

Orig.

RESOLUTION NO. 2636

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:

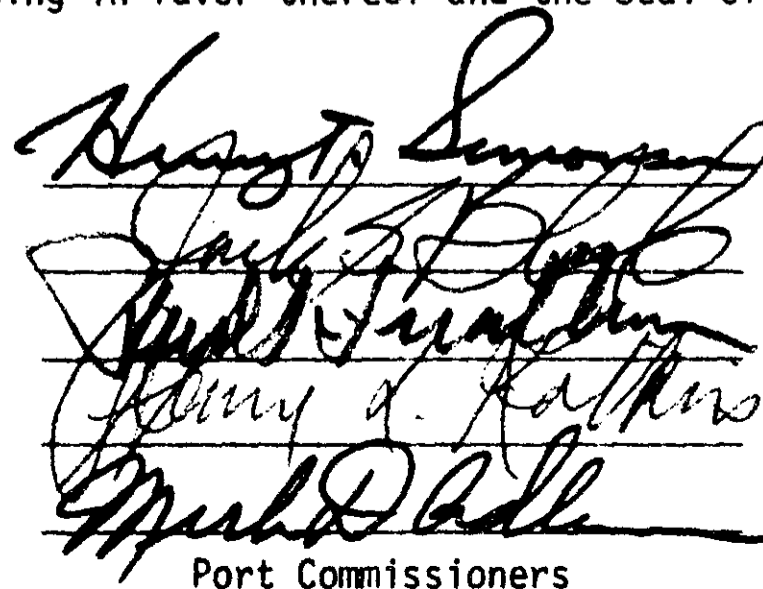
- Seattle Container Freight Station Tariff No. 1, F.M.C.-T No. 6
- 11th Revised Page No. 11, Item Nos. 140, 143
- 5th Revised Page No. 11-A, Item No. 145
- 6th Revised Page No. 12, Item No. 170
- 6th Revised Page No. 13, Item Nos. 210, 230

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the provisions of the above-listed pages in Seattle Container Freight Station Tariff No. 1, F.M.C.-T No. 6, are hereby repealed.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 13th day of May, 1976, and duly authenticated in open session by the signatures of the Commissioners voting in favor thereof and the Seal of the Commission duly affixed.



Four handwritten signatures in cursive script are stacked vertically. The signatures are:

1. *Robert L. Seymour*

2. *Jack P. [unclear]*

3. *John J. [unclear]*

4. *Arthur D. [unclear]*

Port Commissioners

SECTION 2	SCHEDULE OF RATES AND CHARGES	ITEM NO.
<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 FEET PER 2,000 LBS.</p>		
<u>COMMODITY</u>	<u>RATE</u>	140
<p>EXPORT CARGO N.O.S.♦ \$ 14.58 /TON ①</p>		♦ *** EXPORT
<p>COMMODITY RATES: PACKAGED, BUNDLED OR LOOSE</p>		CARGO -
<p>COPPER BARS♦ \$ 10.40 /TON</p>		STUFFING
<p>HIDES, GREEN SALTED♦ \$ 9.08 /TON *** ④</p>		
<p>HIDES, GREEN SALTED♦ \$ 14.55 /TON</p>		
<p>PAPER PRODUCTS, WOODPULP; FOR MECHANICAL HANDLING, IN ROLLS, BALES, FOR MECHANICAL HANDLING♦ \$ 11.44 /TON</p>		
<p>REEFER CARGO, INCLUDING FREEZE CARGO♦ \$ 14.55 /TON ②</p>		
<p>PEAS, BEANS, AND LENTILS♦ \$ 9.30 /TON</p>		
<p>CARGO, UNITIZED (SEE ITEM 138), OR TRANS-LOADED (SEE ITEM 137), DEDUCT FROM APPLICABLE RATE♦ \$ 1.85 /TON</p>		
<p>COMMODITY RATES: BULK</p>		
<p>PEAS, BEANS AND LENTILS♦ \$ 6.16 /TON</p>		
<p>CARGO, N.O.S.♦ \$ 10.73 /TON ①</p>		
<p>MINIMUM CHARGE PER CONTAINER TO STUFF♦ \$110.00 /EACH</p>		
<p>① A SEPARATE CHARGE WILL BE MADE FOR ACTUAL LABOR PENALTY CHARGES.</p>		
<p>② SUBJECT TO ADDITIONAL CHARGE OF \$4.40 PER TON ON CARGO REQUIRING REFRIGERATION WHICH MOVES THROUGH PORT OF SEATTLE-OWNED REFRIGERATION VAN-TYPE BOXES OR REFRIGERATION LOCKERS.</p>		
<p>***</p>		
<p>④ THIS RATE PREDICATED UPON ACCEPTANCE BY VESSEL OF THE SHIPPER'S COUNT. THE C.F.S. WILL NOT COUNT OR OTHERWISE VERIFY OR CERTIFY THE SHIPPER'S COUNT.</p>		
<u>COMMODITY</u>	<u>RATE</u>	143
<p>OUTBOUND CARGO, PACKAGED, BUNDLED OR LOOSE N.O.S.♦ \$ 20.00 /2,000 LBS.</p>		♦ OUTBOUND
<p>INCLUDES DE-RAMPING AT RAIL YARD, DRAYAGE TO C.F.S., DELIVERY TO OCEAN CARRIER AT C.F.S. HEREIN DESCRIBED.</p>		CARGO -
<p>CHARGES TO BE BILLED TO OCEAN CARRIER FOR THE ACCOUNT OF THE CARGO.</p>		UNSTUFFING
<p>ISSUED: MAY 25, 1976 (2636)</p>		EFFECTIVE: JULY 1, 1976
<p>ISSUED BY: DAVID C. HARRINGTON, AGENT, PORT OF SEATTLE, P.O. BOX 1209, SEATTLE, WASHINGTON 98111</p>		
<p>CORRECTION No.</p>		

SECTION 2	SCHEDULE OF RATES AND CHARGES	ITEM NO.
<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>		145
<p><u>COMMODITY</u></p>	<p><u>RATE</u></p>	
<p>IMPORT CARGO</p>		IMPORT
<p>N.O.S.</p>	<p>\$ 13.85/TON ①②③ ♦</p>	CONTAINER
<p>CARGO, UNITIZED (SEE ITEM 138) DEDUCT</p>	<p>\$ 1.85/TON ♦</p>	
<p>CARGO, TRANSLOADED (SEE ITEM 135) DEDUCT</p>	<p>\$ 1.85/TON ♦</p>	UNSTUFFING
<p>MINIMUM CHARGE PER CONTAINER TO UNSTUFF</p>		
<p>..... \$110.00/EACH ③ ♦</p>		
<p>① A SEPARATE CHARGE WILL BE MADE FOR ACTUAL LABOR PENALTY CHARGES.</p>		
<p>② SUBJECT TO ADDITIONAL CHARGE OF \$4.40/TON ON CARGO REQUIRING REFRIGERATION WHICH MOVES THROUGH PORT OF SEATTLE-OWNED REFRIGERATION VAN-TYPE BOXES OR REFRIGERATION LOCKERS.</p>		
<p>③ CARGO MOVING DIRECTLY TO STORAGE POSITION IN PORT OF SEATTLE WAREHOUSE FOR STORAGE IN ACCORDANCE WITH RATES PUBLISHED IN TARIFF No. 2-F, F.M.C.-T No. 3, WILL BE ASSESSED \$11.00 PER 2,000 LBS. WEIGHT TON OR 40 CUBIC FEET MEASUREMENT TON, AS MANIFESTED BY VESSEL FOR REVENUE PURPOSES, MAXIMUM ONE AND ONE-HALF (1-1/2) TIMES RATE PER 2,000 LBS., MINIMUM CHARGE \$46.00 PER VAN, NOT SUBJECT TO UNITIZED OR TRANSLOADED DEDUCTIONS.</p>		
<p>ISSUED: MAY 25, 1976 (2636)</p>		<p>EFFECTIVE: JULY 1, 1976</p>
<p>ISSUED BY DAVID C. HARRINGTON, AGENT, PORT OF SEATTLE, P.O. BOX 1209, SEATTLE, WASHINGTON 98111</p>		

CORRECTION No.

RECOMMENDED TARIFF REVISION

SECTION 2	SCHEDULE OF RATES AND CHARGES	ITEM NO.																					
<p><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;"> <tr> <td></td> <td style="text-align: center;"><u>PER DAY OR FRACTION</u></td> </tr> <tr> <td style="text-align: center;">FREIGHT, ALL KINDS</td> <td style="text-align: center;">\$.10</td> </tr> <tr> <td style="text-align: center;">MINIMUM CHARGE PER SHIPMENT</td> <td style="text-align: center;">\$ 5.00</td> </tr> </table>			<u>PER DAY OR FRACTION</u>	FREIGHT, ALL KINDS	\$.10	MINIMUM CHARGE PER SHIPMENT	\$ 5.00	150															
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MINIMUM CHARGE PER SHIPMENT	\$ 5.00																						
<p><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;"> <tr> <td></td> <td colspan="2" style="text-align: center;"><u>STORAGE PER DAY</u></td> </tr> <tr> <td></td> <td style="text-align: center;">20' & 24'</td> <td style="text-align: center;">35' & 40'</td> </tr> <tr> <td style="text-align: center;"><u>DESCRIPTION</u></td> <td style="text-align: center;"><u>UNIT</u></td> <td style="text-align: center;"><u>UNIT</u></td> </tr> <tr> <td style="text-align: center;">CONTAINER ONLY</td> <td style="text-align: center;">\$.40</td> <td style="text-align: center;">\$.80</td> </tr> <tr> <td style="text-align: center;">CHASSIS ONLY</td> <td style="text-align: center;">.80</td> <td style="text-align: center;">1.60</td> </tr> <tr> <td style="text-align: center;">CHASSIS WITH CONTAINER MOUNTED THEREON</td> <td style="text-align: center;">.80</td> <td style="text-align: center;">1.60</td> </tr> <tr> <td style="text-align: center;">MINIMUM STORAGE BILLING</td> <td style="text-align: center;">5.00</td> <td style="text-align: center;">5.00</td> </tr> </table>			<u>STORAGE PER DAY</u>			20' & 24'	35' & 40'	<u>DESCRIPTION</u>	<u>UNIT</u>	<u>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	160
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<p><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;">♦ \$ 14.75</p>		170																					
<p>ISSUED: MAY 25, 1976 (2636)</p>		<p>EFFECTIVE: JULY 1, 1976</p>																					
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