

RESOLUTION NO. 2438

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:

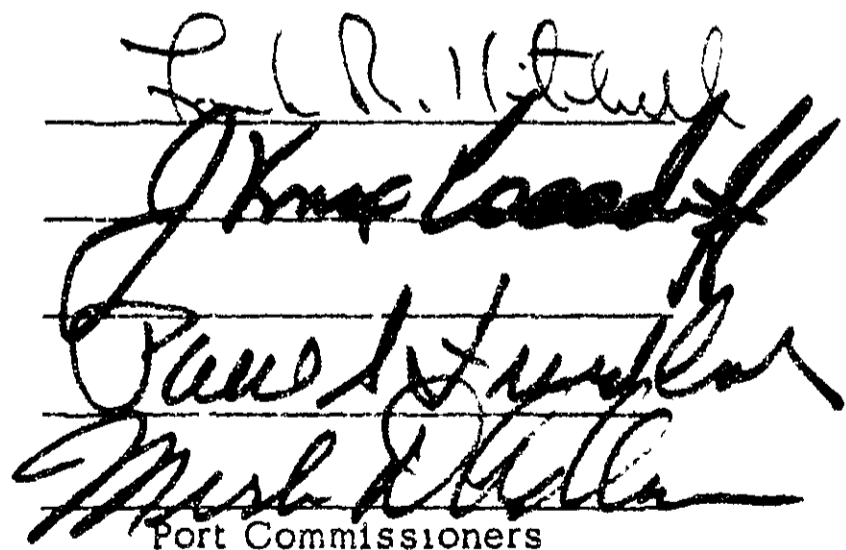
SECTION 1. The Port of Seattle does hereby establish and adopt  
rules, regulations, and charges shown in:

Seattle Container Freight Station Tariff No. 1, F.M.C.-T No. 6  
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 Container Freight Station  
Tariff No. 1, F.M.C.-T No. 6, are hereby repealed.

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

ADOPTED by the Port Commission of the Port of Seattle this 8th  
day of August, 1972, 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

11  
947

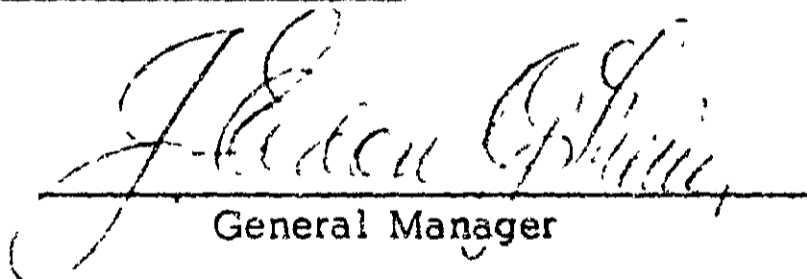
TARIFF AMENDMENT DIRECTIVE NO. 56

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 and tariff rates, charges, rules, and regulations for terminal services, the rates, rules, and regulations as named in:

Seattle Container Freight Station Tariff No. 1, F.M.C.-T No. 6 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 above mentioned tariff pages.

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

Dated this 12th day of July, 1972.

  
General Manager

CONTAINER FREIGHT STATION TARIFF NO. 1

NAMING

RATES AND CHARGES COVERING  
LOADING OR UNLOADING AND RELATED SERVICES  
FOR HANDLING  
CARGO IN CONTAINERS  
DESTINED FOR MOVEMENT OVER OR RECEIVED FROM  
MARINE TERMINALS

ISSUED JULY 11, 1972

EFFECTIVE AUGUST 15, 1972

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

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CORRECTION NUMBER REFLECTING SHEET

LIST OF CORRECTIONS

WHEN RECEIVING NEW PAGES, THE "CORRECTION" NUMBER (SHOWN BELOW) CORRESPONDING TO THE NUMBER SHOWN IN THE LOWER LEFT-HAND CORNER OF NEW OR REVISED PAGE SHOULD BE CHECKED OR RECORDED. IF CORRECTION NUMBERS ARE PROPERLY CHECKED AS RECEIVED, EACH NUMBER WILL BE USED IN CONSECUTIVE ORDER WITH NO OMISSIONS. A MISSING NUMBER WILL INDICATE THAT A CORRECTION HAS NOT BEEN RECEIVED AND REQUEST SHOULD BE MADE AT ONCE FOR THE MISSING NUMBER.

CHANGE WILL BE MADE BY REPRINT OF ENTIRE PAGE OR BY SPECIAL SUPPLEMENT.

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		26		40		54		68	
		27		41		55		69	
		28		42		56		70	

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
- X ..... ITEM OF RULE HAS BEEN REVISED
- \*\*\* ..... CANCEL OR ELIMINATE

11, 1976

EFFECTIVE AUGUST 1, 1976

ISSUED BY DAVID C. HARRINGTON, ASST. DIR., PORT OF SEATTLE, P.O. BOX 1201 SEATTLE, WASHINGTON 98111

SECTION 1

RULES AND REGULATIONS

EXPLANATION OF ABBREVIATIONS

CFS .....	CONTAINER FREIGHT STATION
CL .....	CONTAINER LOAD
CY .....	CONTAINER YARD
CWT .....	HUNDREDWEIGHT OR 100 POUNDS
P.O.S. ....	PORT OF SEATTLE
FMK .....	FEDERAL MARITIME COMMISSION
ICC .....	INTERSTATE COMMERCE COMMISSION
INCL. ....	INCLUSIVE
LBS. ....	POUNDS
LCL .....	LESS THAN CONTAINER LOAD
MIN. ....	MINIMUM
NO. ....	NUMBER OR NUMBERS
ST. ....	STREET OR STREETS
WASH. ....	WASHINGTON
WT. ....	WEIGHT

LOCATION OF CONTAINER FREIGHT STATION

CONTAINER FREIGHT STATION IS LOCATED IN SEATTLE, WASHINGTON, AT TERMINAL 102, ADDRESS 3629 DUWAMISH AVENUE SOUTH, 98134, OR OTHER PORT OF SEATTLE DESIGNATED LOCATION.

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EFFECTIVE AUGUST 15, 1972

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

SECTION 1	RULES AND REGULATIONS	ITEM NO.
<u>DEFINITION OF TECHNICAL TERMS</u>		
A. OPERATOR	THE TERM "OPERATOR" REFERS TO THE PORT OF SEATTLE.	10
B. OCEAN CARRIER	THE TERM "OCEAN CARRIER" REFERS TO VESSEL OWNERS, THEIR AGENTS, EMPLOYEES, OR CONTRACTORS.	
C. INLAND CARRIER	THE TERM "INLAND CARRIER" REFERS TO CARGO OWNER, RAILROAD, TRUCK CARRIER, OR CARTAGE AGENT THAT RECEIVE OR DELIVER SHIPMENTS AT C.F.S. BY CONTAINER, RAIL CAR, CHASSIS, TRUCK, OR OTHER VEHICLE.	
D. CONTAINER	THE TERM "CONTAINER" AS USED HEREIN SHALL MEAN A CONTAINER IN NOMINAL LENGTHS, 20', 24', 35', OR 40', MOUNTED ON CHASSIS AND FURNISHED OR APPROVED BY OCEAN CARRIER FOR TRANSPORTATION OF COMMODITIES ABOARD ITS VESSELS.	
E. CHASSIS	THE TERM "CHASSIS" REFERS TO SKELETAL EQUIPMENT, FLATBED, OR OTHER VEHICLE FURNISHED BY OCEAN CARRIER FOR TRANSPORT OF ITS CONTAINERS.	
F. CONTAINER YARD	THE TERM "CONTAINER YARD" REFERS TO THE LOCATION DESIGNATED IN PORT TERMINAL AREA BY OCEAN CARRIER WHERE CONTAINERS ARE ASSEMBLED FOR VESSELS.	
G. CONTAINER FREIGHT STATION	THE TERM "CONTAINER FREIGHT STATION" MEANS THE TERMINAL DESIGNATED AND APPROVED BY OCEAN CARRIER FOR RECEIVING AND DELIVERY OF SHIPMENTS, ASSEMBLY OF SHIPMENTS, AND LOADING AND UNLOADING OF CONTAINERS.	
H. CONTAINER LOAD OR LESS THAN CONTAINER LOAD	A "CONTAINER LOAD" AS USED HEREIN MEANS AN OCEAN CONTAINER LOADED TO THE MINIMUM WEIGHT OR MINIMUM VOLUME PERMITTED BY OCEAN CARRIER TARIFF, OTHERWISE SHIPMENT WILL BE IDENTIFIED AS "LESS THAN CONTAINER LOAD".	
I. SHIPMENT	THE TERM "SHIPMENT" MEANS A SINGLE QUANTITY OF GOODS TENDERED ON ONE SHIPPING DOCUMENT AT ONE TIME, FROM ONE POINT OF ORIGIN BY ONE SHIPPER FOR ONE CONSIGNEE TO ONE POINT OF DESTINATION.	
J. HOLIDAYS	THE TERM "HOLIDAYS" AS USED IN THIS TARIFF MEANS "NEW YEAR'S DAY, WASHINGTON'S BIRTHDAY, MEMORIAL DAY, FOURTH OF JULY, LABOR DAY, THANKSGIVING DAY, AND CHRISTMAS DAY". ANY FULL DAY DESIGNATED AS A HOLIDAY NATIONALLY BY STATUTE OR BY PROCLAMATION OR SUCH HOLIDAYS AS ARE DESIGNATED BY APPLICABLE COLLECTIVE BARGAINING AGREEMENTS.	
K. STUFFING	THE TERM "STUFFING" AS USED HEREIN MEANS ONLY LOADING OF A SHIPMENT INTO A CONTAINER.	
L. UNSTUFFING	THE TERM "UNSTUFFING" AS USED HEREIN MEANS ONLY THE UNLOAD-	

(CONTINUED)

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EFFECTIVE AUGUST 15, 1972

ISSUED BY DAVID C. HARRINGTON, AGENT, PORT OF SEATTLE, P.O. BOX 1209, SEATTLE, WASHINGTON 98101

SECTION 1	RULES AND REGULATIONS	ITEM NO.
<p>ING OF A SHIPMENT FROM A CONTAINER.</p> <p>M. WORKING DAY THAT PERIOD OF EACH CALENDAR DAY, EXCEPTING SATURDAYS, SUNDAYS, AND HOLIDAYS FROM 8:00 A.M. TO 5:00 P.M.</p> <p>N. REGULAR TIME THAT PERIOD OF EACH STRAIGHT TIME WORKING DAY FROM 8:00 A.M. TO 5:00 P.M.</p> <p>O. OVERTIME WORK PERFORMED ON SATURDAYS, SUNDAYS, OR HOLIDAYS, AS SPECIFIED IN PARAGRAPH (J), OR ANY TIME BEFORE 8:00 A.M. OR AFTER 5:00 P.M. OF ANY WORKING DAY DESCRIBED IN PARAGRAPH (M).</p> <p>P. FREE TIME. THE TERM "FREE TIME" REFERS TO THE SPECIFIC TIME DURING WHICH SHIPMENTS MAY OCCUPY SPACE IN CFS AREA FREE OF DEMURRAGE. THE SPECIFIC TIME DURING WHICH EMPTY CONTAINERS OR CHASSIS MAY OCCUPY SPACE IN CFS AREA FREE OF STORAGE.</p> <p>Q. DEMURRAGE THE TERM "DEMURRAGE" REFERS TO A CHARGE ASSESSED AGAINST CARGO REMAINING IN CFS AFTER EXPIRATION OF FREE TIME.</p> <p>R. STORAGE THE TERM "STORAGE" DENOTES THE SERVICE OF PROVIDING OPEN OR GROUND SPACE IN CFS AREA FOR EMPTY CONTAINERS OR CHASSIS AFTER EXPIRATION OF FREE TIME.</p>	<p>10 (CONT.)</p>	
<p style="text-align: center;"><u>APPLICATION OF RATES, GENERAL</u></p> <p>A. EXCEPT AS OTHERWISE PROVIDED HEREIN, THE RATES, RULES, AND REGULATIONS NAMED IN THIS TARIFF APPLY ONLY IN CONNECTION WITH SHIPMENTS IN TRANSIT TO OR FROM OCEAN CARRIER C.Y. OR TO CONTAINERS AND CHASSIS OWNED OR CONTROLLED BY OCEAN CARRIER.</p> <p>B. EXCEPT AS OTHERWISE PROVIDED IN THIS TARIFF, RATES NAMED ON A WEIGHT BASIS ARE TO BE APPLIED TO ACTUAL GROSS WEIGHT OF THE FREIGHT OR RATES NAMED ON A MEASUREMENT BASIS TO THE CUBIC MEASUREMENT OF THE FREIGHT, BUT IN NO CASE LESS THAN THE MINIMUM TO WHICH THE RATES ARE SUBJECT.</p> <p>C. CHARGES WILL NOT BE ASSESSED ON THE WEIGHT OR MEASUREMENT OF PALLETS OR PLATFORMS LOADED WITH CARGO FOR LOADING OR UNLOADING OF CONTAINERS.</p> <p>D. SHIPPING WEIGHTS AND MEASUREMENTS SHOWN ON SHIPPING DOCUMENTS ARE SUBJECT TO CHECKING BY THE OPERATOR AND THE ACTUAL SCALE WEIGHT OR MEASUREMENT OF THE SHIPMENT AS DETERMINED BY THE OPERATOR WILL GOVERN RATING AND BILLING.</p> <p>E. EXCEPT AS SPECIFICALLY PROVIDED HEREIN, ALL SERVICES UNDER THIS TARIFF ARE PERFORMED AS AGENT OF OCEAN CARRIER AND THE CHARGES THEREFORE WILL BE PAID TO OPERATOR BY OCEAN CARRIER.</p> <p>F. IN THE PERFORMANCE OF SERVICES ON SHIPMENTS REQUIRING REFRIGERATION OR CONTROLLED TEMPERATURE PROTECTION, THE OPERATOR DOES NOT ASSUME ANY</p> <p>(CONTINUED)</p>	<p>20</p>	
<p>ISSUED JULY 11, 1972</p>		<p>EFFECTIVE AUGUST 15, 1972</p>
<p>ISSUED BY DAVID C. HARRINGTON, AGENT, PORT OF SEATTLE, P.O. BOX 1209, SEATTLE, WASHINGTON 98111</p>		



SECTION 1	RULES AND REGULATIONS	ITEM NO.
<p style="text-align: center;"><u>APPLICATION OF RATES, GENERAL</u></p> <p>RESPONSIBILITY BEYOND THE PROPER LOADING OR UNLOADING AS DIRECTED BY OCEAN CARRIER AND IS NOT RESPONSIBLE FOR LOSS IN TRANSIT DUE TO IMPROPER OR INADEQUATE TEMPERATURE PROTECTION OR STOWAGE OF GOODS IN CONTAINER.</p> <p>G. IN THE PERFORMANCE OF STUFFING SERVICES ON BULK SHIPMENTS, THE OPERATOR WILL LOAD TO CONTAINER VOLUME AS DIRECTED BY OCEAN CARRIER AND WILL NOT BE RESPONSIBLE FOR OVERLOAD PROVIDED SUCH VOLUME IS NOT EXCEEDED.</p> <p>H. UNLESS SPECIFICALLY PROVIDED HEREIN, RATES AND CHARGES INCLUDE TRANSPORTATION BETWEEN C.F.S. AND C.Y.</p> <p>I. ALL SHIPMENTS HANDLED UNDER PROVISIONS OF THIS TARIFF MUST BE BOOKED WITH OCEAN CARRIER PRIOR TO DELIVERY TO C.F.S. AND SUCH BOOKING MUST BE MADE SUFFICIENTLY IN ADVANCE TO PERMIT SERVICES TO BE ACCOMPLISHED DURING THE REGULAR WORKING DAY. SERVICES PERFORMED AT HOURS OTHER THAN DURING REGULAR WORKING DAY WILL BE SUBJECT TO CHARGES PROVIDED IN ITEM No. 70.</p>	<p style="text-align: center;">20 (CONT.)</p>	
<p style="text-align: center;"><u>STUFFING SERVICE</u></p> <p><u>STUFFING SERVICE INCLUDES</u></p> <p>(A) RECEIVING SHIPMENTS FROM INLAND CARRIER AT PLACE OF REST.</p> <p>(B) CHECKING SHIPMENTS AS RECEIVED FOR COUNT, CONDITION, WEIGHT, AND CUBE.</p> <p>(C) EXECUTING RECEIPT FOR EACH SHIPMENT AS RECEIVED, NOTING ANY EXCEPTIONS, AND PROVIDING COPY TO OCEAN CARRIER AND INLAND CARRIER AS REQUIRED.</p> <p>(D) MOVING SHIPMENT INTO A CONTAINER AND UTILIZING CONTAINERS AS DIRECTED BY OCEAN CARRIER, AND CLOSING AND SEALING THE CONTAINER, INCLUDING COMPLETE SEAL RECORDS.</p> <p>(E) FURNISHING LOAD PLAN OF CARGO LOADED INTO CONTAINER AS REQUIRED.</p>	<p style="text-align: center;">30</p>	
<p style="text-align: center;"><u>UNSTUFFING SERVICE</u></p> <p><u>UNSTUFFING SERVICE INCLUDES</u></p> <p>(A) REMOVAL AND RECORDING OF SEAL NUMBERS, OPENING CONTAINER, REMOVING SHIPMENTS THERE-FROM TO PLACE OF REST ON FLOOR OR PLATFORM, AND SEGREGATING TO OCEAN BILL OF LADING AS REQUIRED TO MAKE EACH SHIPMENT AVAILABLE FOR DELIVERY.</p> <p>(B) CHECKING SHIPMENTS UNLOADED FOR COUNT AND CONDITION AND FURNISHING VERIFIED OUT-TURN REPORT WITHIN 48 HOURS AFTER UNSTUFFING, EXCLUSIVE OF SATURDAYS AND SUNDAYS AND HOLIDAYS.</p> <p>(C) TENDER SHIPMENTS FOR DELIVERY TO CONSIGNEES AT PLACE OF REST.</p> <p>(D) EXECUTE DELIVERY RECEIPT, NOTING ANY EXCEPTIONS THEREON, OBTAINING SIGNATURE AT TIME OF DELIVERY, FURNISHING ONE COPY OF DELIVERY RECEIPT TO CONSIGNEE, HIS AGENT OR INLAND CARRIER, AND SUPPLYING ORIGINAL THEREOF, INCLUDING CONTAINER SEAL NUMBERS, TO OCEAN CARRIER.</p>	<p style="text-align: center;">40</p>	
<p style="text-align: center;"><u>FREE TIME ALLOWED ON CARGO</u></p> <p>(A) 48 HOURS FREE TIME SHALL BE ALLOWED FOR REMOVAL OF SHIPMENTS FROM C.F.S. (CONTINUED)</p>	<p style="text-align: center;">50</p>	
<p>ISSUED JULY 11, 1972</p> <p style="text-align: right;">EFFECTIVE AUGUST 15, 1972</p>		
<p>ISSUED BY DAVID C. HARRINGTON, AGENT, PORT OF SEATTLE, P.O. BOX 1209, SEATTLE, WASHINGTON 98111</p>		

SECTION 1	RULES AND REGULATIONS	ITEM NO.
<p style="text-align: center;"><u>FREE TIME ALLOWED ON CARGO</u></p> <p>TIME WILL BE COMPUTED FROM THE FIRST 8.00 A.M. ON DAY FOLLOWING.</p> <p>1. NOTIFICATION TO CONSIGNEE OR INLAND CARRIER BY TELEPHONE OR BY PLACING WRITTEN NOTICE IN MAILED BY OPERATOR OR OCEAN CARRIER.</p> <p>(B) FIVE DAYS FREE TIME WILL BE ALLOWED FOR ACCUMULATION OF LCL OUTBOUND (EXPORT) SHIPMENTS. TIME STARTS COUNTING ON THE DAY SHIPMENTS ARE RECEIVED AND ENDS WHEN CONTAINER TO WHICH SHIPMENT IS LOADED IS ORDERED REMOVED FROM C.F.S. A SHIPMENT REMAINING BEYOND FREE TIME IS SUBJECT TO DEMURRAGE CHARGES IN ITEM No. 150.</p> <p>(C) SATURDAYS, SUNDAYS, AND HOLIDAYS SHALL NOT BE COUNTED WHEN COMPUTING FREE TIME.</p> <p>(D) SHIPMENTS HELD FOR 7 DAYS AFTER EXPIRATION OF FREE TIME WILL, <u>AT DIRECTION OF OCEAN CARRIER</u>, BE FORWARDED TO A PUBLIC WAREHOUSE.</p>	<p style="text-align: center;">50 (CONT.)</p>	
<p style="text-align: center;"><u>OVERTIME AND MINIMUM TIME</u></p> <p>(A) 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, OR WHEN PAYMENT OF OVERTIME WAGES TO LABOR IS NECESSARY, RATES ARE SUBJECT TO THE DIFFERENCE BETWEEN STRAIGHT TIME WAGES AND THE ACTUAL COST OF WAGES PAID LABOR, PLUS 27 PERCENT, WHICH IS ASSESSED AGAINST THE PARTY REQUESTING SUCH SERVICES.</p> <p>(B) 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 AT TOTAL COST OF WAGES PAID LABOR, PLUS 65 PERCENT AGAINST THE PARTY CAUSING SUCH DELAY.</p>	<p style="text-align: center;">70</p>	
<p style="text-align: center;"><u>SERVICES REQUIRING SPECIAL EQUIPMENT</u></p> <p>WHEN THE OPERATOR IS REQUIRED TO PROVIDE SPECIAL LIFT EQUIPMENT FOR THE HANDLING ARTICLES OR PACKAGES, LOOSE OR ON SKIDS, OTHER THAN PALLETIZED FREIGHT, WHICH BECAUSE OF WEIGHT AND BULK AND MANNER OF PACKAGING CANNOT BE HANDLED OTHERWISE, THE FOLLOWING ADDITIONAL CHARGES WILL BE MADE.</p> <p>(A) RENTAL OF NEEDED SPECIAL EQUIPMENT FOR THE PERIOD OF TIME REQUIRED AT ACTUAL COST, PLUS TRANSPORTATION TO AND FROM C.F.S., IF ANY APPLIES.</p> <p>(B) WAGES OF EQUIPMENT OPERATOR, WHEN SAME MAY BE REQUIRED, TO BE FURNISHED EXTRA AT RATES NAMED IN ITEM No. 200.</p>	<p style="text-align: center;">80</p>	
<p>ISSUED JULY 11, 1972</p> <p style="text-align: right;">EFFECTIVE AUGUST 15, 1972</p>		
<p>ISSUED BY DAVID C. HARRINGTON, AGENT, PORT OF SEATTLE, P.O. BOX 1209, SEATTLE, WASHINGTON 98111</p>		
<p> </p>		

SECTION 1 RULES AND REGULATIONS	ITEM NO.
<p style="text-align: center;"><u>CHARGES FOR ACCESSORIAL SERVICES</u></p> <p>OPERATOR WILL, AT CARRIER'S REQUEST, OR ORDER, PERFORM SERVICES OF BRACING, DUNNAGING, TIEDOWN, UNLOADING, RELOADING, WEIGHING, RECOVERING, MARKING OR ANY OTHER SERVICE WHICH IS NOT SPECIFICALLY AUTHORIZED TO BE PERFORMED UNDER RATES NAMED IN THE TARIFF, SUBJECT TO THE FOLLOWING ADDITIONAL CHARGES.</p> <p>(A) COST OF LABOR AND SUPERVISION, RATES NAMED IN ITEM No. 200, SUBJECT TO OVERTIME AND MINIMUM TIME PROVISIONS OF ITEM No. 70.</p> <p>(B) RENTAL OF ANY EQUIPMENT REQUIRED TO PROVIDE SERVICES AT ACTUAL COST OR TERMS, PLUS TRANSPORTATION TO AND FROM C.F.S., IF ANY APPLIES.</p>	90
<p style="text-align: center;"><u>TARIFF EFFECTIVE</u></p> <p>THE RATES, CHARGES, RULES, AND REGULATIONS NAMED IN THIS TARIFF SHALL APPLY ON SHIPMENTS RECEIVED AT CONTAINER FREIGHT STATION ON AND AFTER EFFECTIVE DATE OF THIS TARIFF OR EFFECTIVE DATES OF ADDITIONS, REVISIONS, OR SUPPLEMENTS THERETO.</p>	100
<p style="text-align: center;"><u>USE OF C.F.S. DEEMED ACCEPTANCE</u></p> <p>USE OF THE C.F.S. OR FACILITIES SHALL BE DEEMED AN ACCEPTANCE OF THIS TARIFF AND TERMS AND CONDITIONS NAMED HEREIN.</p>	110
<p style="text-align: center;"><u>MANIFESTS REQUIRED</u></p> <p>(A) OCEAN CARRIER MUST FURNISH DELIVERY ORDER AND OTHER DOCUMENTS THAT DESCRIBE SHIPMENTS CONTAINED IN INBOUND (IMPORT) CONTAINERS FOR DISCHARGE AT C.F.S.</p> <p>(B) ON OUTBOUND (EXPORT) CONTAINERS, OCEAN CARRIER MUST FURNISH COPY OF VESSEL MANIFEST OR COPY OF BILL OF LADING OR OTHER DOCUMENT THAT FULLY DESCRIBES SHIPMENTS LOADED TO CONTAINER AT C.F.S.</p>	120
<p style="text-align: center;"><u>LIABILITY FOR LOSS OR DAMAGE LIMITED</u></p> <p>THE PORT OF SEATTLE WILL NOT BE RESPONSIBLE FOR ANY LOSS OR DAMAGE CAUSED BY FIRE, FROST, HEAT, DAMPNESS, LEAKAGE, THE ELEMENTS, EVAPORATION, NATURAL SHRINKAGE, WASTAGE OR DECAY; ANIMALS, RATS, MICE OR OTHER RODENTS, MOTHS, WEEVIL OR OTHER INSECTS, LEAKAGE OR DISCHARGE FROM FIRE PROTECTION SYSTEMS, COLLAPSE OF BUILDING OR STRUCTURES, BREAKDOWN OF PLANT OR MACHINERY OR EQUIPMENT, NOR WILL NOT BE ANSWERABLE FOR ANY LOSS, DAMAGE, OR DELAY ARISING FROM INSUFFICIENT NOTIFICATION, OR FROM WAR, INSURRECTION, SHORTAGE OF LABOR, COMBINATIONS, RIOTS, OR STRIKES OF ANY PERSONS IN ITS EMPLOY OR IN THE SERVICES OF OTHERS OR FROM ANY CONSEQUENCES ARISING THEREFROM.</p> <p>IN PERFORMING THE SERVICES OF RECEIVING AND DELIVERY, THE PORT OF SEATTLE WILL ACCEPT NO RESPONSIBILITY FOR CONCEALED DAMAGE NOR FOR THE CONDITION OF CONTENTS OF CONTAINERS, WHETHER OR NOT RECEIPTS ISSUED SO STATE.</p>	130
<p>ISSUED JULY 11, 1972 <span style="float: right;">EFFECTIVE AUGUST 15, 1972</span></p>	
<p>ISSUED BY DAVID C. HARRINGTON, AGENT, PORT OF SEATTLE, P.O. BOX 1209, SEATTLE, WASHINGTON 98111</p>	
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SECTION 1	RULES AND REGULATIONS	ITEM NO.
	<p style="text-align: center;"><u>TRANSLOAD IMPORT CARGO</u></p> <p>TRANSLOAD IMPORT CARGO MEANS ANY IMPORT CARGO UNLOADED FROM ANY SIZE CONTAINER TO ANY OTHER TYPE OF VEHICLE, SUCH AS A TRUCK, TRUCK TRAILER, OR RAIL CAR WHEN CARGO IS MOVED WITHOUT REACHING A "PLACE OF REST" ON ANY DOCK OR PLATFORM. CARGO WILL BE UNLOADED BY CONTAINER FREIGHT STATION FROM CONTAINER INTO TRUCK OR TRAILER, THE LOADING IS TO BE DONE BY OWNER OF THE CARGO OR OPERATOR OF THE TRUCK OR TRAILER. CARGO WILL BE UNLOADED BY CONTAINER FREIGHT STATION FROM THE CONTAINER; AND LOADED TO A RAIL CAR BY CONTAINER FREIGHT STATION AT UNLOADING RATES PUBLISHED IN PORT OF SEATTLE TARIFF 2-F. APPLIES AT DISCRETION OF OPERATOR AND ONLY WHEN INLAND VEHICLE LOADING CAN BE PHYSICALLY COORDINATED WITH OCEAN CONTAINER UNLOADING WITH OPERATING CONDITIONS PERMITTING.</p>	135
	<p style="text-align: center;"><u>TRANSLOAD EXPORT CARGO</u></p> <p>TRANSLOAD EXPORT CARGO MEANS ANY EXPORT CARGO UNLOADED FROM ANY VEHICLE SUCH AS TRUCK, TRUCK TRAILER, OR RAIL CARS INTO ANY SIZE CONTAINER FOR EXPORT WITHOUT REACHING A "PLACE OF REST" ON ANY DOCK OR PLATFORM. CARGO WILL BE LOADED TO EXPORT CONTAINER BY CONTAINER FREIGHT STATION; AND IN CASE OF TRUCK OR TRAILER UNLOADING, THE UNLOADING IS TO BE DONE BY THE OWNER OF THE CARGO OR OPERATOR OF THE TRUCK OR TRAILER. CARGO WILL BE UNLOADED FROM RAIL CARS AT CAR UNLOADING RATES PUBLISHED IN PORT OF SEATTLE TARIFF 2-F BY CONTAINER FREIGHT STATION AND RELOADED TO EXPORT CONTAINER BY CONTAINER FREIGHT STATION. APPLIES AT DISCRETION OF OPERATOR AND ONLY WHEN INLAND VEHICLE UNLOADING CAN BE PHYSICALLY COORDINATED WITH OCEAN CONTAINER LOADING WITH OPERATING CONDITIONS PERMITTING.</p>	137
	<p style="text-align: center;"><u>UNITIZED CARGO</u></p> <p>MEANS CARGO SECURED TO PALLET OR SKIDS, WHEN THE INDIVIDUAL COMPONENT SHIPPING PACKAGES ARE Banded OR OTHERWISE SECURELY HELD TOGETHER TO FORM A SINGLE UNIT THAT HAS BEEN PREPARED BY THE SHIPPER AND WHICH CAN BE HANDLED WITH MECHANICAL LIFTING EQUIPMENT AS ONE UNIT.</p>	138
<p>ISSUED JULY 11, 1972</p> <p style="text-align: right;">EFFECTIVE AUGUST 15, 1972</p>		
<p>ISSUED BY DAVID C. HARRINGTON, AGENT, PORT OF SEATTLE, P.O. BOX 1209, SEATTLE, WASHINGTON 98111</p>		
<p> </p>		

SECTION 7	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, WHICHEVER IS GREATER, MAXIMUM THREE (3) TIMES RATE 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>RATES</u></th> </tr> </thead> <tbody> <tr> <td>EXPORT CARGO</td> <td></td> </tr> <tr> <td>N.O.S. ....</td> <td style="text-align: right;">\$ 9.50/TON</td> </tr> <tr> <td colspan="2">COMMODITY RATES - PACKAGED, BUNDLED OR LOOSE</td> </tr> <tr> <td>HIDES, GREEN SALTED .....</td> <td style="text-align: right;">11.60/TON</td> </tr> <tr> <td>PAPER PRODUCTS, WOODPULP; FOR MECHANICAL HANDLING, IN ROLLS, BALES, FOR MECHANICAL HANDLING .....</td> <td style="text-align: right;">7.65/TON</td> </tr> <tr> <td>REEFER CARGO, INCLUDING FREEZE CARGO .....</td> <td style="text-align: right;">9.60/TON</td> </tr> <tr> <td>PEAS, BEANS, AND LENTILS .....</td> <td style="text-align: right;">4.75/TON</td> </tr> <tr> <td>HARDWOOD LOGS .....</td> <td style="text-align: right;">13.00/TON</td> </tr> <tr> <td>CARGO, UNITIZED (SEE ITEM 138) DEDUCT FROM APPLICABLE RATE .....</td> <td style="text-align: right;">1.50/TON</td> </tr> <tr> <td>CARGO, TRANSLOADED (SEE ITEM 137) DEDUCT FROM APPLICABLE RATE .....</td> <td style="text-align: right;">1.50/TON</td> </tr> <tr> <td colspan="2">COMMODITY RATES - BULK</td> </tr> <tr> <td>PEAS, BEANS, AND LENTILS .....</td> <td style="text-align: right;">4.00/TON</td> </tr> <tr> <td>CARGO, N.O.S. ....</td> <td style="text-align: right;">7.00/TON</td> </tr> <tr> <td>MINIMUM CHARGE PER CONTAINER TO STUFF .....</td> <td style="text-align: right;">60.00 EACH</td> </tr> </tbody> </table>		<u>COMMODITY</u>	<u>RATES</u>	EXPORT CARGO		N.O.S. ....	\$ 9.50/TON	COMMODITY RATES - PACKAGED, BUNDLED OR LOOSE		HIDES, GREEN SALTED .....	11.60/TON	PAPER PRODUCTS, WOODPULP; FOR MECHANICAL HANDLING, IN ROLLS, BALES, FOR MECHANICAL HANDLING .....	7.65/TON	REEFER CARGO, INCLUDING FREEZE CARGO .....	9.60/TON	PEAS, BEANS, AND LENTILS .....	4.75/TON	HARDWOOD LOGS .....	13.00/TON	CARGO, UNITIZED (SEE ITEM 138) DEDUCT FROM APPLICABLE RATE .....	1.50/TON	CARGO, TRANSLOADED (SEE ITEM 137) DEDUCT FROM APPLICABLE RATE .....	1.50/TON	COMMODITY RATES - BULK		PEAS, BEANS, AND LENTILS .....	4.00/TON	CARGO, N.O.S. ....	7.00/TON	MINIMUM CHARGE PER CONTAINER TO STUFF .....	60.00 EACH	
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<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 (CONTINUED)</p>		150																														
<p>ISSUED JULY 11, 1972</p> <p style="text-align: right;">EFFECTIVE AUGUST 15, 1972</p>																																
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SECTION	SCHEDULE OF RATES AND CHARGES	ITEM NO.																	
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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' &amp; 24'</u> <u>UNIT</u></th> <th style="text-align: center;"><u>35' &amp; 40'</u> <u>UNIT</u></th> </tr> </thead> <tbody> <tr> <td>CONTAINER ONLY</td> <td style="text-align: center;">\$ .40</td> <td style="text-align: center;">\$ .80</td> </tr> <tr> <td>CHASSIS ONLY</td> <td style="text-align: center;">.80</td> <td style="text-align: center;">1.60</td> </tr> <tr> <td>CHASSIS WITH CONTAINER MOUNTED THEREON</td> <td style="text-align: center;">.80</td> <td style="text-align: center;">1.60</td> </tr> <tr> <td>MINIMUM STORAGE BILLING</td> <td style="text-align: center;">5.00</td> <td style="text-align: center;">5.00</td> </tr> </tbody> </table>	<u>DESCRIPTION</u>	<u>STORAGE PER DAY</u>		<u>20' &amp; 24'</u> <u>UNIT</u>	<u>35' &amp; 40'</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 style="text-align: center;"><u>HANDLING CONTAINERS ON OR OFF CHASSIS</u></p> <p>SUBJECT TO AVAILABILITY OF SUITABLE LIFT EQUIPMENT AT 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;">\$9.00</p>	170																	
<p>ISSUED JULY 11, 1972</p>	<p>EFFECTIVE AUGUST 15, 1972</p>																		
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SECTION 2	SCHEDULE OF RATES AND CHARGES	ITEM NO.
	<p 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 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 align="center"><u>MAN-HOUR RATES</u></p> <p>CHARGES FOR MAN-HOUR RATES ARE AS PROVIDED IN SEATTLE TERMINALS TARIFF NO. 2-F, F.M.C.-T No. 3.</p>	200
	<p align="center"><u>IN AND OUT CHARGES</u></p> <p>CONTAINER 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 \$5.00.</p>	210
<p>ISSUED JULY 11, 1972</p> <p align="right">EFFECTIVE AUGUST 15, 1972</p>		
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