

RESOLUTION NO. 2725

A RESOLUTION of the Port Commission of the Port of Seattle
modifying certain rates, rules, and regulations
in Seattle Terminals Tariff No. 2-F, F.M.C.-T No. 3

BE IT RESOLVED by the Port Commission of the Port of Seattle, as
follows:

SECTION 1. The Port of Seattle does hereby establish and adopt
rules, regulations, and charges shown in:

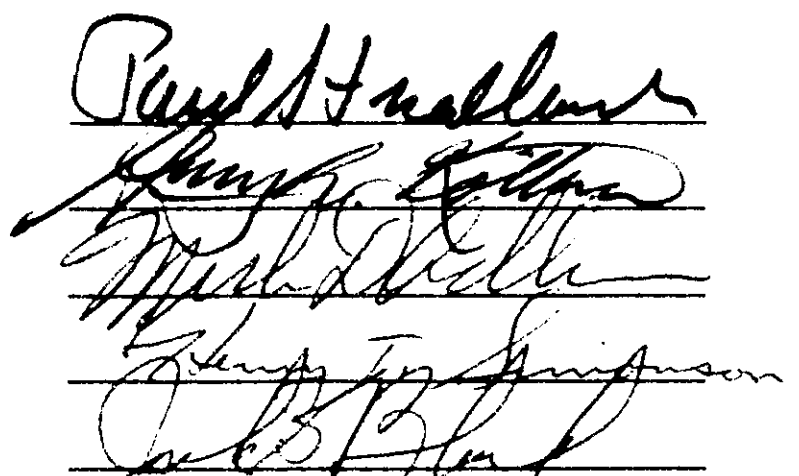
Seattle Terminals Tariff No. 2-F, F.M.C.-T No. 3
2nd Revised Page No. 6, Item No. 10050
2nd Revised Page No. 9-A, Item No. 10190
9th Revised Page No. 13-A, Item No. 20100
8th Revised Page No. 16, Item No. 20150
15th Revised Page No. 17, Item No. 20160
2nd Revised Page No. 33, Item No. 40000

copy of which is hereby annexed and made a part of this Resolution, said
rules, regulations, and charges to take effect on the date thereon.

SECTION 2. All rules, regulations, and charges conflicting with
the provisions of the above-listed pages in Seattle Terminals Tariff No. 2-F,
F.M.C.-T No. 3, are hereby repealed.

SECTION 3. That the Traffic Manager be and is hereby directed
to file said schedule with the Federal Maritime Commission.

ADOPTED by the Port Commission of the Port of Seattle this 28th
day of February, 1978, and duly authenticated in open session
by the signatures of the Commissioners voting in favor thereof and the Seal of
the Commission duly affixed.



Port Commissioners

TARIFF AMENDMENT DIRECTIVE NO. 72

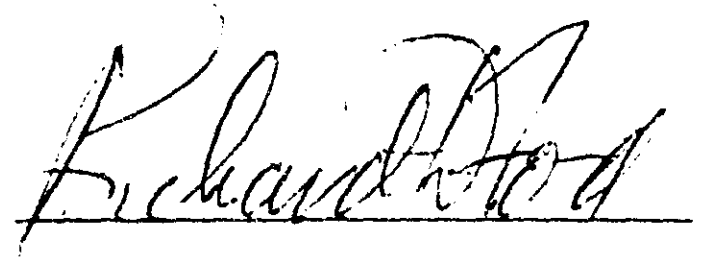
SECTION 1. Pursuant to Resolution No. 2072 of the Port of Seattle Commission, dated the 13th day of December, 1960, the undersigned does hereby find that it is necessary, in order to maintain the Port's terminal rate structure at a compensatory level, for the Port of Seattle to, and the Port does hereby, establish and adopt as schedules of tariff rates, charges, rules and regulations for terminal services the rates, rules, and regulations as named in:

Seattle Terminals Tariff No. 2-F, F.M.C.-T No. 3
2nd Revised Page No. 6, Item No. 10050
2nd Revised Page No. 9-A, Item No. 10190
9th Revised Page No. 13-A, Item No. 20100
8th Revised Page No. 16, Item No. 20150
15th Revised Page No. 17, Item No. 20160
2nd Revised Page No. 33, Item No. 40000

copy of which is hereby annexed and made a part of this Directive, said rates, rules, and regulations to take effect on the date shown on the above mentioned tariff page.

SECTION 2. That the Traffic Manager be and is hereby directed to file said tariff schedule of rates with the Federal Maritime Commission.

Dated this 14th day of February, 1978.


Richard D. [unclear]

GENERAL APPLICATION OF TARIFF AND GENERAL DEFINITIONS	ITEM NO.
<p>(A) DIRECT LOADING OR DISCHARGING IS THE OPERATION OF TRANSFERRING CARGO BY VESSEL WITH VESSEL'S GEAR, SHORE CRANE OR OTHER MECHANICAL EQUIPMENT IN A DIRECT MOVEMENT BETWEEN VESSEL AND</p> <p>1 - RAILROAD CAR OR OTHER VEHICLE SPOTTED ALONGSIDE VESSEL 2 - WATER, RAFT, BARGE, LIGHTER OR OTHER VESSEL</p> <p>(B) CARGO LOADED OR DISCHARGED IN DIRECT TRANSFER, AS DEFINED IN PARAGRAPH (A), WILL BE ASSESSED WHARFAGE BUT WILL NOT BE ASSESSED LOADING OR UNLOADING CHARGES BY THE TERMINAL. CARGO SO LOADED OR DISCHARGED WILL NOT BE CHECKED BY TERMINAL. TERMINALS WILL NOT BE RESPONSIBLE FOR CARE AND CUSTODY OR FOR OVERLOADING, IMPROPER LOADING, CONDITION, OR OUTTURN OF CARGO LOADED OR DISCHARGED AS DEFINED IN PARAGRAPH (A). CHECKING SERVICE, IF REQUESTED, WILL BE SUBJECT TO CHARGES IN ACCORDANCE WITH ITEM 20160.</p>	<p>10040</p> <p>DIRECT LOADING OR DISCHARGING</p> <p>-----</p> <p>(DIRECT TRANSFER)</p> <p>-----</p> <p>DEFINITION</p>
<p>THE TERM "VESSEL" AS USED IN THIS TARIFF MEANS:</p> <p>(1) ANY WATERCRAFT, BARGE, OR RAFT THAT IS PRESENTED FOR BERTHING AND</p> <p>(X) (2) REFERENCE TO VESSEL INCLUDES, WITHOUT EXCEPTION, ITS OWNER, CHARTERER, AGENT, OPERATOR, AND ITS' EMPLOYEES.</p>	<p>10050</p> <p>(X)</p> <p>VESSEL DEFINITION</p>
<p>POINT OR PLACE OF REST IS DEFINED AS THAT AREA ON THE TERMINAL FACILITY WHICH IS ASSIGNED BY THE TERMINAL FOR THE RECEIPT OF INBOUND CARGO FROM THE VESSEL AND FROM WHICH INBOUND CARGO MAY BE DELIVERED TO THE CONSIGNEE AND THAT AREA WHICH IS ASSIGNED BY THE TERMINAL FOR THE RECEIPT OF OUTBOUND CARGO FROM SHIPPERS FOR VESSEL LOADING.</p> <p>① IN RESPECT TO THE MOVEMENT OF CONTAINERS, POINT OF REST IS DEFINED AS THE PLACE AND POSITION DESIGNATED BY OCEAN CARRIER FOR EXCHANGING RECEIPTS WITH AND INTERCHANGE OF EQUIPMENT BETWEEN VESSEL AND INLAND CARRIER OR ON-DOCK CFS.</p> <p>② ADDITIONAL TO DEFINITION PRESCRIBED IN FMC DOCKET 875, GENERAL ORDER NO. 15.</p>	<p>10060</p> <p>POINT OR PLACE OF REST DEFINITION</p>
<p>THE TERM INLAND CARRIER MEANS RAILROAD, TRUCK LINE, CARTAGE COMPANY, PRIVATE CARRIER OR INLAND WATERWAY CARRIER THAT RECEIVE OR DELIVER CARGO, CONTAINER, OR ANY OTHER GOODS BY RAIL CAR, TRUCK, CHASSIS, PIPELINE, OTHER VEHICLE OR LOCAL INLAND WATERWAY CRAFT.</p>	<p>10070</p> <p>INLAND CARRIER DEFINITION</p>
<p>CARRIED OVER TO ORIGINAL PAGE No. 6-A.</p>	<p>10080</p>
<p>ISSUED FEBRUARY 6, 1978 (2726) TAD 72 EFFECTIVE FEBRUARY 20, 1978</p>	
<p>ISSUED BY DAVID C. HARRINGTON, AGENT, PORT OF SEATTLE, P.O. BOX 1209, SEATTLE, WASHINGTON 98111</p>	

GENERAL APPLICATION OF TARIFF AND GENERAL DEFINITIONS	ITEM NO.
<p>(D) (CONTINUED FROM PAGE NO. 9)</p> <p>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.</p> <p>(E) <u>VALUATION OF MERCHANDISE FOR CLAIMS PURPOSE</u> EXCEPT AS MAXIMUM LIABILITY LIMITS MAY BE ESTABLISHED UNDER PROVISIONS OF PARAGRAPH (D) OF THIS ITEM, 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 PRORATION BY WEIGHT OF THE ACTUAL OR AGREED MAXIMUM VALUATION AS MAY BE RELATED TO THE INDIVIDUAL CIRCUMSTANCES OF THE SHIPMENT.</p> <p>(F) <u>WAIVER OF DEMURRAGE CHARGES</u> THE PORT OF SEATTLE MAY WAIVE DEMURRAGE CHARGES WHEN DELAY OF REMOVAL OF MERCHANDISE IS CAUSED BY ACTS DIRECTLY ATTRIBUTABLE TO THE PORT, ACTS OF GOD, CIVIL DISORDER, INSURRECTIONS, RIOTS, STRIKES, LABOR STOPPAGE, CARRIER EQUIPMENT SHORTAGES, OR GOVERNMENTAL INTERVENTION.</p>	<p>10190</p> <p>(CONTINUED FROM PAGE NO. 9)</p>
<p>MERCHANDISE TENDERED WITH VALUE IN EXCESS OF \$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 1/4 OF ONE (1) PERCENT OF THE VALUATION IN EXCESS OF \$500.00 PER PIECE, PACKAGE (OR CUSTOMARY UNIT OF CARGO, WHEN NOT SHIPPED AS A PIECE OR PACKAGE). THIS CHARGE IS IN ADDITION TO ALL OTHER CHARGES WHICH MAY BE APPLICABLE UNDER ANY OTHER PROVISIONS OF THIS TARIFF.</p>	<p>10195</p> <p>AD VALOREM CHARGES</p>
<p>IF AND WHEN OTHERS THAN THE TERMINAL COMPANIES ARE PERMITTED TO PERFORM SERVICES ON THE WHARVES OR PREMISES OF THE TERMINAL COMPANIES, THEY SHALL BE HELD RESPONSIBLE FOR LOSS, DAMAGE, OR THEFT BY THEMSELVES OR PERSONS IN THEIR EMPLOY AND LIABLE FOR THE INJURY OF PERSONS IN THEIR EMPLOY.</p>	<p>10200</p> <p>LIABILITY OF OTHERS</p>
<p>IN FURNISHING THE SERVICE OF SWITCHING, ORDERING, BILLING OUT, LOADING OR UNLOADING CARS, OR OF HANDLING TO OR FROM VESSEL, NO RESPONSIBILITY FOR ANY DEMURRAGE WHATSOEVER ON EITHER CARS OR VESSELS WILL BE ASSUMED BY THE TERMINALS.</p>	<p>10210</p> <p>DEMURRAGE-CARS, BARGES OR VESSELS</p>
<p>***</p>	<p>10220</p> <p>DELAYS WAIVER OF CHARGES</p> <p>***</p>
<p>THE ACCEPTANCE AND HANDLING OF LIVESTOCK SHALL BE SUBJECT TO SPECIAL ARRANGEMENTS WITH TERMINAL OPERATOR AND GOVERNED BY RULES AND REGULATIONS OF THE FEDERAL, STATE, AND LOCAL AUTHORITIES.</p> <p>FEE FOR LIVESTOCK IN TRANSIT WILL BE SUBJECT TO WHARFAGE AND OTHER CHARGES.</p>	<p>10230</p> <p>LIVESTOCK</p>
<p>ISSUED FEBRUARY 10, 1978 (2725) TAD 72 EFFECTIVE FEBRUARY 20, 1978</p>	
<p>ISSUED BY DAVID C. HARRINGTON, AGENT, PORT OF SEATTLE, P.O. BOX 1209, SEATTLE, WASHINGTON 98111</p>	

CONDITIONS AND CHARGES FOR MISCELLANEOUS SERVICES		ITEM NO.
DESCRIPTION	RATE PER HOUR (EXCEPT AS NOTED)	
CHASSIS, CONTAINER, 20' OR 40'	② \$ 7.50 PER DAY	
CRANES		
MOBILE, WHEEL MOUNTED, 50,000 LBS. CAPACITY	\$45.00	
GANTRY, TRAVELING, UP TO 80,000 LBS. CAPACITY	\$50.00	20100
GANTRY, TRAVELING, OVER 80,000 LBS. CAPACITY	\$55.00	■ □
① CRANES, FULLY AUTOMATED WITH TOP LIFT BEAMS		
GANTRY TYPE, OVER 80,000 LBS. CAPACITY, 20' BEAM	\$55.00	
BRIDGE TYPE, 20' THRU 40' BEAMS	③ \$190.00	
EQUIPMENT PERFORMING A SPECIFIC CUSTOMIZED SERVICE NOT OTHERWISE PROVIDED IN NORMAL PORT ACTIVITIES	①	
MAGNETS, ELECTRIC, SUBJECT TO MINIMUM RENTAL OF \$50.00 EACH OPERATION	\$25.00	EQUIPMENT
MOBILE CAR SPOTTER (TRACKMOBILE)	\$25.00	RENTAL
■ STRADDLE CARRIERS, FULLY AUTOMATED WITH TOP LIFT BEAM		
□ 44,800 LBS. CAPACITY, 20' BEAM	\$50.00	
50,000 LBS. CAPACITY, AND ABOVE, 20' THRU 40' BEAMS	\$60.00	
SWEEPERS, DOCK	\$25.00	
TRACTORS, SMALL DOCK (JITNEY)	\$ 5.00	
TRACTORS, HEAVY DUTY DOCK (CAR PUSHERS)	\$ 7.00	
TRUCKS, LIFT		
UP TO AND INCLUDING 6,000 LBS. CAPACITY	\$ 5.00	
OVER 6,000 LBS. TO AND INCLUDING 30,000 LBS. CAPACITY	\$20.00	
OVER 30,000 LBS. CAPACITY	\$40.00	
TRUCKS, LIFT, FULLY AUTOMATED WITH TOP LIFT BEAM		
CAPACITY 33,200 LBS., 20' BEAM	\$40.00	
CAPACITY OVER 67,200 LBS., 20' TO 40' VARIABLE BEAM	\$50.00	
NOTE: WEEKLY RATES WILL BE QUOTED ON REQUEST WHEN ALL FACTORS ARE KNOWN TO THE TERMINAL OPERATOR.		
TRUCKS, YARD TRACTOR	\$20.00	
① SUBJECT TO QUOTATION.		
② USAGE CONFINED TO SEATTLE COMMERCIAL ZONE.		
③ IF REQUESTED DURING PREVIOUS STRAIGHT TIME SHIFT, THE PORT WILL POSITION, BOOM DOWN, BOOM UP, AND REPOSITION BRIDGE TYPE CONTAINER CRANES AT AN ADDITIONAL CHARGE OF \$14.00 PER HOUR.		
■ ④ WHEN STRADDLE CARRIERS AND CRANES ARE ON LEASE, THE MAINTENANCE AND FUEL PORTION OF RATE WILL BE QUOTED.		

ISSUED: FEBRUARY 9, 1978 (2704) TAD 72

EFFECTIVE: FEBRUARY 20, 1978

ISSUED BY: DAVID C. HARRINGTON, AGENT, PORT OF SEATTLE, P.O. Box 1209, SEATTLE, WASHINGTON 98111

CORRECTION NO. 470

CONDITIONS AND CHARGES FOR MISCELLANEOUS SERVICES	ITEM NO.
<p><u>LABOR RATES:</u></p> <p>(A) <u>OVERTIME ■ OR PENALTY TIME</u> (X) RATES NAMED IN THIS TARIFF, FOR SERVICES INVOLVING LABOR, ARE PREDICATED UPON STRAIGHT TIME WAGES AND A GUARANTEED EIGHT HOUR MINIMUM WORK DAY FOR LABOR BETWEEN THE HOURS OF 8:00 A.M. AND 5:00 P.M. WHEN SERVICES ARE PERFORMED ON SATURDAYS, SUNDAYS, OR HOLIDAYS, ■ (SEE NOTE), OR WHEN PAYMENT OF OVERTIME ■ OR PENALTY TIME WAGES TO LABOR IS NECESSARY, RATES ARE SUBJECT TO ITEM 20160.</p> <p>■ NOTE: HOLIDAYS ARE ANY LEGAL HOLIDAY PROCLAIMED BY STATE OR NATIONAL AUTHORITY OR AS DESIGNATED BY APPLICABLE COLLECTIVE BARGAINING AGREEMENT. WHEN A HOLIDAY FALLS ON SUNDAY, THE FOLLOWING MONDAY SHALL BE OBSERVED AS A HOLIDAY.</p> <p>(B) <u>STANDBY OR WAITING TIME</u> (X) WHEN LABOR IS ORDERED FOR A SPECIFIED TIME AND IS ON THE JOB READY FOR WORK, OR HAVING STARTED WORK IS DELAYED FOR PERIODS OF OR EXCEEDING 15 CONSECUTIVE MINUTES AT ANY TIME DURING THAT WORK, SUCH DELAYS BEING CAUSED THROUGH NO INABILITY OR FAULT OF THE TERMINAL OPERATORS, STANDBY OR WAITING TIME FOR THE MEN WILL BE CHARGED ♦ MAN-HOUR RATE LESS 15 (FIFTEEN) PERCENT.</p> <p>(C) <u>SERVICES REQUIRING LABOR FOR A MINIMUM NUMBER OF HOURS ■ DEAD TIME - No WORK PROVIDED:</u> (X) WHEN TERMINALS ARE REQUIRED TO FURNISH LABOR FOR A SPECIFIC SERVICE, AND SUCH SERVICE IS COMPLETED BEFORE THE EXPIRATION OF THE MINIMUM TIME ALLOWED UNDER LABOR'S WORKING AGREEMENTS AND AWARDS, THE PARTIES AUTHORIZING SUCH WORK SHALL BE ASSESSED FOR THE TIME OF SUCH LABOR WHICH ACCRUES AFTER THE SPECIFIC SERVICE IS COMPLETED AND UNTIL THE END OF THE MINIMUM TIME ALLOWED, AT ACTUAL ♦ COST TO EMPLOY.</p>	<p>20150 (X) ■ ♦</p> <p>OVERTIME, STANDBY, AND PENALTY TIME</p>
<p><u>WHEN MAN-HOUR RATES APPLY</u></p> <p>UNLESS OTHERWISE PROVIDED, MAN-HOUR RATES, PLUS CHARGES FOR EQUIPMENT RENTAL (ITEM 20100) WILL BE CHARGED FOR:</p> <p>(1) ALL SERVICES NOT SPECIFICALLY DESCRIBED IN TARIFF.</p> <p>(2) SERVICES OF LOADING, UNLOADING, OR TRANSFERRING CARGO FOR WHICH NO SPECIFIC COMMODITY RATES ARE PROVIDED AND WHICH CANNOT BE PERFORMED AT THE RATES NAMED UNDER N.O.S. AND CARGO IN PACKAGES OR UNITS OF SUCH UNUSUAL BULK, SIZE, SHAPE, OR WEIGHT AS TO PRECLUDE PERFORMING SUCH SERVICES AT RATES NAMED UNDER INDIVIDUAL ITEMS OF THE TARIFF.</p> <p>(3) SERVICES OF LOADING OR UNLOADING CARGO AND ANY OTHER TERMINAL SERVICES FOR WHICH SPECIFIC RATES ARE NAMED IN THE TARIFF BUT WHICH BECAUSE OF UNUSUAL CONDITIONS OR REQUIREMENTS OF SHIPPERS NOT NORMALLY INCIDENTAL TO SUCH SERVICES, PRECLUDE THE PERFORMANCE OF SUCH SERVICES AT RATES NAMED.</p> <p>(4) SERVICES OF EXTRA SORTING, SPECIAL CHECKING, INSPECTION, RECOOPERING, RECONDITIONING, OR FOR ANY OPERATION DELAYED ON ACCOUNT THEREOF.</p> <p>(5) SERVICES OF CLEANING OR PREPARING CARS, TRUCKS, OR CONTAINERS FOR LOADING.</p> <p>(CONTINUED ON PAGE No. 17)</p>	<p>20160</p> <p>MAN-HOUR RATES</p> <p>(CONT. ON PAGE No. 17)</p>
<p>ISSUED: FEBRUARY 6, 1978 (2725) TAD 72 EFFECTIVE: FEBRUARY 20, 1978</p>	
<p>ISSUED BY DAVID C. HARRINGTON, AGENT, PORT OF SEATTLE, P.O. BOX 1209, SEATTLE, WASHINGTON 98111</p>	
<p>CORRECTION NO. 471</p>	

CONDITIONS AND CHARGES FOR MISCELLANEOUS SERVICES					ITEM NO.
<p><u>WHEN MAN-HOUR RATES APPLY (CONTINUED)</u></p> <p>UNLESS OTHERWISE PROVIDED, MAN-HOUR RATES, PLUS CHARGES FOR EQUIPMENT RENTAL (ITEM 20100) WILL BE CHARGED FOR:</p> <p>(6) EXCEPT AS OTHERWISE PROVIDED IN INDIVIDUAL ITEMS, LABOR AND EQUIPMENT TO LOAD OR UNLOAD TRUCKS, TRAILERS, OR CONTAINERS WILL BE FURNISHED BY TERMINALS AT THEIR OPTION AND UPON REQUEST. CHARGES FOR SUCH SERVICE WILL BE MADE AGAINST THE PARTY OR PARTIES REQUESTING THE SERVICE.</p> <p>(7) SERVICES OF CLEANING TERMINALS OF DUNNAGE, STEVEDORE GEAR AND OTHER EQUIPMENT OR MATERIAL WHEN THE STEVEDORE FAILS TO CLEAR THE TERMINALS OF SUCH GEAR PROMPTLY UPON COMPLETION OF LOADING OR DISCHARGING VESSELS AND IT IS NECESSARY FOR THE TERMINAL OPERATOR TO PERFORM THIS OPERATION.</p> <p>EXCEPT AS OTHERWISE PROVIDED IN INDIVIDUAL ITEMS, CHARGES FOR MATERIALS FURNISHED IN CONNECTION WITH SERVICES WILL BE ASSESSED AT ACTUAL COST, PLUS ♦ 15 (FIFTEEN) PERCENT.</p>					<p>(CONT.)</p> <p>20160</p> <p>MAN-HOUR RATES</p>
<p>② ③ SCHEDULE OF MAN-HOUR RATES</p>					
LABOR CLASSIFICATION	WHEN BASE WAGE IS	MAN-HOUR STRAIGHT TIME	OVERTIME RATE IS	THIRD SHIFT RATE IS	
BASIC LABOR (UNSKILLED)	\$ 8.37	♦ \$22.16	♦ \$27.07	♦ \$30.99	MAN-HOUR RATES
LIFT DRIVER (SKILLED)	\$ 8.62	♦ \$22.67	♦ \$27.72	♦ \$31.77	RATES
CRANE, STRAD, TUGLIFT DRIVER	\$ 9.07	♦ \$27.20	♦ \$32.53	♦ \$39.82	SCHEDULE
CFS UTILITY	\$ 9.415	♦ \$22.45	♦ \$29.83	♦ \$32.98	
CLERK - CHECKER	\$ 9.42	♦ \$22.86	♦ \$30.23	♦ \$34.64	
SUPERVISOR	\$10.36	♦ \$32.78	♦ \$40.90	♦ \$45.11	
FOREMAN	\$11.205	♦ \$36.63	♦ \$43.21	♦ \$47.80	
CHIEF SUPERVISOR, SUPER CARGO	\$11.42	♦ \$35.45	♦ \$44.40	♦ \$49.07	
<p>***</p> <p>② WHEN BASE WAGE IS NOT SHOWN, USE NEXT LOWER BASE WAGE.</p> <p>③ FOR OFF-DOCK WAREHOUSE LABOR, SEE ITEM NO. 20170</p>					
<p>LABOR FOR MAINTENANCE OF FACILITIES AND EQUIPMENT MAY BE FURNISHED TO PARTICIPANTS TO THIS TARIFF AT COMPOSITE RATE OF \$18.50 PER MAN PER HOUR. NOT SUBJECT TO ITEM NOS. 20150 OR 20160.</p>					<p>20165</p> <p>MAINTENANCE LABOR</p>
<p>ADDITIONAL LABOR REQUIRED AS DESCRIBED IN ITEM 60010 WILL BE CHARGED \$13.75 PER HOUR FOR WAREHOUSE AND/OR \$8.00 PER HOUR FOR CLERICAL, SUBJECT TO ITEM 20150.</p>					<p>20170</p> <p>WAREHOUSE LABOR</p>
<p>ISSUED: FEBRUARY 8, 1978 (2725) TAD 72 . EFFECTIVE: FEBRUARY 20, 1978</p>					
<p>ISSUED BY DAVID C. HARRINGTON, AGENT, PORT OF SEATTLE, P.O. BOX 1209, SEATTLE, WASHINGTON 98111</p>					
<p>CORRECTION NO. 472</p>					

SECTION 4 RULES, REGULATIONS AND CHARGES PERTAINING TO CONTAINERS AND CONTAINERIZED CARGO	ITEM NO.
<p><u>DEFINITIONS:</u></p> <p>X A. THE TERM "CONTAINER" MEANS A SINGLE RIGID, INTERMODAL DRY CARGO, INSULATED REFRIGERATED, FLAT RACK, LIQUID TANK, OR OPEN-TOP CONTAINER, DEMOUNTABLE, WITHOUT WHEELS OR CHASSIS ATTACHED, FURNISHED OR APPROVED BY OCEAN CARRIER FOR TRANSPORTATION OF COMMODITIES ABOARD ITS VESSELS. ■ 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.</p> <p>B. CONTAINERIZED CARGO IS CARGO RECEIVED IN A CONTAINER WHICH IS IN TRANSIT, INTACT, BETWEEN VESSEL AND INLAND CARRIER OR BETWEEN VESSEL AND ON-DOCK CFS.</p> <p>C. THE SERVICE OF PROVIDING OPEN OR GROUND SPACE OR OTHER TERMINAL AREAS FOR THE STORING OF INBOUND OR OUTBOUND EMPTY CONTAINERS WHEN ARRANGEMENTS FOR SUCH SERVICE ARE MADE PRIOR TO THE EXPIRATION OF FREE TIME.</p> <p>D. THE CONTAINER YARD IS THE AREA DESIGNATED ON THE TERMINAL WHERE CONTAINERS IN TRANSIT BETWEEN VESSEL AND INLAND CARRIER ARE TEMPORARILY HELD OR ASSEMBLED ■ AND LOADED OR EMPTY CONTAINERS ARE RECEIVED FROM OR DELIVERED TO INLAND CARRIER.</p> <p>E. (1) THE LOCATION(S) DESIGNATED BY THE VESSEL FOR RECEIVING AND DELIVERY OF CARGO, ASSEMBLY AND PACKING AND UNPACKING OF CONTAINERS.</p> <p>(2) ON-DOCK CFS IS DEFINED AS ADJACENT TO CY WHICH PERMITS CONTAINERS TO BE WORKED BETWEEN VESSEL OR CY AND CFS WITH STRADDLE CARRIER OR OTHER YARDING EQUIPMENT.</p> <p>(3) CFS SERVICES AND CHARGES ARE NOT COVERED IN THIS TARIFF. CARGO OWNERS ARE REFERRED TO OCEAN CARRIER TARIFFS FOR CONDITIONS AND CHARGES.</p> <p>F. A CONTAINER, EMPTY OR CARGO, OWNED OR CONTROLLED BY VESSEL WHICH IS MANIFESTED AND CARRIED BY THE VESSELS WITHOUT REVENUE.</p> <p>G. THE SERVICE OF PROVIDING OPEN STORAGE SPACE FOR VESSEL OWNED OR CONTROLLED CHASSIS IN IDLE STATUS.</p> <p>H. THE TERM "DELIVERY LIST" DENOTES INSTRUCTIONS TO THE TERMINAL BY VESSEL OR ITS AGENT IN ADVANCE OF VESSEL ARRIVAL TO PERMIT TERMINAL TO RESERVE SPACES TO RECEIVE INBOUND (IMPORT) CONTAINERS SEGREGATED FOR CFS, TRUCK, AND RAIL CARRIERS WITHOUT INVOLVING TERMINAL RE-HANDLING IN YARDING AND DELIVERY OPERATIONS.</p> <p>I. THE TERM "ROTATION LIST" DENOTES INSTRUCTIONS FOR ORDERLY YARDING OF OUTBOUND (EXPORT) CONTAINERS TO BE FURNISHED TO THE TERMINAL BY VESSEL OR ITS AGENT IN ADVANCE OF RECEIVING TO PERMIT YARDING OF CONTAINERS IN THE ORDER REQUIRED BY VESSEL STORAGE WITHOUT INVOLVING TERMINAL RE-HANDLING.</p>	<p>40000 ■ (X) CONTAINER</p> <p>CONTAINERIZED CARGO</p> <p>CONTAINER STORAGE</p> <p>CONTAINER YARD (CY)</p> <p>CONTAINER FREIGHT STATION (CFS)</p> <p>CONTAINERS EMPTY</p> <p>CHASSIS STORAGE</p> <p>DELIVERY LIST</p> <p>ROTATION LIST</p>

ISSUED FEBRUARY 6, 1978 (2725) TAD 72

EFFECTIVE FEBRUARY 20, 1978

ISSUED BY DAVID C. HARRINGTON, AGENT, PORT OF SEATTLE, P.O. BOX 1209, SEATTLE, WASHINGTON 98111

CORRECTION NO. 273