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RESOLUTION NO. 2630

A RESOLUTION of the Port Commission of the Port of Seattle  
modifying certain rates, rules, and regulations  
in Port of Seattle Military Tariff No. 2.

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:

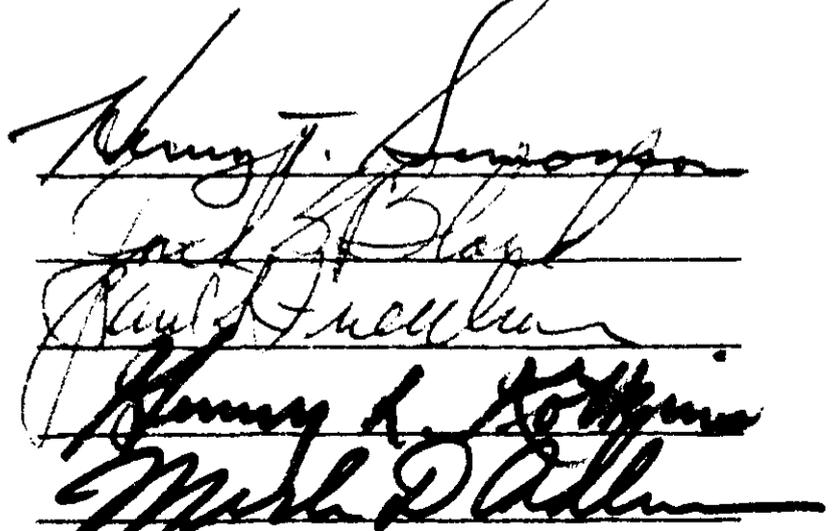
Port of Seattle Military Tariff No. 2  
1st Revised Page No. 2  
9th Revised Page No. 3, Item Nos. 1, 1-A, 2  
7th Revised Page No. 4, Item Nos. 3, 4, 5, 6, 7, 8, 9  
8th Revised Page No. 5, Item Nos. 10, 11, 12, 13, 14, 15, 16, 17  
7th Revised Page No. 6, Item Nos. 18, 19, 20, 21, 22  
4th Revised Page No. 7, Item No. 31  
2nd Revised Page No. 9, Item No. 34  
3rd Revised Page No. 10, Item No. 38  
6th Revised Page No. 12, Item No. 50  
1st Revised Page No. 13, Item No. 56

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 Port of Seattle Military Tariff  
No. 2 are hereby repealed.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 April, 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.

  
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Port Commissioners

**CORRECTION NUMBER CHECKING SHEET**

THIS TARIFF IS ISSUED IN LOOSE-LEAF FORM. ALL CHANGES WILL BE MADE BY REPRINTING AN ENTIRE PAGE. EACH REPRINTED PAGE WILL BEAR A REVISED PAGE NUMBER AND WILL INDICATE WHICH PAGE IT CANCELS. NEW PAGES ADDED TO THE TARIFF WILL BE NUMBERED ACCORDING TO THEIR LOCATION WITHIN THE TARIFF, AND REISSUES OF THESE NEW PAGES WILL LIKEWISE BEAR THE SAME PAGE NUMBER.

**LIST OF CORRECTIONS**

UPON RECEIPT OF REVISED OR NEW PAGES, A CHECK MARK SHOULD BE PLACED OPPOSITE THE "CORRECTION" NUMBER (SHOWN BELOW) CORRESPONDING TO THE NUMBER SHOWN ON THE BOTTOM OF THE NEW OR REVISED PAGE, AND THE NUMBER OF THE PAGE CORRECTED OR ADDED SHOULD BE SHOWN IN THE "PAGE NUMBER" COLUMN BELOW. IF CORRECTION NUMBERS ARE PROPERLY CHECKED AS RECEIVED, CHECK MARKS WILL APPEAR IN CONSECUTIVE ORDER, WITH NO OMISSIONS. IF CHECK MARKS INDICATE THAT A CORRECTION SHEET HAS NOT BEEN RECEIVED, REQUEST SHOULD BE MADE AT ONCE FOR A COPY OF SAME.

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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

THE ORIGINAL ISSUE OF THIS TARIFF CONTAINS CHANGES IN RATES, RULES AND REGULATIONS WHICH CREATE BOTH INCREASES AND REDUCTIONS IN CHARGES, WHICH CHANGES HAVE NOT BEEN INDICATED BY SYMBOLS. ALL ADDED AND REVISED PAGES WILL CARRY PROPER SYMBOLS.

**RECOMMENDED TARIFF REVISION**

ISSUED APRIL 13, 1976 (2630)

EFFECTIVE MAY 15, 1976

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

PORT OF SEATTLE MILITARY TARIFF NO. 2

SCHEDULE OF RATES

WHARFAGE, CAR LOADING, CAR UNLOADING, AND HANDLING RATES NAMED HEREIN, UNLESS OTHERWISE SPECIFIED UNDER INDIVIDUAL ITEMS, ARE IN CENTS PER TON OF 2000 LBS.

COMMODITY	UNIT	WHFG.	LDG. & UNLDG.	HDLG.	UNITIZED HDLG.	ITEM No.
<p>FREIGHT ALL KINDS, N.O.S.</p> <p>*50A 540 620 673 742</p> <p>51A 541 621 674 743</p> <p>51D 542 622 675 744</p> <p>51F 543 623 676 745</p> <p>51J 544 630 680 747</p> <p>51S 561 631 681 748</p> <p>51U 580 632 682 *749</p> <p>52E 581 633 *691 *750</p> <p>400 582 634 *692 753</p> <p>436 583 635 *700 754</p> <p>450 585 639 705 *755</p> <p>500 586 650 706 *756</p> <p>508 590 651 713 *757</p> <p>515 592 652 716 764</p> <p>517 593 653 717 766</p> <p>521 594 654 718 768</p> <p>522 595 655 726 769</p> <p>523 596 656 728 771</p> <p>530 597 *657 732 853</p> <p>531 598 *658 735 *856</p> <p>532 603 *663 736 *857</p> <p>533 608 664 740 490</p> <p>539 612 672 *741 738<sup>693</sup></p> <p>* ITEM 1-A APPLIES WHEN M/TON EXCEEDS DOUBLE THE S/TON.</p>	S/TON	160	♦ 775 OR UNITIZED 336	♦ 641	♦ 557	1 ♦
<p>FREIGHT ALL KINDS, N.O.S.</p> <p>*50A 535 *700 723 *755</p> <p>51T 607 702 724 *756</p> <p>65A 643 703 729 *757</p> <p>403 *657 704 731 765</p> <p>501 *658 707 733 772</p> <p>507 663 708 734 801</p> <p>510 670 709 *741 *856</p> <p>511 671 710 *749 *857</p> <p>514 *691 711 *750 693</p> <p>534 *692 722 751</p> <p>* ITEM 1-A APPLIES WHEN M/TON EXCEEDS DOUBLE THE S/TON.</p>	S/TON	♦ 640	♦ 1549 OR UNITIZED 672	♦ 1282	♦ 1114	1-A ♦
<p>CANNED GOODS</p> <p>51F 51P 52D 519 526</p> <p>51G 51R 509 520 527</p> <p>51H 51W 512 524 528</p> <p>51N 52C 513 525 529</p>	S/TON	160	♦ 608	♦ 611	♦ 527	2 ♦ ♦

RECOMMENDED TARIFF REVISION

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CORRECTION No. 47

SCHEDULE OF RATES

WHARFAGE, CAR LOADING, CAR UNLOADING, AND HANDLING RATES NAMED HEREIN, UNLESS OTHERWISE SPECIFIED UNDER INDIVIDUAL ITEMS, ARE IN CENTS PER TON OF 2000 LBS.

COMMODITY	UNIT	WHFG.	LDG. & UNLDG.	HDLG.	UNITIZED HDLG.	ITEM No.
LIQUORS 518	S/TON	231	♦ 1232	♦ 966	♦ 840	3 ♦ ♦
BEER & BEVERAGES, OTHER THAN LIQUORS 503 504 505 506	S/TON	160	♦ 775 *PALLETIZED ♦423	♦ 611	♦ 527	4 ♦ ♦
PAPER & PAPER PRODUCTS PAPER & PAPER ARTICLES, N.O.S. 721 737 759 763 767	S/TON	♦106	♦ 465	♦ 401	♦ 401	5 ♦ ♦
TISSUE, TOWELS OR TOWELING, TOILET PAPER, WAXED PAPER & NAPKINS 536 719 720	S/TON	♦138	♦ 582	♦ 474	♦ 474	
PAPER, BOND, CARBON, BOOKS, MAGAZINES, NEWSPRINT, PRINTING, WRITING, STATIONERY 701 715 730	S/TON	♦106	♦ 401	♦ 335	♦ 335	
FLOUR, WHEAT OR OTHER, IN SACKS 51R 500 502 516	S/TON	120	♦ 360	432	♦ 409	6 ♦
MAIL & PARCEL POST 610 611 613 614	S/TON	231	♦1556	♦1311	--	7 ♦
METAL PRODUCTS 570 575 606 790 822 571 576 661 791 825 572 578 662 792 855 573 579 746 793 860 574 599 760 811	S/TON	160	♦ 738 OR UNITIZED 314	♦ 492	♦ 412	8 ♦ ♦
TIRES & TUBES, PNEUMATIC 584	S/TON	♦ 230	♦ 1486	♦1161	♦ 1077	9 ♦ ♦

RECOMMENDED TARIFF REVISIONS

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CORRECTION No. 48

PORT OF SEATTLE MILITARY TARIFF NO. 2

## SCHEDULE OF RATES

WHARFAGE, CAR LOADING, CAR UNLOADING, AND HANDLING RATES NAMED HEREIN, UNLESS OTHERWISE SPECIFIED UNDER INDIVIDUAL ITEMS, ARE IN CENTS PER TON OF 2000 LBS.

COMMODITY	UNIT	WHFG.	LDG. & UNLDG.	HDLG.	UNITIZED HDLG.	ITEM No.
**POL, INFLAMMABLE 600 601 602 604 609  **RECEIVED ONLY UNDER CONDITIONS OF ITEM 10170, SEATTLE TERMINALS TARIFF NO. 2-F, FMC-T No. 3	S/TON	231	♦ 815	♦ 662	♦ 578	10 ♦
HIDES, GREEN 762	S/TON	160	♦ 1236	♦ 641	♦ 557	11 ♦ ♦
MACHINES, VIZ: COOLING, COOKING, DRYING, FREEZING, HEATING, IRONERS, SEWING, WASHING 591 659 725 752	S/TON	231	♦ 1734	♦ 1359	♦ 1275	12 ♦ ♦
FURNITURE & HOUSEHOLD GOODS, INCLUDING BAGGAGE 360 390 395 714 370 391 396 758 380 392 712 761	S/TON	♦ 640	♦ 2411	♦ 2224	♦ 1980	13 ♦
CEMENT, ASPHALT & LIME, IN PACK- AGES OR OTHER CONTAINERS 210 606 660 665 770 605	S/TON	160	♦ 622	♦ 426	♦ 342	14 ♦ ♦
PLYWOOD, VENEERED WOOD, & WOOD HARDBOARD 560	S/TON	♦ 106	♦ 588	♦ 383	♦ 340	15 ♦ ♦
LUMBER 556 558 841 847 557 559 844 850	PER MBM	♦ 106	♦ 526	♦ 388	♦ 388	16 ♦
PILINGS, POLES, LOGS 552 553 832 835	PER MBM	♦ 120	MAN HOUR RATES ITEM 20160 TARIFF 2-F			17 ♦

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CORRECTION No. 49

SCHEDULE OF RATES

WHARFAGE, CAR LOADING, CAR UNLOADING, AND HANDLING RATES NAMED HEREIN, UNLESS OTHERWISE SPECIFIED UNDER INDIVIDUAL ITEMS, ARE IN CENTS PER TON OF 2000 LBS.

COMMODITY	UNIT	WHFG.	LDG. & UNLDG.	HDLG.	UNITIZED HDLG.	ITEM NO.
PRIVATELY OWNED VEHICLES, GOVERNMENT VEHICLES & ROAD CONSTRUCTION EQUIPMENT, UNBOXED & SET UP ON OWN WHEELS AND/OR TRACKS 300            810    864    888 320            813    867    891 330            816    870    894 350            819    873    900 640 641    800            879 642    804            882 807    858    885 ■ 809	S/TON	♦ 544	♦ 1027	♦ 806	♦ 806	18 ♦ ♦ ■
CONEX, TYPE I (SMALL, EMPTY OR LOADED)	M/TON	77	♦ 254	♦ 201	♦ 201	19 ♦
CONEX, TYPE II (LARGE, EMPTY OR LOADED) 690	M/TON	49	♦ 145	♦ 117	♦ 117	20 ♦
REEFER CARGO 100 SERIES PLUS CODE 537 MEAT, FISH AND DAIRY PRODUCTS FRUITS AND VEGETABLES	S/TON S/TON	160 160	♦ 612 ♦ 738	♦ 750 ♦ 876	♦ 666 ♦ 792	21 ♦♦
HUMAN REMAINS	S/TON	♦ 160	MAN HOUR RATES ITEM 20160 TARIFF 2-F			22 ♦

\*SHALL BE PER TON OF 2000 LBS,  
 OR 40 CU. FT., ACCORDING TO  
 SHIP'S MANIFEST.

RECOMMENDED TARIFF REVISION

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CORRECTION NO. 51

PORT OF SEATTLE MILITARY TARIFF NO. 2

GENERAL RULES, REGULATIONS, DEFINITIONS AND SCHEDULE OF MISCELLANEOUS CHARGES	ITEM NO.
<p>THE PORT OF SEATTLE MILITARY TARIFF NO. 2 APPLIES ONLY WHEN CHARGES ARE PAID DIRECTLY BY THE U.S. GOVERNMENT</p> <p>UNLESS OTHERWISE PROVIDED UNDER INDIVIDUAL TERMS, ALL SPECIFIC COMMODITY RATES ARE IN CENTS PER 2,000 LBS. ALL OTHER RATES ARE PER TON OF 40 CUBIC FEET, OR PER 1,000 FT. B.M., ACCORDING TO SHIP'S MANIFEST.</p>	<p>30 APPLICATION OF RATES</p>
<p>(A) WHARFAGE - DEFINITION:</p> <p>WHARFAGE IS THE CHARGE THAT IS ASSESSED ON ALL FREIGHT PASSING OR CONVEYED OVER, INTO OR UNDER WHARVES OR BETWEEN VESSELS OR OVERSIDE VESSELS WHEN BERTHED AT WHARF OR WHEN MOORED IN SLIP ADJACENT TO WHARF. WHARFAGE IS THE CHARGE FOR USE OF WHARF AND DOES NOT INCLUDE CHARGE FOR ANY OTHER SERVICE.</p> <p>(B) FREIGHT NOT LOADED TO VESSELS:</p> <p>WHEN FREIGHT, IN TRANSIT, IS RECEIVED ON WHARF FROM CAR OR DRAY AND IS NOT DELIVERED TO VESSEL, BUT IS LOADED OUT AGAIN TO CAR OR DRAY, FULL WHARFAGE CHARGES SHALL BE ASSESSED.</p> <p>(C) WHARFAGE-OVERSIDE:</p> <p>UNLESS OTHERWISE SPECIFIED UNDER INDIVIDUAL COMMODITY ITEMS, ALL FREIGHT LOADED OR DISCHARGED OVERSIDE A VESSEL DIRECTLY TO OR FROM ANOTHER VESSEL, BARGE, LIGHTER, RAFT, OR TO OR FROM THE WATER WHILE VESSEL IS BERTHED AT WHARF OR MOORED IN WHARF SLIP, SHALL BE ASSESSED ONE-HALF THE REGULAR RATES DUE, BUT IN NO INSTANCE SHALL THE CHARGE BE LESS THAN 80¢ PER TON OF 2,000 POUNDS OR 40 CUBIC FEET OR PER 1,000 FEET B.M. AS PER SHIP'S MANIFEST.</p> <p>(D) WHARFAGE LIMITATIONS:</p> <p>FREIGHT PAYING INWARD WHARFAGE SHALL NOT BE SUBJECT TO OUTWARD WHARFAGE WHEN RESHIPED BY WATER FROM THE SAME WHARF.</p> <p>(E) WHARFAGE ON TRANSSHIPPED FREIGHT:</p> <p>WHARFAGE ON CARGO WHICH IS TRANSSHIPPED TO VESSEL AT THE SAME TERMINAL AT WHICH IT IS RECEIVED FROM VESSEL IS ASSESSED ON THE INBOUND MOVEMENT ACCORDING TO INBOUND SHIP'S MANIFEST.</p> <p>(F) WHARFAGE - DIRECT TRANSFER: (SEE ITEM 33)</p>	<p>31 ♦</p> <p>WHARFAGE</p>

RECOMMENDED TARIFF REVISION

ISSUED: APRIL 13, 1976 (2630)

EFFECTIVE: MAY 15, 1976

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CORRECTION NO. 52

PORT OF SEATTLE MILITARY TARIFF NO. 2

GENERAL RULES, REGULATIONS, DEFINITIONS AND SCHEDULE OF MISCELLANEOUS CHARGES	ITEM NO.
<p>UNITIZED *** RATES WILL BE ALLOWED ON THAT CARGO RECEIVED FROM TRUCKS OR RAIL CARS ON PALLETS OR STEVEDORE BOARDS OR IN UNITIZED LOADS, AND WHICH ALLOWS A MECHANIZED MOVEMENT OF SUCH PALLETS, -BOARDS, OR UNITS, FROM FIRST PLACE OF REST ON WHARF TO A POSITION ON WHARF WITHIN REACH OF SHIP'S TACKLE; TO INCLUDE TRI-WALLS BUILT ON SKIDS AND/OR PALLETS. PORTIONS OF BILL OF LADING LOTS REQUIRING ANY HANDLING BY HAND ON WHARF WILL NOT BE ENTITLED TO THIS CREDIT. IN NO INSTANCE SHALL THE *** CHARGE BE LESS THAN \$1.50 PER 2000 POUNDS.</p>	<p>34            UNITIZED HANDLING, LOADING, &amp; UNLOADING            (X) ***</p>
<p>(A) DEFINITION:            CAR LOADING AND CAR UNLOADING CHARGES ARE THE RESPECTIVE CHARGES ASSESSED FOR THE SERVICES PERFORMED IN LOADING FREIGHT FROM WHARF PREMISES ON OR INTO RAILROAD CARS OR UNLOADING FREIGHT FROM RAILROAD CARS ONTO WHARF PREMISES. THE SERVICES INCLUDE ORDINARY SORTING, BREAKING DOWN, AND STOCKING ON WHARF.</p> <p>(B) CAR BLOCKING AND DUNNAGE:            CAR STAKES, LUMBER, MATERIAL AND LABOR USED IN BLOCKING, LASHING AND DUNNAGING GOODS IN OR ON CARS SHALL BE CHARGED AT CURRENT PRICES OF MATERIAL AND LABOR AS PER ITEM 20160, PORT OF SEATTLE TERMINALS TARIFF 2-F; THIS IN ADDITION TO THE REGULAR LOADING CHARGE. MINIMUM CHARGE FOR DUNNAGING AND/OR STAKING FLAT CARS, \$5.00 PER CAR.</p> <p>(C) DIRECT TRANSFER BETWEEN CAR AND VESSEL:            (SEE ITEM 33)</p> <p>(D) RIGHT TO LOAD AND/OR UNLOAD FREIGHT RESERVED:            THE TERMINAL COMPANIES, WHEN EQUIPPED TO PERFORM THE SERVICES OF LOADING AND/OR UNLOADING FREIGHT, RESERVE THE RIGHT IN ALL INSTANCES TO PERFORM SUCH SERVICE.</p>	<p>35            CAR LOADING AND UNLOADING</p>
<p>WHEN TERMINALS ARE REQUIRED TO SHUNT CARS ALONGSIDE VESSELS BY MEANS OF MECHANICAL EQUIPMENT, CHARGES FOR SAME, INCLUDING WAGES OF OPERATORS ON COST PLUS BASIS AND RENTAL OF EQUIPMENT, ITEM 40, SHALL BE ASSESSED.</p>	<p>36            SHUNTING CARS ALONGSIDE VESSELS</p>
<p>(A) WHEN REQUESTED, TERMINALS WILL, AT THEIR OPTION, FURNISH LABOR AND EQUIPMENT TO LOAD OR UNLOAD TRUCKS. CHARGES FOR SUCH SERVICE, WHEN PERFORMED, WILL BE MADE IN ACCORDANCE WITH ITEMS 39 AND 40.</p> <p>(B) WHEN SUCH SERVICE IS REQUESTED BY THE GOVERNMENT, CAR UNLOADING CHARGES MAY BE ASSESSED ON CARGO RECEIVED BY TRUCK WHEN SEGREGATION AND REHANDLING OF SUCH CARGO IS REQUIRED.</p>	<p>37            TRUCK LOADING AND UNLOADING</p>
<p>RECOMMENDED TARIFF REVISION</p>	
<p>ISSUED APRIL 13, 1976 (2630)</p>	<p>EFFECTIVE MAY 15, 1976</p>
<p>ISSUED BY DAVID C. HARRINGTON, AGENT, PORT OF SEATTLE, P.O. BOX 1209, SEATTLE, WASHINGTON 98111</p>	

CORRECTION NO. 53

PORT OF SEATTLE MILITARY TARIFF NO. 2

GENERAL RULES, REGULATIONS, DEFINITIONS AND SCHEDULE OF MISCELLANEOUS CHARGES	ITEM NO.
<p>(A) LABOR RATES SUBJECT TO CHANGE:</p> <p>THE RATES NAMED IN THIS SCHEDULE OF RATES, ADDITIONS, REVISIONS OR SUPPLEMENTS THERETO, ARE BASED ON ORDINARY TRAFFIC AND LABOR CONDITIONS. IF AND WHEN THESE CONDITIONS CHANGE BECAUSE OF DEMAND OF LABOR FOR INCREASED WAGES, STRIKES, CONGESTIONS OR OTHER CAUSES NOT REASONABLY WITHIN THE CONTROL OF THE TERMINAL COMPANIES, RESULTING IN AN INCREASED COST OF SERVICE, THE RATES ARE SUBJECT TO CHANGE WITHOUT NOTICE, OR THE CHARGE FOR SERVICES MAY BE ASSESSED ON THE BASIS OF ITEM 20160, PORT OF SEATTLE TERMINALS TARIFF NO. 2-F.</p> <p>(B) LABOR - OVERTIME:</p> <p>ALL RATES NAMED IN THIS SCHEDULE OF RATES FOR SERVICES INVOLVING LABOR ARE BASED UPON STRAIGHT TIME WAGES. IN ADDITION TO THESE RATES, WHEN ANY SERVICES ARE PERFORMED ON SUNDAYS, HOLIDAYS, OR WHEN PAYMENT OF OVERTIME WAGES TO LABOR IS NECESSARY, THE DIFFERENCE BETWEEN STRAIGHT TIME AND OVERTIME WAGES PAID LABOR, PLUS 35 PERCENT, WILL BE ASSESSED AGAINST PARTY OR PARTIES AUTHORIZING OVERTIME.</p> <p>(C) LABOR - STANDBY TIME:</p> <p>WHERE WHARF GANGS ARE ORDERED FOR A SPECIFIED TIME AND ARE ON THE JOB READY FOR WORK, OR HAVING STARTED WORK, ARE DELAYED, SUCH DELAYS BEING CAUSED THROUGH NO INABILITY OR FAULT OF THE TERMINAL OPERATOR, THE STANDBY TIME OF THE MEN WILL BE CHARGED AT ACTUAL COST, PLUS 70 PERCENT, AGAINST THE PARTY CAUSING SUCH DELAY. LABOR REQUIRING OFFSHORE INSURANCE WILL BE ASSESSED AT WAGE RATE PLUS 70 PERCENT PLUS 25 PERCENT.</p> <p>(D) PENALTY RATES:</p> <p>WHERE PENALTY RATES ARE APPLICABLE AGAINST ANY TYPE OF CARGO SPECIFIED UNDER LONGSHORE LABOR CONTRACT, THE PORT SHALL BE REIMBURSED FOR THE ACTUAL COST OF PENALTY RATES.</p>	<p>38</p> <p>LABOR RATES CONDITIONAL</p>
<p>(A) UNLESS OTHERWISE PROVIDED FOR UNDER INDIVIDUAL ITEMS, ITEM 20160, PORT OF SEATTLE TERMINALS TARIFF NO. 2-F WILL BE CHARGED:</p> <p>(1) FOR ALL MISCELLANEOUS SERVICES NOT SPECIFICALLY DESCRIBED IN THIS SCHEDULE OF RATES.</p> <p>(2) FOR SERVICES OF LOADING, UNLOADING, HANDLING OR TRANSFERRING COMMODITIES FOR WHICH NO SPECIFIC RATES ARE NAMED.</p> <p>(3) FOR EXTRA SORTING, SPECIAL CHECKING, INSPECTION, OR FOR ANY OPERATION DELAYED ON ACCOUNT THEREOF, OR FROM OTHER CAUSES NOT ORDINARILY INCIDENTAL TO A SERVICE FOR WHICH SPECIFIC RATES ARE NAMED IN THIS SCHEDULE OF RATES.</p> <p>(4) FOR ALL MATERIALS AND SUPPLIES FURNISHED.</p> <p style="text-align: center;">(CONTINUED ON PAGE 11)</p>	<p>39</p> <p>COST PLUS, APPLICATION OF</p> <p style="text-align: center;">(CONTINUED ON PAGE 11)</p>
<p>ISSUED: APRIL 13, 1976 (2630)                      EFFECTIVE: MAY 15, 1976</p>	
<p>ISSUED BY DAVID C. HARRINGTON, AGENT, PORT OF SEATTLE, P.O. BOX 1209, SEATTLE, WASHINGTON 98111</p>	

## SECTION 2 -- CONTAINER VANNING AND DEVANNING

## SCHEDULE OF RATES

	UNIT	RATE	ITEM NO.
FREIGHT ALL KINDS, N. O. S. ALASKA INBOUND AND OUTBOUND ALL OTHER TRADE ROUTES NOTE: 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.	SEE NOTE SEE NOTE	♦ \$ 14.70 ♦ \$ 11.66	50

## SPECIAL RULES AND REGULATIONS

THE TERM "CONTAINER" MEANS A SINGLE RIGID DEMOUNTABLE AND INTERMODAL UNIT WITH LENGTH 20 FEET TO 40 FEET, APPROVED FOR THE TRANSPORTATION OF COMMODITIES ABOARD VESSELS.  A CONTAINER-LOAD AS USED HEREIN MEANS AN OCEAN CONTAINER LOADED TO THE MINIMUM VOLUME (75 PERCENT) OF AN INDIVIDUAL CONTAINER CAPABILITY WITHOUT EXCEEDING GROSS WEIGHT LIMITATION OF THE CONTAINER.	51 CONTAINER DEFINED
WHEN NOT DIRECTLY SPOTTED, THE RATES HEREIN INCLUDE THE MOVEMENT OF CONTAINER, EMPTY OR LOADED, TO AND FROM STORAGE YARD TO THE VANNING/DEVANNING AREA.	52 SPOTTING AND MOVEMENT
THE PORT IS RESPONSIBLE TO CONFORM TO APPLICABLE CODE OF FEDERAL REGULATIONS AND OTHER REGULATIONS PERTAINING TO GROSS WEIGHT LIMITATIONS (TITLE 29, CFR, CHAP XIII, PART 1504, SAFETY & HEALTH REGULATIONS FOR LONGSHOREMEN, 1504.85); WEIGHING AND MARKING OF CONTAINERS (TITLE 29, PART 1918.85); AND DANGEROUS CARGO (TITLE 46, PARTS 146-149).	53 CODE OF FEDERAL REGULATIONS
THE PORT OF SEATTLE WILL PERFORM RECEIVING, CHECKING AND CLERKING, SEGREGATION BY CONSIGNEE WHEN REQUIRED, LOADING INTO CONTAINERS INCLUDING BLOCKING AND BRACING AS MAY BE REQUIRED, APPLICATION OF SEALS/LOCKS TO STUFFED CONTAINERS, MAINTENANCE OF SEAL/LOCK REGISTER AND ACCOUNTABILITY, AND NECESSARY DOCUMENTATION INCLUDING PREPARATION OF TRANSPORTATION CONTROL MOVEMENT DOCUMENTATION, AND UNLOADING OF INLAND CONVEYANCE AT RATES AND CONDITIONS NAMED HEREIN.  THE PORT OF SEATTLE WILL UNLOAD CONTAINERS, PERFORM RECEIVING, CLERKING AND CHECKING, SEGREGATION BY DESTINATION, PERFORM LOADING OF INLAND CONVEYANCE AT RATES AND CONDITIONS NAMED HEREIN, AND COMPLETE DELIVERY DOCUMENTS AS MAY BE REQUIRED.	54 SCOPE OF WORK
THE PORT OF SEATTLE IS RESPONSIBLE TO EXPEDITIOUSLY STUFF CARGO BASED ON CRITERIA PROVIDED BY THE GOVERNMENT.	55 CARGO MANAGEMENT

ISSUED APRIL 13, 1976 (2630)

EFFECTIVE MAY 15, 1976

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CORRECTION No. 55

PORT OF SEATTLE MILITARY TARIFF NO. 2

## SECTION 2 -- CONTAINER VANNING AND DEVANNING

<p>THE GOVERNMENT WILL REQUIRE INSPECTION OF ONE (1) PERCENT OF CONTAINERS STUFFED UNDER THIS TARIFF. THE CONTAINERS ARE TO BE SELECTED ON A RANDOM BASIS BY THE GOVERNMENT. THE CHARGES FOR THE UNLOADING, INSPECTION AND RELOADING OF THE CONTAINER WILL BE BORNE BY THE GOVERNMENT AT THE RATES STIPULATED HEREIN.</p> <p>HOWEVER, SHOULD THE RESULT OF SUCH INSPECTION INDICATE DISCREPANCIES EXCEEDING TEN (10) PERCENT OF THE CARGO CONTAINED OR DOCUMENTED AS CONTAINED IN THAT VAN (WHICHEVER IS GREATER), THE PORT OF SEATTLE WILL ASSUME THE COSTS INVOLVED IN THE UNLOADING, INSPECTION, RELOADING AND DOCUMENTATION OF THE VAN.</p>	<p>56</p> <p>QUALITY CONTROL</p> <p>▲</p>
<p>IN PERFORMING THE SERVICES COVERED BY THIS TARIFF, THE PORT OF SEATTLE WILL ACCEPT RESPONSIBILITY FOR LOSS OR DAMAGE TO CONTAINERS AND TO CONTAINERIZABLE CARGO WHEN CAUSED BY ITS EMPLOYEES OR OTHERS RETAINED BY THE PORT TO ACCOMPLISH THE SERVICES OR FUNCTIONS HEREIN.</p> <p>THE PORT IS NOT RESPONSIBLE FOR CONCEALED DAMAGE OR LOSS OR FOR THE CONDITION OF CONTENTS OF INBOUND DAMAGED CONTAINERS WHEN RECEIVED IN THAT CONDITION FROM THE VESSEL OR INLAND CARRIER.</p> <p>THE PORT IS RESPONSIBLE TO IDENTIFY, RECORD AND REPORT ANY SHORTAGE, OVERAGE OR DAMAGE TO CARGO RECEIVED FOR EXPORT OR IMPORT.</p>	<p>57</p> <p>LOSS OR DAMAGE - CONTAINERS AND/OR CONTAINERIZABLE CARGO</p>
<p>"THE PORT IS RESPONSIBLE TO PROVIDE ADEQUATE SECURITY FOR PROTECTED (SENSITIVE), PROTECTED (PILFERABLE) AND PROTECTED (CONTROLLED) CARGOES IN ACCORDANCE WITH CRITERIA PROVIDED SEPARATELY BY THE GOVERNMENT".</p>	<p>58</p> <p>SECURITY OF PROTECTED, SENSITIVE, AND CLASSIFIED CARGO</p>
<p>"PROTECTED (SENSITIVE) CARGO: CONSISTS PRIMARILY OF SMALL ARMS WEAPONS BUT WILL ALSO INCLUDE AMMUNITION FOR SMALL ARMS WEAPONS.</p> <p>PROTECTED (PILFERABLE) CARGO: HIGH VALUE ITEMS AND/OR ITEMS SUSCEPTIBLE TO PILFERAGE WHICH HAVE A READY SALE POTENTIAL IN ILLICIT MARKETS. THIS INCLUDES ALCOHOLIC BEVERAGES.</p> <p>PROTECTED (CONTROLLED) CARGO: SHIPMENTS REQUIRING ADDITIONAL CONTROL AND SECURITY SUCH AS CLASSIFIED SHIPMENTS, CONFIDENTIAL AND ABOVE, NARCOTICS, REGISTERED MAIL, PRECIOUS METAL ALLOYS, AND DRUG ABUSE ITEMS."</p>	<p>59</p> <p>CONTROLLED, SENSITIVE, AND CLASSIFIED CARGO</p>
<p>THE RATES IN THIS SCHEDULE ARE SUBJECT TO THE APPLICATION OF ITEMS 35, 37, 38, 39, AND NOTE APPEARING ON PAGE NO. 11.</p>	<p>60</p> <p>RATES CONDITIONAL</p>
<p>RECOMMENDED TARIFF REVISION</p>	
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<p>CORRECTION No. 56</p>	