RESOLUTION NO. 2546

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

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 lst Revised Page No. 11, Item No. 215

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conflicting with the provisions of the above listed page in Seattle Container Tariff No. 1, F.M.C.-T No. 4, are hereby repealed.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 schedules with the Federal Maritime Commission.

day of October , 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.

	RULES AND REGULATIONS GENERAL APPLICATION - TERMS AND CONDITIONS	ITEM NO.
Ri	SERVATIONS REQUIRED	215 G)
DA ON	E PORT OF SEATTLE WILL ACCEPT PEQUESTS FOR ADVANCE RESERVATIONS AND PROTECT A THOR DATES FOR A BERTH, CY SPACE, CRANE AND SPECIALIZED HANDLING EQUIPMENT LY WHEN ADVANCE ARRANGEMENTS ARE MADE BY VESSEL OWNER, AGENT OR OPERATOR WITH E CONTAINER TERMINAL SUPERINTENDENT, SUBJECT TO PROVISIONS AS FOLLOWS:	(2)
1,	RESERVATIONS ARE MADE AS FAR IN ADVANCE AS POSSIBLE IN ACCORDANCE WITH PUBLISHED DATES FOR VESSEL CALLS AT SEATTLE, CONFIRMED SEVEN (7) DAYS AND RECONFIRMED THREE (3) DAYS PRIOR TO VESSEL ARRIVAL.	
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 'N ACCORDANCE WITH CIRCUMSTANCES THEN PREVAILING.	
3.	WHEN OPERATIONAL CIRCUMSTANCES 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.	
4.	RESERVATIONS WILL INCLUDE AGREEMENT AS TO TIME IN BERTH WHICH WILL BE DE- TERMINED BY THE NUMBER OF CONTAINERS TO BE WORKED BASED ON AVERAGE PRODUC- TION EXPERIENCE THAT MAY BE EXPECTED BY THE TYPE AND CONFIGURATION OF THE VESSEL PRESENTED FOR RESERVATION. A VESSEL THAT DOES NOT WORK TO ITS FULL CAPABILITY IN ACCORDANCE WITH CIRCUMSTANCES THEN PREVAILING IN OPDER 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.	•
RI	SHT TO REFUSE CARGO AND CONTAINERS	220
OR	THE IS RESERVED BY PORT OF SEATTLE WITHOUT RESPONSIBILITY FOR DEMURRAGE, LOSS DAMADE ATTACHING TO REFUSE TO FURNISH BERTH, ACCEPT CONTAINERS AT THE CY OR PERMIT VESSEL TO DISCHARGE.	
1.	WHEN RESERVATIONS AS HEREIN REQUIRED HAVE NOT BEEN MADE BY VESSEL OR NOT CONFIRMED.	
2.	During a period of severe congestion or other emergency, when, in the judgement of the Port of Seattle, the circumstances then prevailing will not permit usual care, custody and control or will prevent the performing of services.	
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	SUED SEPTEMBER 24, 1974 EFFECTIVE. NOVEMBER 1, 1974	

CORRECTION NO.