

RESOLUTION NO. 2334

A RESOLUTION of the Port Commission of the Port of Seattle  
adopting Seattle Container Tariff No. 1,  
F.M.C.-T No. 4.

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

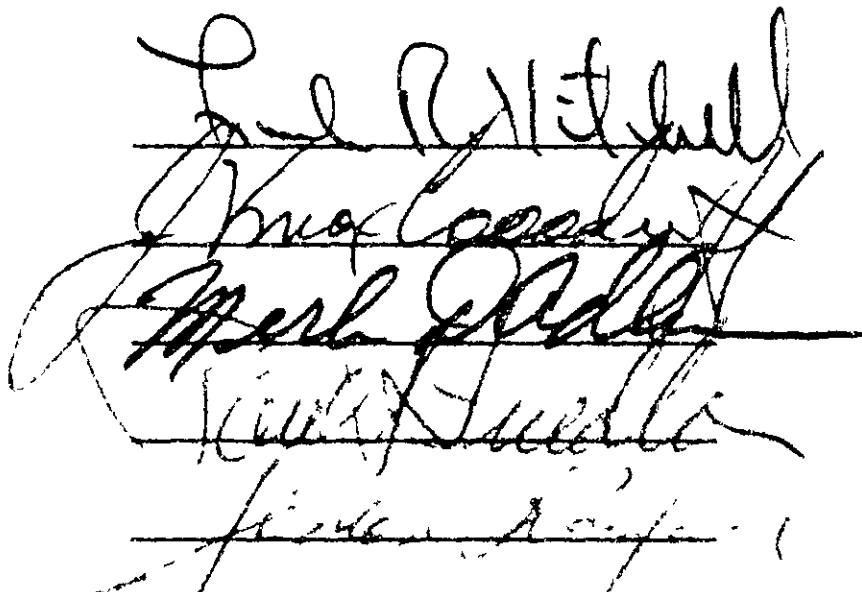
SECTION 1. The Port of Seattle does hereby establish and adopt  
rules, regulations, and charges shown in:

Seattle Container Tariff No. 1, F.M.C.-T No. 4,  
copy of which is 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 Seattle Container Tariff No. 1, F.M.C.-T  
No. 4, are hereby repealed.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 14th  
day of July, 1970, and duly authenticated in open session by the  
signatures of the Commissioners voting in favor thereof and the Seal of the Com-  
mission duly affixed.



Port Commissioners

SEATTLE CONTAINER TARIFF NO. 1

NAMING

RATES, RULES, AND REGULATIONS

FOR

CONTAINERSHIP STEVEDORING AND ANCILLARY SERVICES  
BETWEEN VESSEL STOWAGE AND INLAND CARRIERS

THROUGH OR OVER

PORT OF SEATTLE'S

CONTAINER TERMINAL AT PIER 18

LOCATED AT

SEATTLE, WASHINGTON

ISSUING AGENT

HOLLIS FARWELL, PORT OF SEATTLE  
P. O. BOX 1209, SEATTLE, WA 98111

ISSUED JULY 16, 1970

EFFECTIVE JULY 20, 1970

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SYMBOLS APPEARING IN TARIFF

- ◆ ..... INCREASE
- ♣ ..... REDUCTION
- ▲ ..... CHANGE, NEITHER INCREASE NOR REDUCTION
- ..... INDICATES A RATE IN WHICH NO CHANGE HAS BEEN MADE. USED WHEN TARIFF, SUPPLEMENT OR PAGE IS SUBJECT TO GENERAL INCREASES OR REDUCTIONS.
- ..... ADDITION, NEW OR ADDED MATTER
- ..... REISSUED MATTER
- ⓧ ..... ITEM OR RULE HAS BEEN REVISED
- \*\*\* ..... CANCEL OR ELIMINATE

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EFFECTIVE JULY 20, 1970

RULES AND REGULATIONS - GENERAL DEFINITIONS	ITEM NO.
<p><u>CONTAINER</u></p> <p>THE TERM "CONTAINER" MEANS</p> <ol style="list-style-type: none"> <li>1. A SINGLE RIGID, INTERMODAL, NON-DISPOSABLE DRY CARGO, INSULATED, REFRIGERATED, FLAT RACK, LIQUID TANK, OR OPEN-TOP CONTAINER, DEMOUNTABLE, WITHOUT WHEELS OR CHASSIS ATTACHED, FURNISHED OR APPROVED BY THE VESSEL FOR TRANSPORTATION OF CONTAINERIZED CARGO ABOARD ITS VESSELS.</li> <li>2. 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.</li> </ol>	100
<p><u>CONTAINERIZED CARGO</u></p> <p>CARGO RECEIVED IN A CONTAINER WHICH IS IN TRANSIT INTACT BETWEEN VESSEL AND INLAND CARRIER.</p>	105
<p><u>CONTAINER YARD (CY)</u></p> <p>THE LOCATION DESIGNATED WITHIN THE MARINE CONTAINER TERMINAL WHERE:</p> <ol style="list-style-type: none"> <li>1. CONTAINERS IN TRANSIT BETWEEN VESSEL AND INLAND CARRIER ARE TEMPORARILY HELD OR ASSEMBLED, AND</li> <li>2. LOADED OR EMPTY CONTAINERS ARE RECEIVED FROM OR DELIVERED TO INLAND CARRIER.</li> </ol>	110
<p><u>CONTAINER FREIGHT STATION (CFS)</u></p> <ol style="list-style-type: none"> <li>1. THE LOCATION OR LOCATIONS DESIGNATED BY THE VESSEL FOR THE RECEIVING AND DELIVERY OF SHIPMENTS, ASSEMBLY, AND PACKING AND UNPACKING OF CONTAINERS.</li> <li>2. ON-DOCK CFS IS DEFINED AS CFS CONSTRUCTED ADJACENT TO CY WHICH PERMITS CONTAINERS TO BE WORKED BETWEEN CY AND CFS WITH STRADDLE CARRIER OR OTHER YARDING EQUIPMENT.</li> </ol>	115
<p><u>DEAD TIME</u></p> <p>DEAD TIME IS THE TIME AFTER THE COMPLETION OF STEVEDORING OR OTHER SERVICES WHEN SUCH WORK IS COMPLETED BEFORE THE EXPIRATION OF THE MINIMUM TIME GUARANTEED UNDER LABOR'S COLLECTIVE BARGAINING AGREEMENTS AND AWARDS. DEAD TIME APPLIES TO MEN AND GANGS WHICH CANNOT BE TRANSFERRED TO OTHER SIMILAR WORK IN ORDER TO FILL OUT THE TIME REMAINING IN A GIVEN SHIFT. CHARGES ARE ASSESSED AT THE ACTUAL COST OF SUCH NON-PRODUCTIVE HOURS OF LABOR INCLUDING APPLICABLE FRINGE BENEFITS.</p>	120
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RULES AND REGULATIONS - GENERAL DEFINITIONS	ITEM NO.
<p><u>DELIVERY LIST</u></p> <p>THE TERM "DELIVERY LIST" DENOTES INSTRUCTIONS TO THE TERMINAL BY VESSEL 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>	125
<p><u>EMPTY CONTAINER</u></p> <p>A CONTAINER, EMPTY OF CARGO, OWNED OR CONTROLLED BY VESSEL WHICH IS MANIFESTED AND CARRIED BY THE VESSEL WITHOUT REVENUE.</p>	130
<p><u>EXTRA INS AND OUTS FOR CONTAINER HOLDING</u></p> <p>RECEIVING, DELIVERY AND THE MOVEMENT OF CONTAINER AND/OR CHASSIS BETWEEN SPECIAL HOLDING AREA AND INLAND CARRIER VEHICLE INCLUDING STACKING OR UNSTACKING AND LOADING OR UNLOADING OF CHASSIS OR INLAND CARRIER AS MAY BE REQUIRED AND FOR WHICH CONTAINER OR CHASSIS A DETAILED LOCATION INVENTORY IS NOT MAINTAINED AND SUCH CONTAINER IS NOT BEING HELD FOR VESSEL DISPATCH. WHEN CONTAINER IS TRANSFERRED BETWEEN SPECIAL HOLDING AREA AND CY FOR VESSEL DISPATCH SUCH TRANSFER IS ACCOMPLISHED UNDER "RE-HANDLING".</p>	135
<p><u>HOLIDAYS</u></p> <p>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>	140
<p><u>INLAND CARRIERS</u></p> <p>RAILROAD, TRUCK LINE OR PRIVATE CARRIERS THAT RECEIVE OR DELIVER CONTAINERS AT CONTAINER YARD ON RAIL CARS, CHASSIS, OR OTHER VEHICLE.</p>	145
<p><u>POINT OF REST</u></p> <p>THE TERM "POINT OF REST" USED IN THIS TARIFF IS DEFINED AS CONTAINER SECURED UPON CHASSIS OR RAIL CAR AT THE PLACE DESIGNATED FOR EXCHANGING RECEIPTS WITH AND INTERCHANGE OF EQUIPMENT BETWEEN VESSEL AND INLAND CARRIER PRIOR TO OR FOLLOWING THROUGHPUT OPERATIONS.</p>	150
<p><u>PREMIUM WAGES</u></p> <p>PREMIUM WAGES ARE WAGES OR OTHER REMUNERATION PAID FOR LABOR SERVICES AFTER 1700 HOURS AND BEFORE 0800 HOURS ON STRAIGHT TIME DAYS AND ON SATURDAYS, SUNDAYS AND HOLIDAYS. PREMIUM WAGES ARE GENERALLY REFERRED TO AS OVERTIME, PENALT OVERTIME, DOUBLE TIME AND PENALT TIME.</p>	155
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RULES AND REGULATIONS - GENERAL DEFINITIONS	ITEM NO.
<p><u>RE-HANDLING</u></p> <p>ANY EXTRA HANDLING OF A CONTAINER OR CHASSIS NOT PROVIDED IN TERMINAL STEVEDORING. RE-HANDLING IS THE EXTRA SORTING OF A CONTAINER TO CY SPACE, EXTRA STACKING OR UNSTACKING, OR EXTRA WORKING OF CONTAINER TO OR FROM CHASSIS OR RAIL CAR, OR EXTRA MOVEMENTS INTO OR OUT OF SPECIAL HOLDING AREA. THE CHARGE FOR RE-HANDLING APPLIES EACH TIME A CONTAINER IS SUBJECT TO ADDITIONAL MOVEMENTS EXPRESSLY REQUESTED BY THE VESSEL. EXAMPLES OF RE-HANDLING INCLUDE THE FOLLOWING.</p> <p>A. RE-HANDLING WHICH RESULTS FROM REQUESTS OF THE VESSEL AFTER COMPLETION OF THE PLANNED LAYOUT OF CONTAINERS AND CHASSIS IN CY, OR PLANNED SEQUENCE OF CONTAINERS FOR STOWAGE ON BOARD VESSEL. IF ANY SUCH REQUEST REQUIRES THE ADDITIONAL HANDLING OF CONTAINERS IN ORDER TO DELIVER OR RECEIVE ANY CONTAINER OUT OF THE PLANNED SEQUENCE OF THE CY OR STOWAGE PLAN, THE VESSEL SHALL BE SUBJECT TO THE CHARGE FOR RE-HANDLING.</p> <p>B. CONTAINERS SHIFTED TO ANOTHER LOCATION IN THE CY OR CONTAINER HOLDING AREA AT THE VESSEL'S REQUEST AND CONVENIENCE, INCLUDING THE MOVEMENT OF CONTAINERS IN AND OUT OF ANY CONTAINER INVENTORY MAINTAINED BY THE VESSEL FOR OTHER THAN DIRECT DELIVERY TO VESSEL.</p>	<p>160</p>
<p><u>ROADABILITY CHECK</u></p> <p>COMPLETE INSPECTION OF VESSEL OWNED OR CONTROLLED CONTAINER AND CHASSIS FOR SATISFACTORY CONDITION BEFORE RELEASE TO INLAND CARRIER. CHECK WILL INCLUDE</p> <p>A. INSPECTION OF EQUIPMENT FOR DAMAGE.</p> <p>B. REGISTRATION, LICENSE PLATE AND CONTAINER LOCKED TO CHASSIS.</p> <p>C. CHECK OF TIRES. TIRES LOW WILL BE INFLATED TO PROPER LIMITS.</p> <p>D. LIGHTS CHECKED. BURNED OUT LIGHTS AND BROKEN OR MISSING LENSES REPLACED BEFORE RELEASE.</p> <p>E. RECORDS MAINTAINED BY CONTAINER NUMBER AND CHASSIS NUMBER INDICATING FINDINGS AND CONDITION AT EACH INSPECTION.</p> <p>THE CHARGE FOR ROADABILITY CHECK COVERS LABOR ONLY. REPLACEMENT PARTS TO BE FURNISHED BY VESSEL.</p>	<p>165</p>
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<p><u>STANDBY CHARGE</u></p> <p>STANDBY CHARGE IS TO COVER LABOR COSTS OF MEN AND GANGS IDLED WAITING LATE ARRIVAL OR ANY OTHER SITUATION CAUSING INABILITY OF VESSEL TO LOAD OR DISCHARGE. THE STANDBY CHARGE APPLIES WHEN LABOR IS ORDERED FOR A SPECIFIED TIME AND READY TO WORK, OR HAVING STARTED, ARE DELAYED FOR A PERIOD OF OR EXCEEDING FIFTEEN (15) CONSECUTIVE MINUTES AT ANY TIME DURING THAT WORK, IF SUCH DELAY IS CAUSED BY NO FAULT OF THE PORT OF SEATTLE. WHEN STANDBY EXTENDS FOR FIFTEEN (15) MINUTE PERIOD THE FIRST AND EACH ADDITIONAL FOLLOWING FIFTEEN (15) MINUTE PERIOD OR FRACTION THEREOF IS SUBJECT TO THE STANDBY CHARGE.</p>	175
<p><u>STRAIGHT TIME DAYS</u></p> <p>STRAIGHT TIME DAYS REFERS TO THE HOURS BETWEEN 0800 AND 1700 ON WEEKDAYS, MONDAY THROUGH FRIDAY, EXCEPT WHEN PREMIUM WAGES ARE PAID FOR LABOR SERVICES UNDER APPLICABLE COLLECTIVE BARGAINING AGREEMENTS.</p>	180
<p><u>THIRD SHIFT</u></p> <p>THIRD SHIFT IS THE TERM APPLIED TO THE LONGSHORE SHIFT, GENERALLY FIVE (5) HOURS ONLY, WHICH GENERALLY STARTS AT 0300 HOURS AND ENDS AT 0800 HOURS. THE THIRD SHIFT IS SUBJECT TO SPECIAL LABOR RATES, TERMS AND CONDITIONS CONTAINED IN THE PACIFIC COAST LONGSHORE AGREEMENT.</p>	185
<p><u>THROUGHPUT</u></p> <p>AS USED IN THIS TARIFF, THE TERM "THROUGHPUT" DENOTES THE SINGLE MOVEMENT OF A CONTAINER BETWEEN VESSEL STOWAGE AND POINT OF REST AS DEFINED HEREIN. "THROUGHPUT" COMBINES VESSEL STEVEDORING AND TERMINAL STEVEDORING AS DEFINED HEREIN, THE USE OF WORKING AREAS, FACILITIES AND UTILITIES AT THE TERMINAL, AND SERVICES IN CONNECTION WITH RECEIPT, DELIVERY, CHECKING, CARE, CUSTODY AND CONTROL REQUIRED BY VESSEL IN THE TRANSFER OF CONTAINER, CHASSIS AND CONTAINERIZED CARGO BETWEEN VESSEL AND INLAND CARRIER.</p> <p>THE FOREGOING DOES NOT INCLUDE ANY LABOR, SERVICE OR FACILITIES, THE CHARGE FOR WHICH IS INCLUDED IN WHARFAGE, DOCKAGE OR OTHER INDIVIDUAL CHARGES.</p>	188
<p><u>VESSEL</u></p> <p>THE TERM "VESSEL" AS USED IN THIS TARIFF MEANS</p> <ol style="list-style-type: none"> <li>1. ANY SHIP, OR CONTAINERSHIP, THAT IS PRESENTED FOR BERTHING OR IN BERTH.</li> <li>2. ANY REFERENCE TO "VESSEL" INCLUDES, WITHOUT EXCEPTION, ITS OWNER, CHARTERER, AGENT, OPERATOR, AND ITS EMPLOYEES.</li> </ol>	190
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RULES AND REGULATIONS - GENERAL DEFINITIONS	ITEM NO.
<p><u>VESSEL RE-HANDLING</u></p> <p>THE SINGLE MOVEMENT OR SINGLE CRANE LIFT OF A CONTAINER FROM A VESSEL SLOT OR CELL TO ANOTHER POSITION IN STOWAGE OR FROM VESSEL STOWAGE TO DECK OR DOCK OR FROM DECK OR DOCK TO VESSEL STOWAGE. VESSEL RE-HANDLING IS SEPARATE AND ADDITIONAL TO VESSEL STEVEDORING AS DEFINED HEREIN AND APPLIES TO CONTAINERS THAT DO NOT TRANSIT THE CY AND ARE NOT SUBJECT TO THROUGHPUT.</p>	192
<p><u>VESSEL STEVEDORING</u></p> <p>THE SINGLE MOVEMENT OF A CONTAINER FROM VESSEL STOWAGE TO CY AND/OR FROM CY TO VESSEL STOWAGE INCLUDING ANY REQUIRED STACKING OR UNSTACKING IN THE CY, INCLUDING</p> <p>A. OPENING AND CLOSING HATCHES WITHIN CAPACITY OF CONTAINER CRANES.</p> <p>B. PLANNING STOWAGE OF CONTAINERS ON BOARD VESSEL INCLUDING STABILITY CALCULATIONS.</p> <p>C. LASHING, UNLASHING IN STOWAGE AND INCIDENTAL SORTING OF CONTAINERS IN THE CY.</p> <p>D. ORDINARY STEVEDORING DOCUMENTATION,</p> <p>(1) WESTBOUND ONLY - DANGEROUS CARGO LIST, REEFER CONTAINER LIST, FINAL STOWAGE PLAN, EXCEPTIONS LIST</p> <p>(2) EASTBOUND ONLY - OUT-TURN LIST</p> <p>(3) RE-HANDLING REPORT</p>	193
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RULES AND REGULATIONS - GENERAL DEFINITIONS	ITEM NO.
<p><u>TERMINAL STEVEDORING</u></p> <p>RECEIVING, DELIVERY AND THE SINGLE MOVEMENT OF A CONTAINER BETWEEN CY AND INLAND CARRIER VEHICLE INCLUDING STACKING OR UNSTACKING AND LOADING OR UNLOADING OF CHASSIS OR INLAND CARRIER AS MAY BE REQUIRED, INCLUDING:</p> <p>A. ORDINARY SECURING BY BOTTOM CORNER LOCKING DEVICES ON COMPATIBLE CHASSIS AND RAILWAY CARS.</p> <p>B. A SINGLE SEQUENCE OF SORTING AND STACKING EMPTY AND LOADED CONTAINERS AS MAY BE SPECIFIED BY THE VESSEL.</p> <p>C. VISUAL INSPECTION OF EMPTY AND LOADED CONTAINERS AND REPORTING PROMPTLY BY APPROPRIATE DOCUMENTS TO VESSEL AS TO ANY VISUAL DAMAGE OR DEFECT.</p> <p>D. PLANNING LAYOUT OF CONTAINERS AND CHASSIS IN CY.</p> <p>E. PLUGGING, UNPLUGGING AND PRE-COOLING REEFER CONTAINERS AT THE CY AND PERIODIC TEMPERATURE READINGS. SEE NOTE 1.</p> <p>F. PROVIDING GUARDS AND PROTECTIVE SECURITY. SEE NOTE 2.</p> <p>G. COORDINATION WITH VESSEL TO EXPEDITE AND TRACE CONTAINERS AND CHASSIS LOCATED IN THE CY AND SPECIAL HOLDING AREA.</p> <p>H. LIAISON WITH U. S. CUSTOMS, OTHER OFFICIALS, EMPLOYEES, AGENTS, REPRESENTATIVES AND CUSTOMS' BROKER FOR THE VESSEL TO OBTAIN ALL REQUIRED PERMITS FOR RECEIPT, DELIVERY, STOWAGE AND MOVEMENT OF CONTAINERS. SEE NOTE 1.</p> <p>I. WEIGHING CONTAINERS AS MAY BE REQUIRED ON SCALES AT CY AND PROMPTLY SUPPLYING VESSEL WITH A RECORD OF SUCH WEIGHTS.</p> <p>J. ORDERING RAILWAY CARS AND LIAISON WITH RAILROAD, INLAND CARRIER AND TRUCKING COMPANIES.</p> <p>K. ALL NECESSARY MAINTENANCE, SANITARY, JANITORIAL AND CLEANUP SERVICES ON THE WHARF AND AT THE CY. REMOVAL OF ICE AND SNOW FROM WHARF, ROADWAYS AND PAVED AREAS. MAINTENANCE OF THE TERMINAL IN A SAFE AND SANITARY CONDITION. SEE NOTE 2.</p> <p>L. BERTHING AND SPOTTING OF VESSELS (NO LINES HANDLING OR PILOTAGE). SEE NOTE 1.</p> <p>M. ORDINARY RECEIVING AND DELIVERY DOCUMENTATION WHICH SHALL INCLUDE THE FOLLOWING DOCUMENTS USING VESSEL FORMS:</p> <p>(1) EQUIPMENT INTERCHANGE RECEIPT.</p> <p>(2) DAILY REPORT OF CY DAMAGE TO CONTAINERS AND DAMAGED CONTAINERS RECEIVED.</p> <p>NOTE 1 SERVICES E, H &amp; L ARE PROVIDED AT ALL TIMES WHEN SUCH SERVICES ARE PERFORMED INCIDENTAL TO OR ATTENDING VESSEL STEVEDORING AS DEFINED HEREIN.</p> <p>NOTE 2: SERVICES F &amp; K ARE PROVIDED AT ALL TIMES AT DISCRETION OF THE PORT OF SEATTLE.</p>	195
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RULES AND REGULATIONS GENERAL APPLICATION - TERMS AND CONDITIONS	ITEM NO.
<p><u>APPLICATION</u></p> <p>PROVISIONS OF THIS TARIFF APPLY TO VESSELS FOR RESERVING BERTH, SPACE AND EQUIPMENT AND FOR THROUGHPUT OF LOADED OR EMPTY CONTAINERS BETWEEN VESSEL STOWAGE AND INLAND CARRIER AND OTHER SERVICES AND FUNCTIONS THROUGH, OVER OR AT PORT OF SEATTLE CONTAINER TERMINAL, PIER 18. (SEE EXCEPTION)</p> <p>THIS TARIFF IS PUBLISHED AS AN EXCEPTION TO SEATTLE TERMINALS TARIFF NO. 2-F, F.M.C.-1 NO. 3, TO THE EXTENT OF MATTER CONTAINED HEREIN.</p> <p><u>EXCEPTION</u> THE PORT OF SEATTLE, IN ORDER TO RELIEVE CONGESTION OR FOR OTHER OPERATIONAL NECESSITY, RESERVES THE PRIVILEGE OF SERVING CONTAINER VESSELS AT OTHER PORT OF SEATTLE OPERATED TERMINALS.</p>	200
<p><u>UNDERTAKINGS - MANNER OF PERFORMANCE</u></p> <p>THE SERVICES HEREIN CONTAINED ARE THOSE WHICH THE VESSEL IS REQUIRED TO PROVIDE IN ITS CONTRACT OF AFFREIGHTMENT AND/OR ITS TARIFF INCLUDING ANCILLARY SERVICES FOR THE CARE AND CONTROL OF ITS CONTAINERS, CHASSIS, GEAR AND EQUIPMENT INVOLVED IN THE EXCHANGE OF LOADED AND EMPTY CONTAINERS BETWEEN VESSEL AND INLAND CARRIER AND BETWEEN VESSEL AND ITS C/O.</p> <p>THE SERVICES WILL BE PERFORMED IN AN ECONOMICAL, EFFICIENT AND PRUDENT MANNER IN ACCORDANCE WITH GENERAL DIRECTIONS OF THE VESSEL AND SOUND OPERATING PRACTICES.</p> <p>CRANES, GEAR AND EQUIPMENT FURNISHED AND USED SHALL BE IN A GOOD, SAFE AND EFFICIENT CONDITION, AND SHALL MEET THE REQUIREMENTS OF THE PACIFIC COAST MARINE SAFETY, U. S. DEPARTMENT OF LABOR AND STATE OF WASHINGTON DEPARTMENT OF LABOR AND INDUSTRIES CODE, RULES AND REGULATIONS APPLICABLE TO SUCH OPERATIONS AND SERVICES NAMED HEREIN.</p>	205
<p><u>INFORMATION TO BE SUPPLIED</u></p> <p>IN ADDITION TO OTHER REFERENCES IN THIS TARIFF, THE VESSEL, THROUGH ITS EMPLOYEES, AGENTS AND CUSTOMS BROKER, SHALL GIVE THE PORT OF SEATTLE ALL AVAILABLE INFORMATION REQUIRED FOR THE EFFICIENT CONDUCT OF THROUGHPUT AND OTHER SERVICES AND FUNCTIONS. THE PORT WILL PROVIDE VESSELS WORKING OR EXPECTED TO WORK AT THE TERMINAL, FROM TIME TO TIME, ALL USUAL AND NECESSARY INFORMATION REQUIRED BY THE VESSEL FOR THE CONDUCT OF ITS OPERATIONS.</p> <p>OF PARTICULAR IMPORTANCE, THE VESSEL IS REQUESTED TO FURNISH THE FOLLOWING</p> <p>NOTATION LIST INSTRUCTIONS, REFER TO ITEM 170 VESSEL STOWAGE PLAN, FIVE DAYS PRIOR TO ARRIVAL DANGEROUS CARGO LIST, PRIOR TO ARRIVAL REEFER CONTAINER LIST, PRIOR TO ARRIVAL DELIVERY LIST, REFER TO ITEM 125</p>	210
ISSUED JULY 10, 1970	EFFECTIVE JULY 20, 1970

<p style="text-align: center;">RULES AND REGULATIONS GENERAL APPLICATION - TERMS AND CONDITIONS</p>	<p style="text-align: center;">ITEM NO.</p>
<p><u>RESERVATIONS</u></p> <p>THE PORT OF SEATTLE WILL ACCEPT REQUESTS FOR ADVANCE RESERVATIONS AND PROTECT A DATE OR DATE RANGE FOR A BERTH, CY SPACE, CRANE AND SPECIALIZED HANDLING EQUIPMENT ONLY WHEN ADVANCE ARRANGEMENTS ARE MADE BY VESSEL OWNER, AGENT OR OPERATOR WITH THE CONTAINER TERMINAL SUPERINTENDENT, SUBJECT TO PROVISIONS AS FOLLOWS</p> <ol style="list-style-type: none"> <li>1. RESERVATIONS ARE MADE AS FAR IN ADVANCE AS POSSIBLE IN ACCORDANCE WITH PUBLISHED DATE FOR VESSEL CALLS AT SEATTLE, CONFIRMED SEVEN (7) DAYS AND RECONFIRMED THREE (3) DAYS PRIOR TO VESSEL ARRIVAL.</li> <li>2. AGREEMENT TO WORK CONTINUOUSLY UTILIZING NOT LESS THAN DAY AND EARLY NIGHT SHIFTS (1ST AND 2ND SHIFTS) AND MULTIPLE LONGSHORE GANGS, CRANES AND EQUIPMENT TO THE FULLEST EXTENT AVAILABLE IN ACCORDANCE WITH CIRCUMSTANCES THEN PREVAILING.</li> <li>3. A VESSEL ARRIVING EARLIER OR LATER THAN AGREED OR A VESSEL REQUIRING MORE TIME AT THE TERMINAL THAN AGREED WILL BE ADJUSTED TO THE EXTENT POSSIBLE CONSISTENT WITH ADVANCE COMMITMENTS TO OTHER VESSELS MADE BY THE TERMINAL. WHEN OTHER COMMITMENTS MAKE IT NECESSARY FOR A VESSEL TO FINISH AND CLEAR ITS BERTH IN THE SHORTEST TIME POSSIBLE THE VESSEL WILL BE REQUIRED TO WORK THIRD SHIFTS (AS DEFINED HEREIN) AND/OR EXTENDED SHIFTS AS DIRECTED BY THE CONTAINER TERMINAL SUPERINTENDENT.</li> <li>4. RESERVATIONS WILL INCLUDE AGREEMENT AS TO TIME IN BERTH WHICH WILL BE DETERMINED BY THE NUMBER OF CONTAINERS TO BE WORKED BASED ON AVERAGE PRODUCTIVE EXPERIENCE THAT MAY BE EXPECTED BY THE TYPE AND CONFIGURATION OF THE VESSEL REQUESTED FOR RESERVATION. A VESSEL THAT DOES NOT WORK TO ITS FULL CAPABILITY IN ACCORDANCE WITH CIRCUMSTANCES THEN PREVAILING IN ORDER TO vacate its berth within the time allocated will be required to DISCONTINUE OPERATIONS AND/OR SHIFT ITS POSITION AT THE TERMINAL OR MOVE TO ANOTHER LOCATION IN ORDER TO ACCOMMODATE THE ARRIVAL OF ANOTHER VESSEL HOLDING A RESERVATION MADE IN CONFORMITY WITH THIS ITEM.</li> </ol>	<p style="text-align: center;">215</p>
<p><u>RIGHT TO USE LARGE AND CONTAINERS</u></p> <p>RIGHT IS RESERVED BY PORT OF SEATTLE WITHOUT RESPONSIBILITY FOR DEMURRAGE, LOSS OR DAMAGE ATTACHING TO REFUSE TO FURNISH BERTH, ACCEPT CONTAINERS AT THE CY OR TO PERMIT VESSEL TO DISCHARGE</p> <ol style="list-style-type: none"> <li>1. WHEN RESERVATIONS AS HEREIN REQUIRED HAVE NOT BEEN MADE BY VESSEL OR NOT CONFIRMED.</li> <li>2. DURING A PERIOD OF SEVERE CONGESTION OR OTHER EMERGENCY, WHEN, IN THE JUDGMENT OF THE PORT OF SEATTLE, THE CIRCUMSTANCES THEN PREVAILING WILL NOT PERMIT USUAL CARE, CUSTODY AND CONTROL OR WILL PREVENT THE PERFORMING OF SERVICES.</li> </ol>	<p style="text-align: center;">220</p>
<p>ISSUED JULY 16, 1970</p>	<p style="text-align: right;">EFFECTIVE JULY 20, 1970</p>

RULES AND REGULATIONS GENERAL APPLICATION - TERMS AND CONDITIONS	ITEM NO.
<p><u>INSURANCE</u></p> <p>THE PORT OF SEATTLE SHALL BE RESPONSIBLE FOR AND SHALL INDEMNIFY, DEFEND AND HOLD HARMLESS THE VESSEL FROM ALL LIABILITIES OR EXPENSES OF DEFENSE OF CLAIMS OR SUITS FOR LOSS OF OR DAMAGE TO PROPERTY OF THIRD PERSON(S) AND FOR BODILY INJURY OR DEATH OF ANY PERSON(S) ARISING OUT OF THE PERFORMANCE OF SERVICES BY THE PORT OF SEATTLE AS SPECIFIED IN THIS TARIFF. SEE EXCEPTION. THE PORT OF SEATTLE INSURES ITS RESPONSIBILITIES AS NAMED HEREIN TO THE EXTENT COVERED BY POLICIES OF INSURANCE WHICH ARE AVAILABLE FOR EXAMINATION.</p> <p>VESSEL REQUESTING BERTH AND SERVICE MUST LIKEWISE, ON APPLICATION, FURNISH EVIDENCE OF CONVERGAGE BY SIMILAR INSURANCE COVERING RISKS IN AMOUNTS EQUAL TO THE COVERAGE PROVIDED BY PORT OF SEATTLE.</p> <p><u>EXCEPTION</u> THE VESSEL SHALL NOT BE ENTITLED TO INDEMNITY AS INDICATED IN THIS ITEM WHEN THE ACCIDENT OR OCCURRENCE IS CAUSED SOLELY BY NEGLIGENT OR INTENTIONAL ACT OF THE VESSEL OR UNSEAWORTHINESS OF THE VESSEL, ITS GEAR AND EQUIPMENT.</p>	225
<p><u>UNUSUAL CONDITIONS</u></p> <p>SHOULD UNUSUAL CONDITIONS OCCUR, INCLUDING, WITHOUT LIMITATION, DAMAGE OR DESTRUCTION TO PREMISES OR FACILITIES (INCLUDING VESSEL OR CONTAINERS) BY FIRE, FLOOD, RIOT, EARTHQUAKE, TIDAL WAVE, WINDSTORM, HAIL, EXPLOSION, FORCE MAJEURE, ACTS OF GOD, THE PUBLIC ENEMY OR OTHER CASUALTY, OR SHOULD THE OPERATION AT THE TERMINALS BE SUSPENDED, ABATED, PREVENTED OR IMPAIRED BY REASON OF WAR, WAR-LIKE OPERATIONS, SEIZURE, MARINE CASUALTY, GOVERNMENTAL DECREE OR REGULATION, STRIKES OR OTHER LABOR DISPUTES, LOCKOUTS OR OTHER WORK STOPPAGE (PROVIDED SUCH ARE BONA FIDE LABOR-MANAGEMENT DISPUTES) OR BY REASON OF ANY OTHER CONDITION BEYOND THE CONTROL OF THE PORT OF SEATTLE OR VESSEL, SO AS TO RENDER THE TERMINAL WHOLLY OR PARTIALLY UNTENABLE OR UNFIT FOR USE, OR SO AS TO MAKE IT IMPRACTICAL FOR THE VESSEL OR THE PORT OF SEATTLE TO MAKE REASONABLE OR FULL USE THEREOF, THEN THE PORT MAY SUSPEND OR REDUCE SERVICES AND THE COMPENSATION PAYABLE BY THE VESSEL FOR SUCH PERIOD SHALL BE REDUCED OR ABATED COMMENCING WITH THE START OF UNUSUAL CONDITIONS, AND SUCH REDUCTION SHALL BE APPLICABLE UNTIL SUCH CONDITION OR CONDITIONS CEASE TO EXIST. THE AMOUNT OF SUCH REDUCTION SHALL BE ARRIVED AT BY MUTUAL AGREEMENT.</p>	230
<p><u>TARIFF EFFECTIVE</u></p> <p>THE RATES, CHARGES, TERMS AND CONDITIONS NAMED IN THIS TARIFF SHALL APPLY ON AND AFTER EFFECTIVE DATE OF THIS TARIFF OR EFFECTIVE DATES OF SUPPLEMENTS THERETO. SEE EXCEPTION.</p> <p><u>EXCEPTION.</u> VESSEL STEVEDORING, INVENTORY REPORT, 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.</p>	235
ISSUED JULY 16, 1970	EFFECTIVE JULY 20, 1970

RULES AND REGULATIONS GENERAL APPLICATION - TERMS AND CONDITIONS	ITEM NO.
<p><u>AUTHORITY AND PAYMENT OF CHARGES</u></p> <p>THROUGHPUT, OTHER FUNCTIONS AND OPERATIONS AS DEFINED HEREIN WILL BE PERFORMED ONLY UPON SPECIFIC REQUEST AND DIRECTION OF VESSELS AND ALL CHARGES ASSESSED UNDER THIS TARIFF APPLY ONLY AGAINST THE VESSEL, ITS OWNERS OR AGENTS, AND ARE DUE AND PAYABLE IN U. S. FUNDS ON COMPLETION OF THE SERVICES RENDERED.</p>	240
<p><u>USE OF CY DEEMED ACCEPTANCE</u></p> <p>USE OF WHARF, CY OR FACILITIES SHALL BE DEEMED AN ACCEPTANCE OF THIS TARIFF AND RATES, RULES AND CONDITIONS NAMED HEREIN.</p>	245
<p><u>LOSS OR DAMAGE, CONTAINERS AND CONTAINERIZED CARGO</u></p> <p>IN PERFORMING THE SERVICES COVERED BY THIS TARIFF THE PORT OF SEATTLE 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 AND THE VESSEL SHALL BY ACCEPTANCE OF THE SERVICES, OR BY CLAUSE OR AGREEMENT, SHALL EXTEND ITS LIMITS OF LIABILITY COVERAGE AS CONTAINED IN ITS BILLS OF LADING OR CONTRACTS OF AFFREIGHTMENT TO THE PORT OF SEATTLE FOR CARGO LOST OR DAMAGED.</p> <p>THE PORT OF SEATTLE 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.</p>	250
<p><u>LIABILITY</u></p> <p>WHEN THE VESSEL OR OTHER PERSON(S) RETAINED BY OR ACTING FOR OR IN BEHALF OF THE VESSEL, OTHER THAN THE PORT OF SEATTLE, USE THE PREMISES OF THE CONTAINER TERMINAL AND/OR USE ANY CRANE, EQUIPMENT OR FACILITY OWNED BY THE PORT OF SEATTLE FOR ANY PURPOSE OR SERVICE, THE VESSEL SHALL BE HELD RESPONSIBLE FOR ALL LOSS, OR DAMAGE THERETO, AND FOR ALL INJURY OR DEATH RESULTING THEREFROM, AND SHALL INDEMNIFY AND SAVE THE PORT OF SEATTLE HARMLESS AGAINST ANY AND ALL CLAIMED LIABILITY THEREFROM. THE CONDITIONS OF THIS ITEM APPLY TO VESSEL UNDERTAKINGS THAT ARE SEPARATE FROM THE SERVICES AND RESPONSIBILITIES OF THE PORT OF SEATTLE AS SPECIFIED IN THIS TARIFF.</p>	255
<p><u>CRANE AND EQUIPMENT</u></p> <p>RATES HEREIN CONTAINED DO NOT INCLUDE FURNISHING CRANE(S) AND CONTAINER HANDLING EQUIPMENT. RENTAL IS EXTRA IN ACCORDANCE WITH RATES, TERMS AND CONDITIONS NAMED IN SEATTLE TERMINALS TARIFF NO. 2-F, F.M.C.-T No. 3.</p>	260
<p><u>REQUESTS OR COMPLAINTS</u></p> <p>REQUESTS OR COMPLAINTS ON MATTERS HEREIN CONTAINED MAY BE DIRECTED TO THE ISSUING AGENT REFERENCED ON THE TITLE PAGE HEREOF.</p>	265
ISSUED JULY 16, 1970	EFFECTIVE JULY 20, 1970

RULES AND REGULATIONS GENERAL APPLICATION - TERMS AND CONDITIONS	ITEM NO.
<p><u>EXCEPTIONS:</u></p> <p>REFER TO APPLICATION OF THIS TARIFF, ITEM 200. THE RULES, REGULATIONS AND CHARGES PERTAINING TO THE FOLLOWING ARE AS PUBLISHED IN SEATTLE TERMINALS TARIFF NO. 2-F, F.M.C.-T NO. 3</p> <p>A. DOCKAGE</p> <p>B. WHARFAGE, CONTAINERIZED CARGO</p> <p>C. WHARFAGE, VESSEL OWNED OR CONTROLLED EMPTY CONTAINERS</p> <p>D. FREE TIME, SEE NOTE</p> <p>E. DEMURRAGE, SEE NOTE</p> <p>F. STORAGE</p> <p>G. RENTAL OF CRANE(S) AND EQUIPMENT</p> <p>H. RETURN OF LEASED EQUIPMENT TO LEASING COMPANIES</p> <p>I. TEMPORARY NON-PREFERENTIAL ASSIGNMENT</p> <p>J. GENERAL RULES, NOT NAMED HEREIN</p> <p>NOTE VESSEL RULES AND REGULATIONS COVERING CONDITIONS OF USAGE, FREE TIME, AND DEMURRAGE ON CONTAINERS, EQUIPMENT AND CONTAINERIZED CARGO ARE AS PUBLISHED IN VESSEL TARIFFS AND TAKE PRECEDENCE OVER THE RULES AND REGULATIONS IN PORT OF SEATTLE TARIFFS.</p>	270
<p>ISSUED JULY 16, 1970</p> <p>EFFECTIVE JULY 20, 1970</p>	
<p></p>	



SCHEDULE OF RATES	ITEM NO.																										
<p>THE PROVISIONS OF THIS TARIFF APPLY TO:</p> <p>A. VESSELS AND CONTAINERS MOVING IN TRANSPACIFIC TRADE ROUTE BETWEEN SEATTLE AND POINTS WEST OF 170TH MERIDIAN OF WEST LONGITUDE AND EAST OF 40TH MERIDIAN OF EAST LONGITUDE, AND</p> <p>B. FULL CONTAINERSHIP VESSELS OF CELLULAR TYPE AND CONFIGURATION TO PERMIT MECHANIZED OPERATIONS WITH STRAIGHT LINE HIGH SPEED CRANE, STRADDLE CARRIERS AND BASIC LONGSHORE GANGS, AND</p> <p>C. VESSELS OFFERING NOT LESS THAN 300 CONTAINER UNIT TURNS BETWEEN CY AND STOWAGE PER VESSEL AND VOYAGE, AND</p> <p>D. VESSELS PROVIDING SUFFICIENT CHASSIS TO PERMIT EFFICIENT TRANSIT OF CY AND EXCHANGE OF CONTAINERS WITH INLAND CARRIER.</p> <p>THE RATES NAMED HEREIN APPLY AS FOLLOWS</p> <table border="0"> <thead> <tr> <th></th> <th style="text-align: right;"><u>PER UNIT</u></th> </tr> </thead> <tbody> <tr> <td>1. <u>THROUGHPUT, AS DEFINED IN ITEM 188</u></td> <td></td> </tr> <tr> <td>A. VESSEL STEVEDORING, DEFINED IN ITEM 193.</td> <td></td> </tr> <tr> <td>    (1) DAY, NIGHT AND HOLIDAY SHIFTS, EXCEPT THIRD SHIFT</td> <td style="text-align: right;">\$12.50</td> </tr> <tr> <td>    (2) THIRD SHIFT</td> <td style="text-align: right;">\$18.50</td> </tr> <tr> <td>B. VESSEL RE-HANDLING, DEFINED IN ITEM 192.</td> <td style="text-align: right;">\$15.00</td> </tr> <tr> <td>C. STANDBY CHARGE, DEFINED IN ITEM 175.     PER EACH FIFTEEN (15) MINUTE PERIOD OR FRACTION     OF PERIOD</td> <td style="text-align: right; vertical-align: bottom;">\$34.00</td> </tr> <tr> <td>D. TERMINAL STEVEDORING, DEFINED IN ITEM 195.     STRAIGHT TIME DAYS, DEFINED IN ITEM 180</td> <td style="text-align: right; vertical-align: bottom;">\$12.50</td> </tr> <tr> <td>E. RE-HANDLING, DEFINED IN ITEM 160.</td> <td style="text-align: right;">\$ 4.25</td> </tr> <tr> <td>2. <u>ANCILIARY SERVICES</u></td> <td></td> </tr> <tr> <td>A. ROADABILITY CHECK, DEFINED IN ITEM 165, RANDOM REQUESTS     WHEN VESSEL REQUEST COVERS ALL CONTAINERS WORKED     UNDER "TERMINAL STEVEDORING", THE CHARGE WILL BE     \$2.25 PER UNIT, PLUS TERMINAL STEVEDORING.</td> <td style="text-align: right; vertical-align: top;">\$ 2.50</td> </tr> <tr> <td>B. INVENTORY AND STATUS CHANGE</td> <td></td> </tr> <tr> <td colspan="2"> <p>WHEN THE VESSEL REQUESTS AN INVENTORY REPORT OF EQUIPMENT RECEIVED AND DELIVERED IN THE PERFORMANCE OF TERMINAL STEVEDORING AND/OR EXTRAS IN AND EXTRAS OUT FOR CONTAINER HOLDING, WITH BALANCE ON HAND, SUCH REPORT WILL BE RENDERED THE VESSEL COVERING EMPTY AND LOADED CONTAINERS AND CHASSIS BY EQUIPMENT FLEET NUMBER FOR EACH MOVEMENT</p> </td> </tr> </tbody> </table>		<u>PER UNIT</u>	1. <u>THROUGHPUT, AS DEFINED IN ITEM 188</u>		A. VESSEL STEVEDORING, DEFINED IN ITEM 193.		(1) DAY, NIGHT AND HOLIDAY SHIFTS, EXCEPT THIRD SHIFT	\$12.50	(2) THIRD SHIFT	\$18.50	B. VESSEL RE-HANDLING, DEFINED IN ITEM 192.	\$15.00	C. STANDBY CHARGE, DEFINED IN ITEM 175. PER EACH FIFTEEN (15) MINUTE PERIOD OR FRACTION OF PERIOD	\$34.00	D. TERMINAL STEVEDORING, DEFINED IN ITEM 195. STRAIGHT TIME DAYS, DEFINED IN ITEM 180	\$12.50	E. RE-HANDLING, DEFINED IN ITEM 160.	\$ 4.25	2. <u>ANCILIARY SERVICES</u>		A. ROADABILITY CHECK, DEFINED IN ITEM 165, RANDOM REQUESTS WHEN VESSEL REQUEST COVERS ALL CONTAINERS WORKED UNDER "TERMINAL STEVEDORING", THE CHARGE WILL BE \$2.25 PER UNIT, PLUS TERMINAL STEVEDORING.	\$ 2.50	B. INVENTORY AND STATUS CHANGE		<p>WHEN THE VESSEL REQUESTS AN INVENTORY REPORT OF EQUIPMENT RECEIVED AND DELIVERED IN THE PERFORMANCE OF TERMINAL STEVEDORING AND/OR EXTRAS IN AND EXTRAS OUT FOR CONTAINER HOLDING, WITH BALANCE ON HAND, SUCH REPORT WILL BE RENDERED THE VESSEL COVERING EMPTY AND LOADED CONTAINERS AND CHASSIS BY EQUIPMENT FLEET NUMBER FOR EACH MOVEMENT</p>		<p>300</p> <p style="text-align: right;">(CONTINUED ON PAGE NO. 16)</p>
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SCHEDULE OF RATES	ITEM NO.
<p>(CONTINUED FROM PAGE NO. 15)</p> <p style="text-align: right;"><u>PER UNIT</u></p> <p>IN OR OUT OF THE CY, WITH DIFFERENCE IN RATE DEPENDING UPON THE PERIOD AND FREQUENCY AS FOLLOWS</p> <p>(1) WEEKLY PERIOD, REPORT ONCE WEEKLY \$ 0.30                      (2) DAILY PERIOD, REPORT ONCE DAILY \$ 0.50                      (3) TWICE DAILY PERIOD, REPORT TWICE DAILY \$ 0.75</p> <p>C. EXTRAS IN FOR CONTAINER HOLDING, DEFINED IN ITEM 135 \$11.75</p> <p>D. EXTRAS OUT FOR CONTAINER HOLDING, DEFINED IN ITEM 135 \$11.75</p> <p>E. WHEN, AT VESSEL REQUEST, THE CY IS KEPT OPEN BEYOND THE STRAIGHT TIME DAY SHIFT REQUIRING THE PAYMENT OF PREMIUM WAGES, OR OPENED DURING SHIFTS WHEN PREMIUM WAGES APPLY, TO PERFORM ANY PART OF OR ALL OF THE CUSTOMARY SERVICES OF TERMINAL STEVEDORING OR ANCILLARY SERVICES, THE CHARGE TO THE VESSEL WILL BE AS FOLLOWS</p> <p>ACTUAL COSTS THAT ARE PAID TO LABOR AT PREMIUM WAGES (REFER TO ITEM 155) FOR ALL OF THE HOURS AND LABOR INVOLVED, PLUS 20 PERCENT, INCREASED BY THE APPLICATION OF DEAD TIME (REFER TO ITEM 120), IF ANY, AND THE TOTAL OF THE CHARGES WILL BE REDUCED, AS CREDIT AGAINST SUCH CHARGES, BY ANY UNIT RATES BILLED TO THE VESSEL FOR TERMINAL STEVEDORING, RE-HANDLING AND ANCILLARY SERVICES AS NAMED HEREIN AND/OR AT MAN-HOUR RATES AS NAMED IN ITEM 305.</p> <p>F. DEAD TIME. REFER TO ITEM 120.</p> <p>G. MAN-HOUR RATES FOR SERVICES NOT SPECIFIED. REFER TO ITEM 305.</p>	<p>(CONTINUED FROM PAGE NO. 15)</p> <p>300</p>
<p>ISSUED JULY 16, 1970</p> <p style="text-align: right;">EFFECTIVE JULY 20, 1970</p>	
<p> </p>	

SCHEDULE OF RATES	ITEM NO.																																
<p><u>MAN-HOUR RATES</u></p> <p>UNLESS OTHERWISE PROVIDED, 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 TARIFF. CHARGES FOR MATERIALS FURNISHED IN CONNECTION WITH SERVICES WILL BE ASSESSED AT ACTUAL COST.</p> <p>EXAMPLES OF MAN-HOUR SERVICES</p> <p>A. CONTAINER AND CHASSIS REPAIRS.</p> <p>B. ATTACHMENT OR REMOVAL OF CHASSIS POWER UNITS FOR REFRIGERATOR CONTAINERS.</p> <p>C. REPAIRS TO CONTAINER REEFER UNITS.</p> <p>D. CALIBRATION OF CONTAINER REEFER UNITS, WHEN NOT INCLUDED HEREIN.</p> <p>E. PRE-COOLING CONTAINER, WHEN NOT INCLUDED HEREIN.</p> <p>F. PLUGGING, UNPLUGGING, CHECKING REEFER UNITS AND/OR CALIBRATION OF CONTAINERS ABOARD VESSELS, SUBJECT TO SPECIAL MAN-HOUR RATE, REFER TO ③ BELOW.</p> <p>G. OPENING AND CLOSING OF CONTAINER DOOR AT REQUEST OF U.S. CUSTOMS OR OTHER REQUEST FOR VISUAL INSPECTION OF EMPTY OR LOADED CONTAINERS. (RE-HANDLING, WHEN REQUIRED, SUBJECT TO RATE AS SPECIFIED HEREIN.)</p> <p>H. CLEANING OF DUNNAGE OR DEBRIS FROM CONTAINERS AND DISPOSAL OF WASTE.</p> <p>I. OTHER SERVICES REQUESTED, FOR WHICH RATES ARE NOT SPECIFIED.</p>	<p>305</p>																																
<p>① ② ③      MAN-HOUR RATES - STRAIGHT TIME SCHEDULE</p>																																	
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 25%;">WHEN BASE WAGE IS</th> <th style="width: 25%;">MAN-HOUR RATE IS</th> <th style="width: 25%;">WHEN BASE WAGE IS</th> <th style="width: 25%;">MAN-HOUR RATE</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">\$ 4.28</td> <td style="text-align: center;">\$ 7.86</td> <td style="text-align: center;">\$ 4.68</td> <td style="text-align: center;">\$ 8.44</td> </tr> <tr> <td style="text-align: center;">4.43</td> <td style="text-align: center;">8.08</td> <td style="text-align: center;">4.73</td> <td style="text-align: center;">8.51</td> </tr> <tr> <td style="text-align: center;">4.48</td> <td style="text-align: center;">8.15</td> <td style="text-align: center;">4.815</td> <td style="text-align: center;">8.94</td> </tr> <tr> <td style="text-align: center;">4.53</td> <td style="text-align: center;">8.22</td> <td style="text-align: center;">4.88</td> <td style="text-align: center;">9.29</td> </tr> <tr> <td style="text-align: center;">4.55</td> <td style="text-align: center;">8.25</td> <td style="text-align: center;">5.295</td> <td style="text-align: center;">9.63</td> </tr> <tr> <td style="text-align: center;">4.58</td> <td style="text-align: center;">8.30</td> <td style="text-align: center;">5.76</td> <td style="text-align: center;">9.97</td> </tr> <tr> <td style="text-align: center;">4.63</td> <td style="text-align: center;">8.37</td> <td style="text-align: center;">5.90</td> <td style="text-align: center;">10.51</td> </tr> </tbody> </table>	WHEN BASE WAGE IS	MAN-HOUR RATE IS	WHEN BASE WAGE IS	MAN-HOUR RATE	\$ 4.28	\$ 7.86	\$ 4.68	\$ 8.44	4.43	8.08	4.73	8.51	4.48	8.15	4.815	8.94	4.53	8.22	4.88	9.29	4.55	8.25	5.295	9.63	4.58	8.30	5.76	9.97	4.63	8.37	5.90	10.51	
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<p>① WHEN MAN-HOUR SERVICES ARE PERFORMED ABOARD VESSELS, ADD \$0.60 TO COVER DIFFERENCE BETWEEN ON-SHORE INSURANCE AND OFF-SHORE INSURANCE.</p> <p>② WHEN MAN-HOUR SERVICES ARE PERFORMED DURING HOURS FOR WHICH PREMIUM WAGES APPLY, ADD THE DIFFERENCE BETWEEN BASIC WAGE ABOVE AND PREMIUM WAGE WITH THE DIFFERENCE INCREASED 20 PERCENT.</p> <p>③ SPECIAL RATE, \$12.00 PER HOUR, APPLIES AT ALL TIMES.</p>																																	
<p>ISSUED JULY 16, 1970</p>	<p>EFFECTIVE JULY 20, 1970</p>																																