

RESOLUTION NO. 2530

A RESOLUTION of the Port Commission of the Port of Seattle
modifying certain rates, rules, and regulations
in Seattle Container Freight Station Tariff No. 1,
F.M.C.-T No. 6.

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:

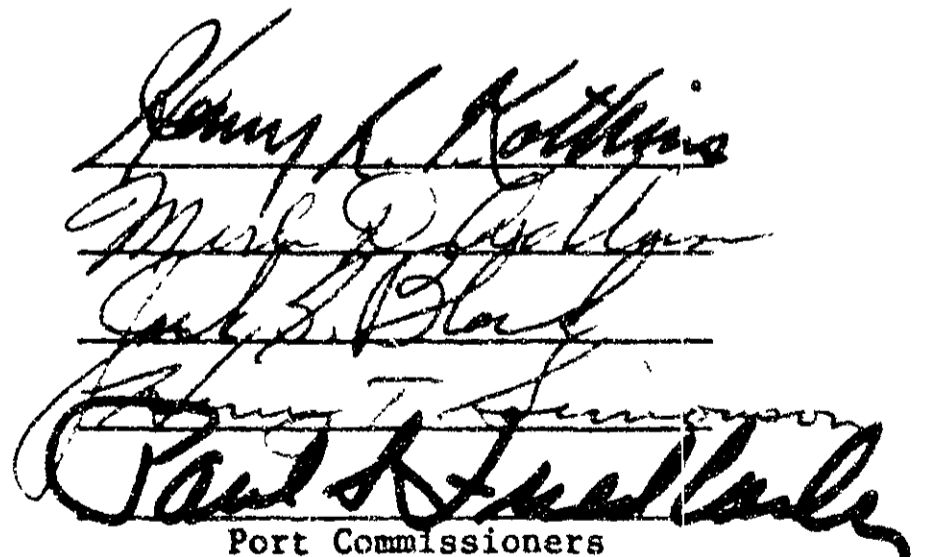
Seattle Container Freight Station Tariff No. 1, F.M.C.-T No. 6
6th Revised Page No. 11, Item Nos. 140 and 145
3rd Revised Page No. 12, Item No. 170
3rd Revised Page No. 13, Item Nos. 210, 220 and 230

copies of which are hereby annexed and made a part of this Resolution,
said rules, regulations, and charges to take effect on the dates thereon.

SECTION 2. All rules, regulations, and charges conflicting with
the provisions of the above listed pages in Seattle Container Freight
Station Tariff No. 1, F.M.C.-T No. 6, are hereby repealed.

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

ADOPTED by the Port Commission of the Port of Seattle this 28th
day of May, 1974, 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

SECTION 2 SCHEDULE OF RATES AND CHARGES	ITEM NO.																												
<p style="text-align: center;"><u>EXPORT CARGO - STUFFING</u></p> <p>ALL RATES ARE BASED ON 2,000 LBS. WEIGHT TON OR 40 CUBIC FEET MEASUREMENT TON AS MANIFESTED BY VESSEL FOR REVENUE PURPOSES, MAXIMUM THREE (3) TIMES RATE PER 2,000 LBS. WHEN MEASUREMENT DOES NOT EXCEED 240 CUBIC FEET PER 2,000 LBS., OR MAXIMUM FOUR (4) TIMES RATE PER 2,000 LBS WHEN MEASUREMENT EXCEEDS 240 CUBIC FEET PER 2,000 LBS. BUT DOES NOT EXCEED 360 CUBIC FEET PER 2,000 LBS., OR MAXIMUM FIVE (5) TIMES RATE WHEN MEASUREMENT EXCEEDS 360 CUBIC FEET PER 2,000 LBS.</p> <table border="0"> <thead> <tr> <th style="text-align: left;"><u>COMMODITY</u></th> <th style="text-align: right;"><u>RATE</u></th> </tr> </thead> <tbody> <tr> <td>EXPORT CARGO</td> <td></td> </tr> <tr> <td>N.O.S.</td> <td style="text-align: right;">\$ 10.93/TON ①</td> </tr> <tr> <td colspan="2">COMMODITY RATES PACKAGED, BUNDLED OR LOOSE</td> </tr> <tr> <td>COPPER BARS</td> <td style="text-align: right;">\$ 7.75/TON</td> </tr> <tr> <td>HIDES, GREEN SALTED</td> <td style="text-align: right;">\$ 13.23/TON</td> </tr> <tr> <td>PAPER PRODUCTS, WOODPULP; FOR MECHANICAL HANDLING, IN ROLLS, BALES, FOR MECHANICAL HANDLING</td> <td style="text-align: right;">\$ 8.55/TON</td> </tr> <tr> <td>REEFER CARGO, INCLUDING FREEZE CARGO</td> <td style="text-align: right;">\$ 10.91/TON ②</td> </tr> <tr> <td>PEAS, BEANS, AND LENTILS</td> <td style="text-align: right;">\$ 6.94/TON</td> </tr> <tr> <td>CARGO, UNITIZED (SEE ITEM 138), OR TRANS-LOADED (SEE ITEM 137), DEDUCT FROM APPLICABLE RATE</td> <td style="text-align: right;">\$ 1.65/TON</td> </tr> <tr> <td colspan="2">COMMODITY RATES BULK</td> </tr> <tr> <td>PEAS, BEANS, AND LENTILS</td> <td style="text-align: right;">\$ 4.62/TON</td> </tr> <tr> <td>CARGO, N.O.S.</td> <td style="text-align: right;">\$ 8.05/TON ①</td> </tr> <tr> <td>MINIMUM CHARGE PER CONTAINER TO STUFF.....</td> <td style="text-align: right;">\$ 84.00/EACH</td> </tr> </tbody> </table> <p>① SUBJECT TO ADDITIONAL CHARGE \$2.60/TON ON CARGO REQUIRING REFRIGERATION WHICH MOVES THROUGH PORT OF SEATTLE OWNED REFRIGERATION VAN TYPE BOXES OR REFRIGERATION LOCKERS.</p>	<u>COMMODITY</u>	<u>RATE</u>	EXPORT CARGO		N.O.S.	\$ 10.93/TON ①	COMMODITY RATES PACKAGED, BUNDLED OR LOOSE		COPPER BARS	\$ 7.75/TON	HIDES, GREEN SALTED	\$ 13.23/TON	PAPER PRODUCTS, WOODPULP; FOR MECHANICAL HANDLING, IN ROLLS, BALES, FOR MECHANICAL HANDLING	\$ 8.55/TON	REEFER CARGO, INCLUDING FREEZE CARGO	\$ 10.91/TON ②	PEAS, BEANS, AND LENTILS	\$ 6.94/TON	CARGO, UNITIZED (SEE ITEM 138), OR TRANS-LOADED (SEE ITEM 137), DEDUCT FROM APPLICABLE RATE	\$ 1.65/TON	COMMODITY RATES BULK		PEAS, BEANS, AND LENTILS	\$ 4.62/TON	CARGO, N.O.S.	\$ 8.05/TON ①	MINIMUM CHARGE PER CONTAINER TO STUFF.....	\$ 84.00/EACH	<p style="text-align: center;">140</p> <p style="text-align: center;">(X)</p>
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<p>ISSUED BY DAVID C. HARRINGTON, AGENT, PORT OF SEATTLE, P.O. BOX 1209, SEATTLE, WASHINGTON 98111</p>																													

CORRECTION NO.

SECTION 2 SCHEDULE OF RATES AND CHARGES	ITEM NO.																	
<p style="text-align: center;"><u>DEMURRAGE</u></p> <p>(A) FOLLOWING THE EXPIRATION OF FREE TIME AS NOTED IN ITEM NO. 50 HEREIN, SHIPMENTS ON HAND ON THE FLOOR, PLATFORM, OR IN CONTAINER PARTIALLY LOADED WILL BE SUBJECT TO DEMURRAGE.</p> <p>(B) DEMURRAGE STARTS AT THE EXPIRATION OF FREE TIME AND CONTINUES UNTIL SHIPMENT IS REMOVED.</p> <p>(C) FOR THE ASSESSMENT OF DEMURRAGE ALL DAYS ARE COUNTED, INCLUDING THE DAY SHIPMENT IS REMOVED.</p> <p>(D) DEMURRAGE IS ASSESSED ON THE BASIS OF PER 2,000 LBS. OR 40 CUBIC FEET, WHICHEVER BASIS CREATES THE GREATER REVENUE AS FOLLOWS.</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2" style="text-align: center;"><u>PER DAY OR FRACTION</u></th> </tr> </thead> <tbody> <tr> <td style="padding-right: 20px;">FREIGHT, ALL KINDS</td> <td style="text-align: right;">\$.10</td> </tr> <tr> <td>MINIMUM CHARGE PER SHIPMENT</td> <td style="text-align: right;">\$ 5.00</td> </tr> </tbody> </table>	<u>PER DAY OR FRACTION</u>		FREIGHT, ALL KINDS	\$.10	MINIMUM CHARGE PER SHIPMENT	\$ 5.00	<p style="text-align: center;">150</p>											
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FREIGHT, ALL KINDS	\$.10																	
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<p style="text-align: center;"><u>CONTAINER AND CHASSIS STORAGE</u></p> <p>(A) STORAGE STARTS AT THE EXPIRATION OF FREE TIME AND CONTINUES WITH ALL DAYS COUNTED UNTIL, BUT NOT INCLUDING, THE DAY CONTAINER AND CHASSIS ARE PLACED FOR LOADING OR REMOVED FROM C.F.S. AREA.</p> <p>(B) CHARGES FOR STORAGE ARE PAYABLE WHEN CONTAINER IS PLACED FOR LOADING OR REMOVED FROM C.F.S. UNLESS SUCH CHARGES ARE GUARANTEED BY OCEAN CARRIER.</p> <p>(C) CHARGES FOR HANDLING CONTAINERS OFF CHASSIS FOR STORAGE OR LOADING TO CHASSIS FROM STORAGE ARE EXTRA AND SUBJECT TO THE AVAILABILITY OF SUITABLE HANDLING EQUIPMENT.</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th rowspan="2" style="text-align: left;"><u>DESCRIPTION</u></th> <th colspan="2" style="text-align: center;"><u>STORAGE PER DAY</u></th> </tr> <tr> <th style="text-align: center;"><u>20' & 24' UNIT</u></th> <th style="text-align: center;"><u>35' & 40' UNIT</u></th> </tr> </thead> <tbody> <tr> <td style="padding-right: 20px;">CONTAINER ONLY</td> <td style="text-align: right;">\$.40</td> <td style="text-align: right;">\$.80</td> </tr> <tr> <td>CHASSIS ONLY</td> <td style="text-align: right;">.80</td> <td style="text-align: right;">1.60</td> </tr> <tr> <td>CHASSIS WITH CONTAINER MOUNTED THEREON</td> <td style="text-align: right;">.80</td> <td style="text-align: right;">1.60</td> </tr> <tr> <td>MINIMUM STORAGE BILLING</td> <td style="text-align: right;">5.00</td> <td style="text-align: right;">5.00</td> </tr> </tbody> </table>	<u>DESCRIPTION</u>	<u>STORAGE PER DAY</u>		<u>20' & 24' UNIT</u>	<u>35' & 40' UNIT</u>	CONTAINER ONLY	\$.40	\$.80	CHASSIS ONLY	.80	1.60	CHASSIS WITH CONTAINER MOUNTED THEREON	.80	1.60	MINIMUM STORAGE BILLING	5.00	5.00	<p style="text-align: center;">160</p>
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<p style="text-align: center;"><u>HANDLING CONTAINERS ON OR OFF CHASSIS</u></p> <p>SUBJECT TO AVAILABILITY OF SUITABLE LIFT EQUIPMENT OF C.F.S., ON REQUEST OR ORDER OF OCEAN CARRIER, CONTAINERS WILL BE LOADED TO OR UNLOADED FROM CHASSIS FOR STORAGE OR OTHER PURPOSES AS FOLLOWS:</p> <p style="text-align: center;"><u>EACH HANDLING PER UNIT</u></p> <p style="text-align: center;">♦ \$11.00</p>	<p style="text-align: center;">170 ⓧ</p>																	

ISSUED MAY 28, 1974

EFFECTIVE JULY 1, 1974

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

CORRECTION NO.

SECTION 2	SCHEDULE OF RATES AND CHARGES	ITEM NO.																
<p style="text-align: center;"><u>LOADING OR UNLOADING RAIL CARS</u></p> <p>CHARGES FOR LOADING OR UNLOADING RAIL CARS ARE AS PROVIDED IN SEATTLE TERMINALS TARIFF No. 2-F, F.M.C.-T No. 3.</p>		180																
<p style="text-align: center;"><u>EQUIPMENT RENTAL</u></p> <p>CHARGES FOR RENTAL OF EQUIPMENT ARE AS PROVIDED IN SEATTLE TERMINALS TARIFF No. 2-F, F.M.C.-T No. 3.</p>		190																
<p style="text-align: center;"><u>MAN-HOUR RATES</u></p> <p>CHARGES AND CONDITIONS FOR APPLICATION OF MAN-HOUR RATES ARE AS PROVIDED IN SEATTLE TERMINALS TARIFF No. 2-F, F.M.C.-T No. 3.</p>		200																
<p style="text-align: center;"><u>IN AND OUT CHARGES</u></p> <p>CONTAINERS RECEIVED AT OR DELIVERED FROM CONTAINER FREIGHT STATION VIA CARRIER OTHER THAN PORT OF SEATTLE CY-CFS CARRIER WILL BE CHARGED A RECEIVING AND/OR DELIVERY DOCUMENTATION CHARGE OF ♦ \$6.60.</p>		210 (X)																
<p style="text-align: center;"><u>U. S. CUSTOMS INSPECTIONS</u></p> <p>CONTAINERS REQUIRING ONLY INSPECTION OF CONTENTS BY U.S. CUSTOMS AGENTS WILL BE MADE AVAILABLE AT C.F.S.</p> <p>CHARGE FOR SERVICE ♦ \$33.00 PER CONTAINER ①</p> <p>① CHARGE INCLUDES LABOR FOR 1/4 (ONE-QUARTER) HOUR ONLY. ADDITIONAL LABOR, IF REQUIRED, WILL BE FURNISHED PER ITEM 200.</p>		220 (X)																
<p style="text-align: center;"><u>LINING CONTAINERS</u></p> <p>CONTAINERS WILL BE LINED ONLY WHEN INSTRUCTED BY CARRIER REPRESENTATIVE RATES INCLUDE LABOR AND MATERIALS.</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 30%;">POLYETHYLENE LINING</td> <td style="width: 10%;">♦</td> <td style="width: 30%;">\$18.15 PER 20' CONTAINER</td> <td style="width: 30%;"></td> </tr> <tr> <td style="text-align: center;">" "</td> <td>♦</td> <td>\$30.25 PER 40' CONTAINER</td> <td></td> </tr> <tr> <td>PAPER LINING</td> <td>♦</td> <td>\$12.10 PER 20' CONTAINER</td> <td></td> </tr> <tr> <td style="text-align: center;">" "</td> <td>♦</td> <td>\$24.20 PER 40' CONTAINER</td> <td></td> </tr> </table>		POLYETHYLENE LINING	♦	\$18.15 PER 20' CONTAINER		" "	♦	\$30.25 PER 40' CONTAINER		PAPER LINING	♦	\$12.10 PER 20' CONTAINER		" "	♦	\$24.20 PER 40' CONTAINER		230 (X)
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RECEIVED TARIFF REVISION