tr>
<tr>
<td><strong>ITEM 345.000</strong></td>
<td><strong>PULP</strong></td>
<td></td>
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<td></td>
</tr>
<tr>
<td></td>
<td>Paper/wood (except screenings, tailings, or wetlaps), compressed bales when received unitized for forklift handling: 0-1,000 tons per vessel</td>
<td>$4.46</td>
<td>$21.48</td>
<td>$6.56</td>
<td>$18.50</td>
</tr>
<tr>
<td><strong>ITEM 345.100</strong></td>
<td>1,000 tons or over</td>
<td>$4.46</td>
<td>$16.53</td>
<td>$6.56</td>
<td>$18.50</td>
</tr>
<tr>
<td><strong>ITEM 348.000</strong></td>
<td><strong>TALC</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Received in jumbo bags for loading / unloading to shipper’s pallets</td>
<td>$9.70</td>
<td>$13.92</td>
<td>$10.22</td>
<td>$14.73</td>
</tr>
<tr>
<td><strong>ITEM 348.100</strong></td>
<td>Received either in jumbo bags or on shipper’s pallets</td>
<td>$9.70</td>
<td>$13.92</td>
<td>$10.22</td>
<td>$13.94</td>
</tr>
<tr>
<td><strong>ITEM 351.000</strong></td>
<td><strong>TIRES</strong></td>
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<tr>
<td></td>
<td>2,000 kgs. or more each unit, unitized for forklift handling</td>
<td>$9.70</td>
<td>$22.05</td>
<td>$8.96</td>
<td>$44.92</td>
</tr>
<tr>
<td>ITEM</td>
<td>COMMODITY</td>
<td>Wharfage</td>
<td>Conventional Handling</td>
<td>S &amp; F</td>
<td>Railcar Loading &amp; Unloading</td>
</tr>
<tr>
<td>-------</td>
<td>---------------------------------------------------------------------------</td>
<td>----------</td>
<td>-----------------------</td>
<td>-------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td>354.000</td>
<td>GOVERNMENT AND/OR MILITARY VEHICLES/ROAD CONSTRUCTION EQUIPMENT:</td>
<td>$26.04</td>
<td>M/H</td>
<td></td>
<td>M/H</td>
</tr>
<tr>
<td></td>
<td>Unboxed/Set Up on wheels and/or Tracks</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>0 to 10,000MT per PMA calendar year...............................................</td>
<td>$26.04</td>
<td>M/H</td>
<td>Items 303.100 thru 303.260 apply</td>
<td>M/H</td>
</tr>
<tr>
<td>354.100</td>
<td>10,000MT to 20,000MT per PMA calendar year.......................................</td>
<td>$19.23</td>
<td>M/H</td>
<td>Items 303.100 thru 303.260 apply</td>
<td>M/H</td>
</tr>
<tr>
<td>354.200</td>
<td>20,000MT and over per PMA calendar year..........................................</td>
<td>$13.55</td>
<td>M/H</td>
<td>Items 303.100 thru 303.260 apply</td>
<td>M/H</td>
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<tr>
<td>357.000</td>
<td>USDA TITLE II</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>In USDA sponsored cargo, the following rates will apply: (See Notes 1 &amp; 2 below)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>357.010</td>
<td>Bagged Grain and Grain Products, Processed or Unprocessed...................</td>
<td>$6.62</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>357.020</td>
<td>Dairy Products, non refrigerated ...................................................</td>
<td>$6.62</td>
<td>--</td>
<td>--</td>
<td>--</td>
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<tr>
<td>357.030</td>
<td>Flour ..........................................................</td>
<td>$6.62</td>
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<tr>
<td>357.040</td>
<td>Peas, Beans and Lentils ..........</td>
<td>$6.62</td>
<td>--</td>
<td>--</td>
<td>--</td>
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</tbody>
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**Note 1:**
Only Car Loading and Wharfage are applicable to USDA Title II PL480 shipments. Other charges are billed to the ocean carrier.

**Note 2:**
Contact Director, Non-Containerized Business Development for other rates.
<table>
<thead>
<tr>
<th>ITEM 360.000</th>
<th>VEHICLES, Viz NOS ...............................................</th>
<th>$24.29 (*2)</th>
<th>$37.57 (*2)</th>
<th>Items 303.100 thru 303.260 apply</th>
<th>$91.63 (*2)</th>
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</thead>
<tbody>
<tr>
<td>ITEM 360.050</td>
<td>Vehicles, Non-Traditional for water or air (i.e. helicopter, sailplanes)..... Note: Contact Director, Non-Containerized Business Development for rates. See Note See Note See Note See Note</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ITEM 360.100</td>
<td>Automobiles, NOS Including POV’s (privately owned vehicles), custom vans ..........</td>
<td>$11.93 (*1)</td>
<td>$25.16 (*2)</td>
<td>$16.85 (*2)</td>
<td>$50.59 (*2)</td>
</tr>
<tr>
<td>ITEM 360.200</td>
<td>Automobiles, discharged from/loaded to auto carrier. Wharfage rates based on volume per individual import/vehicle, export account per calendar year, standard 30 day dwell capacity; (A): 1 - 40,000............................. $10.73 (*1) -- $15.86 (*2) --</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ITEM 360.210</td>
<td>40,001 - 60,000.................................................</td>
<td>$8.63 (*1) -- $15.86 (*2) --</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ITEM 360.215</td>
<td>60,001 - 80,000.................................................</td>
<td>$8.10 (*1) -- $15.86 (*2) --</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ITEM 360.220</td>
<td>80,001 and up....................................................</td>
<td>$7.57 (*1) -- $15.86 (*2) --</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ITEM 360.230</td>
<td>Surcharge for automobiles discharged from/loaded to auto carrier, utilizing Lot M and/or Lot Q at E 11th St and Milwaukee Way.</td>
<td>- - $1.90 (*1) -</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(*1): Per Vehicle  
(*2): Per 1,000 kgs.  
(A): Dwell capacity and space allocation are subject to agreement between the Port of Tacoma and the Port’s Auto Processor
<table>
<thead>
<tr>
<th>ITEM 363.000</th>
<th>WINDMILLS, Knocked Down</th>
<th>Wharfage</th>
<th>Conventional Handling</th>
<th>S &amp; F</th>
<th>Railcar Loading &amp; Unloading</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Liftable by Port’s forklifts, top picks or straddle carriers .........................</td>
<td>$12.45</td>
<td>See Note</td>
<td>$10.99</td>
<td>See Note</td>
</tr>
<tr>
<td></td>
<td>Note: Contact Director, Non-containerized Business Development for rates.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## SECTION 4
### SCHEDULE OF MAN-HOUR RATES

#### ITEM 400.000 - SCHEDULE OF MAN HOUR RATES

<table>
<thead>
<tr>
<th>Description</th>
<th>1st Shift Man-Hour Rate</th>
<th>1st Shift Overtime Man-Hour Rate</th>
<th>1st Shift Weekend &amp; Holiday Man-Hour Rate</th>
<th>2nd Shift Man-Hour Rate</th>
<th>2nd Shift Overtime Man-Hour Rate</th>
<th>2nd Shift Weekend &amp; Holiday Man-Hour Rate</th>
<th>3rd Shift Man-Hour Rate</th>
<th>3rd Shift Overtime Man-Hour Rate</th>
<th>3rd Shift Weekend &amp; Holiday Man-Hour Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Basic Longshore</td>
<td>$117.30</td>
<td>$31.16</td>
<td>$31.16</td>
<td>$138.08</td>
<td>$20.78</td>
<td>$10.38</td>
<td>$154.68</td>
<td>$37.38</td>
<td>$12.45</td>
</tr>
<tr>
<td>Longshore Skill I</td>
<td>$121.22</td>
<td>$33.11</td>
<td>$33.11</td>
<td>$143.30</td>
<td>$22.08</td>
<td>$11.03</td>
<td>$160.95</td>
<td>$39.74</td>
<td>$13.23</td>
</tr>
<tr>
<td>Longshore Skill II</td>
<td>$124.92</td>
<td>$34.97</td>
<td>$34.97</td>
<td>$148.22</td>
<td>$23.30</td>
<td>$11.67</td>
<td>$166.88</td>
<td>$41.96</td>
<td>$13.98</td>
</tr>
<tr>
<td>Longshore Skill III</td>
<td>$126.77</td>
<td>$35.88</td>
<td>$35.88</td>
<td>$150.69</td>
<td>$23.93</td>
<td>$11.96</td>
<td>$169.83</td>
<td>$43.07</td>
<td>$14.34</td>
</tr>
<tr>
<td>Basic Clerk</td>
<td>$117.30</td>
<td>$31.16</td>
<td>$31.16</td>
<td>$138.08</td>
<td>$20.78</td>
<td>$10.38</td>
<td>$154.68</td>
<td>$37.38</td>
<td>$12.45</td>
</tr>
<tr>
<td>Clerk Skill I</td>
<td>$121.22</td>
<td>$33.11</td>
<td>$33.11</td>
<td>$143.30</td>
<td>$22.08</td>
<td>$11.03</td>
<td>$160.95</td>
<td>$39.74</td>
<td>$13.23</td>
</tr>
<tr>
<td>Clerk Skill II</td>
<td>$124.92</td>
<td>$34.97</td>
<td>$34.97</td>
<td>$148.22</td>
<td>$23.30</td>
<td>$11.67</td>
<td>$166.88</td>
<td>$41.96</td>
<td>$13.98</td>
</tr>
<tr>
<td>Foreman</td>
<td>$146.67</td>
<td>$44.22</td>
<td>$44.22</td>
<td>$176.16</td>
<td>$29.49</td>
<td>$14.73</td>
<td>$199.74</td>
<td>$53.07</td>
<td>$17.69</td>
</tr>
</tbody>
</table>

Go to General Index
OCCUPATION CODES

Basic Longshore
005 Longshoreman/Dockman
007 Holdman
009 Lasher

Longshore Skill I
029 Lift Driver
037 Utility Lift Driver

Longshore Skill II
055 Heavy Lift
085/088 Crane Operator
447 Welder

Longshore Skill III
062 Top Handler/Side Pick
093 Strad Driver
095 Top Handler/Port Packer

Basic Clerk
100 Basic Clerk - Ship
101 Basic Clerk - Dock

Clerk Skill I
103 Dock Supervisor
106 Chief Supervisor
108 Registered Clerk - Ship
109 Registered Clerk - Dock

Clerk Skill II
116 Yard Directing Supervisor (Computer)

Foreman
129 Foreman/WB Dock
### SECTION 5
#### ROLL-ON & ROLL-OFF VESSELS (RO-RO VESSELS)

<table>
<thead>
<tr>
<th>ITEM 500.000</th>
<th>ROLL-ON AND ROLL-OFF VESSEL CHARGES</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Special Terminal Charges for coordinating cargo for assembly and delivery to/ex Ro-Ro Vessels, where handling is performed by vessel's stevedoring company:</td>
</tr>
<tr>
<td></td>
<td>NOS, Per 1,000 kgs ........................ $7.31</td>
</tr>
</tbody>
</table>

| ITEM 500.001 | NOS, Per 1,000 FBM ........................ $4.86 |

| ITEM 500.002 | NOS, Per container 20 ft. to 50 ft. .......... $18.42 |

Roll-on and Roll-off charges apply only on cargo to and from Ro-Ro vessels. When the Port provided terminal handling for conventional vessels for drivable cargo, conventional handling charges apply.
SECTION 6
CONTAINERIZED CARGO
DEFINITIONS, REGULATIONS AND SCHEDULE OF CHARGES

Specific Rules, Regulations and Definitions in this Section take Precedence over General Rules, Regulations and Definitions in other Sections of this Tariff.

ITEM 600.000 ADVANCED BOOKING

All shipments handled under provisions in this Section, must be booked with ocean carrier prior to delivery to Terminal 7A, and such booking must be made sufficiently in advance to permit services to be accomplished during the regular working day.

ITEM 603.000 BLOCKING/BRACING/SECURING

Materials for blocking, bracing, or shoring will be billed at Cost, plus fifteen percent (15%), plus State Sales Tax, and are in addition to named rates.

ITEM 606.000 CHASSIS INTERCHANGE AND/OR INSPECTION

A. This charge pertains to receipt/delivery interchange of a bare chassis.

B. This charge includes the labor cost only of a bare chassis inspection, not any maintenance or repairs.

C. Chassis Interchange Charge is.........................$33.40 per chassis

ITEM 609.000 CONTAINER

The term “Container” means:

A. A single, rigid, intermodal, non-disposable dry cargo, insulated, flat rack, liquid tank, refrigerated or open-top container, demountable without wheels or chassis attached, furnished or approved by the vessel for transportation of containerized cargo aboard its vessel.

B. Containers will have construction, fittings and fastenings compatible with lift beams and able to withstand, without permanent distortion, all of the stresses that may be applied by container lifting and handling equipment.

ITEM 612.000 CONTAINER FREIGHT STATION (CFS)

A. The location or locations designated by the vessel for the receiving and delivery of shipments, vanning/devanning cargo to/from containers.

B. Additional charges may be assessed.

C. Port of Tacoma Terminal 7A is a Container Yard (CY).
ITEM 615.000 CONTAINER STATUS LOCATION REPORT

When a container owner or his agent requests an inventory report, such report will be issued daily covering such information as: Carrier’s name, number, size, individual container information, and the physical location of the containers.

ITEM 618.000 CONTAINER YARD (CY)

The location or locations designated where:

A. Containers in-transit between vessel and inland carrier are temporarily held or assembled, and

B. Loaded or empty containers are received from or delivered to inland carriers.

C. Port of Tacoma Terminal 7A is a Container Yard (CY).

ITEM 621.000 COST PLUS APPLICATION

Unless otherwise provided with 24 hour notice option, on a case by case basis, Man-Hour Rates, plus charges for Equipment Rental, as may be required to perform the operation or function, will be charged for making arrangements and providing services not specifically described in this Tariff. Charges for Materials furnished in connection with services will be assessed at Actual Cost plus fifteen percent (15%), plus State Sales Tax. This is subject to the provisions in Items 212.000–212.100, 227.030–227.150 and 400.000

EXAMPLES OF MAN-HOUR SERVICES:

A. Vanning, devanning and transloading flatracks, over dimension, overweight and damaged containers.

B. Dunnaging, bracing and lashing/unlashing.

C. Other services requested, for which rates are not specified.

ITEM 624.000 FLATRACKS AND OPEN-TOP CONTAINERS

When cargo is loaded to or unloaded from flatracks and open-top containers, the container loading, unloading, blocking and bracing, will be included and charged as:

Man-Hours per Item 400.000, Equipment per Items 227.030–227.150, and Materials, plus fifteen percent (15%), plus State Sales Tax.
ITEM 625.000  HAZARDOUS MATERIALS SURCHARGE

When the Port is asked to handle Hazardous Materials, charges will be one-hundred and fifty percent (150%) of applicable charges including Gate, Devan, Van, Dray, Interpier Move, Steam Cleaning Arrangements, and Storage.

ITEM 627.000  INFORMATION TO BE SCHEDULED

In addition to other references in this Tariff, the vessel, through its employees, agents and customs brokers, shall give the Port of Tacoma all available information required for the efficient conduct of throughput and other services and functions. The Port will provide vessels working or scheduled to work at the terminal all usual and necessary information required by the vessel for the conduct of its operations. Of particular importance, the vessel is requested to furnish the following:

For Import:  Vessel Manifest, five (5) days prior to arrival.
For Export:  Vessel Manifest, within five (5) days of departure.
Dangerous Cargo List:  Prior to arrival.
Reefer Container List:  Prior to arrival.

ITEM 628.000  MANUAL INPUT FOR NORTH INTERMODAL YARD CONTAINERS

If the Port of Tacoma is required to manually key data into the Intermodal Terminal Operating System to facilitate electronic data interchange with the railroads and the Steamship line, a charge will be assessed……………………………. $29.71 per container

Data must be submitted via FTP to a secure Port of Tacoma internet address using ASCII X-12 standard EDI set 715.

Data sets must be sent to the Port six (6) hours prior to desired loading of containers to railcars in order to facilitate proper railcar load planning during normal business hours (Monday-Friday, 8:00 a.m. – 5:00 p.m.), weekends and non-working holidays excluded. Please contact the Port of Tacoma IT Department for details on implementing this requirement at (253) 428-8660 Monday-Friday from 8:00 a.m. to 5:00 p.m. on regular business days.
ITEM 630.000  LOSS OR DAMAGE, CONTAINERS AND CONTAINERIZED CARGO

In performing the services covered by this Tariff, the Port of Tacoma will accept responsibility for loss or damage to containers and containerized cargo when caused by its employees or others retained by the Port to accomplish the services or functions herein contained. The vessel shall, by acceptance of the services or by Clause of Agreement, extend its limits of liability coverage as contained in its Bills of Lading or Contracts of Affreightment to the Port of Tacoma for cargo lost or damaged.

The vessel shall extend its liability to the Port of Tacoma in cases only where the Port of Tacoma is operating the terminal and acting as the vessel’s agent. This shall not be construed to limit the Port of Tacoma’s liability in any manner whatsoever, when it is negligent for losses or damages.

The Port of Tacoma will not accept responsibility for concealed damage or loss, nor for the condition of contents of damaged containers when received in that condition from vessel or inland carrier.

ITEM 636.000  OTHER SERVICES

ITEM 636.010
A. Applying or removing placards.................................................$61.01 per unit

ITEM 636.020
B. Moving containers between Terminal 7A and Terminal 7D or Terminal 4,
   Round trip..................................................................................$99.71 per unit

ITEM 636.025
C. Moving containers which are out of gauge flat racks, out of gauge open tops and/or damaged, between Terminal 7A and Terminal 7D, or Terminal 4,
   Round trip.................................................................$259.33 per container
   One way.........................................................$129.68 per container

ITEM 642.000  REFRIGERATED CONTAINER MONITORING – TEMPERATURE CHECKS

TERMINAL AREAS:

The service of checking proper temperature levels and operation of containers equipped with integral refrigeration units when plugged into Port electrical facilities:

For Free-Time period, (see Item 657.000), a one-time fee of .........$102.81

ITEM 642.001
After Free-Time, per day, per container .......$15.76
ITEM 645.000  REHANDLING

Any extra handling of a container or chassis not provided for elsewhere in this Section. Rehandling is the extra sorting of a container to CY space, extra stacking or unstacking, extra working of container to or from chassis or railcar, or extra movement into or out of holding areas. The charge for Rehandling applies each time a container is subject to additional movements. Examples of Rehandling include the following:

A. Rehandling which results from requests by the vessel or container owner after completion of the planned layout of containers and chassis in CY, or planned sequence of containers for stowage onboard vessel. If any such request requires the additional handling of containers in order to deliver or receive any container out of planned sequence of the CY or stowage plan, the vessel or owner shall be subject to the charge of Rehandling.

B. Container shifted to another location in the CY or Container Holding Area at the vessel’s or owner’s request and convenience, including the movement of containers in and out of any container inventory maintained by the vessel or owner for other than direct delivery to vessel or inland conveyance.

C. The Rehandling Charge is .... $77.94 per container

ITEM 648.000  SERVICES PERFORMED ON FIRST SHIFT BASIS

Services performed at hours other than the first (1st) shift weekday will be subject to charges provided in Item 400.000.

ITEM 651.000  SERVICES PERFORMED FOR OCEAN CARRIER

Unless instructed otherwise in writing, all services under this Section are performed as an agent of ocean carrier, and the charges therefore will be paid to Operator by ocean carrier.

ITEM 654.000  SPECIAL RATES

Project rates and commodities requiring a customized service will be quoted upon request, and rates will be lawfully filed.
ITEM 657.000 STORAGE

FREE TIME PERIODS

Import Containers ........................................ 5 days
Export Containers ........................................ 10 days
Containers arrived at North Intermodal Yard
with Unknown Destination .......................... 5 days

On containers received from a vessel, Free Time will commence at 7:00 a.m. the day following completion of ship discharge. Those containers received from inland conveyance, and their owner/lessor designation has not been identified, Free Time will commence at 7:00 a.m. the day following delivery. Saturdays, Sundays and Holidays will not be counted. The Port must have information on the owner/lessor/consignee prior acceptance of the container.

Containerized cargo may be subject to Free Time Rules and Demurrage Charges as carried in ocean carrier's Tariff. Cargo owners are therefore referred to vessel Tariffs. In the absence of overriding ocean carrier Tariff Rules, Free Time will be granted and Storage assessed in accordance with Rules, Conditions and Rates named in this Tariff.

When Storage commences at the expiration of Free Time, all days will be counted, including the day the container or chassis is removed from the premises. Empty containers that are damaged to the point they cannot be used for cargo and/or cannot be moved without extra equipment/manning or emergency gear, shall be removed from Port premises within twenty (20) working days, or the Port will arrange removal at customer's expense.

STORAGE PER DAY

<table>
<thead>
<tr>
<th>Unit Size</th>
<th>Minimum Billing</th>
<th>Container Only</th>
<th>Chassis Only</th>
<th>Chassis with Container Mounted Thereon</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to 7 Meters (20 ft.)</td>
<td>$77.46</td>
<td>ITEM 657.010</td>
<td>ITEM 657.011</td>
<td>ITEM 657.012</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$9.63</td>
<td>$19.39</td>
<td>$19.39</td>
</tr>
<tr>
<td>7-13 Meters (40 ft.)</td>
<td>$77.46</td>
<td>ITEM 657.020</td>
<td>ITEM 657.021</td>
<td>ITEM 657.022</td>
</tr>
<tr>
<td>Over 13 Meters (45+ ft.)</td>
<td>$77.46</td>
<td>ITEM 657.030</td>
<td>ITEM 657.031</td>
<td>ITEM 657.032</td>
</tr>
</tbody>
</table>
ITEM 660.000  SUBSORTING

When sorting beyond Bill of Lading mark is required, an additional charge on the entire Bill of Lading will be applied, per 1,000 kgs. of...........$20.00

ITEM 663.000  TERMINAL CHARGES FOR CONTAINERS

CONTAINERS LOADED OR EMPTY, WHEN RECEIVED FROM OR DELIVERED TO WATER CARRIERS: (See Item 609.000)

Containers to and from vessels are charged Wharfage, Handling and Gate.

ITEM 663.010  WHARFAGE RATE:

$51.55 Per TEU or:

<table>
<thead>
<tr>
<th>Container Length</th>
<th>Wharfage Charge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to 7 meters (20 ft.)</td>
<td>$51.55</td>
</tr>
</tbody>
</table>

ITEM 663.020  7-13 meters (40 ft.) $103.10

ITEM 663.030  Over 13 meters (45+ ft.) $115.99

ITEM 666.000  GATE CHARGES/INTERMODAL GATE CHARGES

Includes service related to receipt, delivery, checking, care, custody, and control of intact containers required in the transfer of containers between container yard and shippers, consignees, their agents or connecting carriers.

ITEM 666.001  Loaded or empty containers, all sizes: (See fuel surcharge ADDENDUM)

Handling between inland conveyance and Container Yard, or moved through the gate of a Port of Tacoma operated terminal. When applied to Port of Tacoma Terminal 7A, one (1) gate will be assessed per container....................... $80.55 per container

Note: When a gate is the only charge, minimum invoice rate applies. See Item 242.050.

ITEM 666.010  NORTH INTERMODAL YARD

Loaded or empty containers, all sizes: (See fuel surcharge ADDENDUM)

Lift charge in North Intermodal Yard for leased Container terminals ............... $69.50 per container
ITEM 666.020  SOUTH INTERMODAL YARD

Port of Tacoma acts as an agent for the BNSF and UP Railroads in the South Intermodal Yard, including train planning, staging containers, inspecting cars, pumping air brakes, and lifting containers on and off railcars. The lift charge for this service applies to loaded or empty containers and trailers of all sizes. The charges for such services will be assessed directly to the Union Pacific, unless otherwise provided. The charge for BNSF customers (Steamship Lines) will be invoiced directly to the Steamship Lines for the lift fee performed at the South Intermodal Yard.

Loaded or empty container and trailers.........$70.00 per container or trailer, all sizes

ITEM 666.030

The facility fee for the BNSF customers at the South Intermodal Yard will be $24.00 per lift, and will be invoiced directly to the BNSF.

ITEM 669.000  HANDLING RATES

Loaded or empty containers, all sizes: Handling between Container Yard and ship’s tackle.................. $81.47 per container

Note: On full containership vessels of cellular type and configuration offering more than 200 TEU’s per vessel call, and when this function is not performed by the Port, this rate does not apply.

ITEM 669.010  FACILITY CHARGE

Loaded or empty containers handled in the Hyundai Intermodal Yard, North Intermodal Yard, the South Intermodal Yard or the Pierce County Terminal Intermodal Yard. The mainline railroad will be assessed facility charge..............................$24.00 per container

ITEM 669.012

This item will also be applied on a per container basis, at the rate current at the time the invoice is prepared, to any shortfall for steamship lines or terminal operators having a lease with the Port of Tacoma when the Intermodal Minimum Guarantee or Minimum Volume Guarantee is not fulfilled in any given lease year.........$24.00 per container

ITEM 669.020

Loaded or empty containers handled in the Hyundai Intermodal Yard, North Intermodal Yard, the South Intermodal Yard or the Pierce County Terminal Intermodal Yard, for intermodal rail containers with origin/destinations points within a four hundred (400) mile radius of the Port of Tacoma, and moving through a Port of Tacoma marine terminal. The Provider will be assessed a facility charge..................$13.15 per container

ITEM 681.010  VANNING/DEVANNING/TRANSLOADING CARGO IN CONTAINERS

Port does not offer this service at Terminal 7.