



Notice of Tariff Change Effective April 1, 2025

Port of Seattle Terminals Tariff No. 5 is revised as follows:

RATE CHANGES:

ITEM 4035

DEPARTMENT OF ECOLOGY MEMORANDUM OF UNDERSTANDING PROGRAM FEE

Provisions under this Item apply to all passenger cruise ships that use Port Terminals and are subject to the Department of Ecology Memorandum of Understanding. The following standard charges apply per cruise call.

Department of Ecology Memorandum of Understanding Program Fee

Per passenger vessel per call..... \$38.25 to \$12.45

ITEM 5020

WHARF DEMURRAGE

(E) STAGING – VEHICLES, CONTAINERS, AND ROLLING STOCK – APPLIES TO TERMINAL 91 ONLY

Truck and Vehicle Staging (less than 30 days)..... \$90.00 per day per truck
Truck and Vehicle Staging 30 days or more \$300.00 to \$290.00 per month + tax
per truck

Note: Daily staging must be arranged in advance and unit must be located in a location designated by Port. Rate applies to a specific unit. Port reserves the right to require relocation at any time at user's expense upon 24 hours' notice or may reposition and invoice user at cost for labor and equipment. All monthly rates are based on a calendar month.

LANGUAGE CHANGE

Reads:

ITEM 1060

COMPLIANCE WITH SAFETY, ENVIRONMENTAL, AND OTHER LAWS

(B) ENVIRONMENTAL REQUIREMENTS AND BEST MANAGEMENT PRACTICES (BMPs)

All Users shall manage and conduct all of their activities on or relating to the marine terminals: (i) in compliance with all applicable Environmental Law; (ii) in cooperation with the Port in the Port's efforts to comply with Environmental Law; (iii) with due consideration for the Port's environmental goals, specifically those identified in the Century Agenda and Maritime Climate and Air Action Plan (MCAAP), and (iv) in adherence with BMPs. Without limiting the generality of the foregoing, all Facility Users shall comply with all applicable Stormwater Pollution Prevention Plans (SWPPPs) associated with the marine terminal facilities they occupy or operate. Upon request from the Port, each User will promptly provide the Port with any permits, plans or submittals required by any regulatory agencies related such User's occupation or operations on the Port's marine terminals. In the event of a violation of Environmental Law, a violation of an environmental provision of this Tariff, a Hazardous Substance Release, threat of or reasonable suspicion of the same, or other environmental incident that occurs on a marine terminal, Users shall promptly notify the Port. Users shall notify the Port by calling the Port's emergency telephone number 206-787-3350.

Climate Goals: The Port of Seattle's GHG reduction goals include scope 1 and 2 targets to achieve an absolute reduction of 50% by 2030 from a 2005 baseline and to be net zero emissions by 2040, and scope 3 targets to achieve an absolute reduction of 50% by 2030 from a 2007 baseline and carbon neutral by 2050.

Best Management Practices - BMPs shall mean: (i) environmental or operational standards or guidelines that establish common and accepted practices appropriate for a User's operations on the marine terminal; and (ii) standards or guidelines as stated by pertinent trade associations, professional associations or regulatory agencies.

To Read:

ITEM 1060

COMPLIANCE WITH SAFETY, ENVIRONMENTAL, AND OTHER LAWS

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Best Management Practices - BMPs shall mean: (i) environmental or operational standards or guidelines that establish common and accepted practices appropriate for a User's operations on the marine terminal; and (ii) standards or guidelines as stated by pertinent trade associations, professional associations or regulatory agencies.

Reads:

ITEM 4006

DISCRETIONARY SECURITY FEES FOR HOME PORT CRUISE SHIPS

Further security services may be requested from the below list by a cruise line for a home port cruise ship, based on availability of security equipment. These security services are in addition to the baseline security included in tariff Item 4005 and will be billed in addition to tariff Item 4005 per cruise call on a per passenger basis. Should these services be selected by a cruise line for a home port cruise ship, the charge will apply to all home port calls of that cruise ship throughout that cruise season. For purposes solely relating to this Item, the term "home port" applies to passenger cruise ships that use Port Terminals as a home port for disembarking and embarking passengers beginning and ending the voyage in Seattle.

(1) ADDITIONAL BAGGAGE SCREENING STATION & SCREENERS

Home Port – Cruise Ship	
Per Passenger each way.....	\$0.13

(1) ON BOARD SECURITY / TWIC ESCORT

(EACH 10 HOUR PERIOD)

Home Port – Cruise Ship	
Per Passenger each way.....	\$0.05

(1) ADDITIONAL GUARD

Home Port – Cruise Ship	
Per Passenger each way.....	\$0.14

(1) ADDITIONAL TRAFFIC-OFFICER

Home Port – Cruise Ship	
Per Passenger each way.....	\$0.04

To Read:

ITEM 4006

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Per Passenger each way.....	\$0.14

(1) ADDITIONAL TRAFFIC-OFFICER

Home Port – Cruise Ship	
Per Passenger each way.....	\$0.04

(1) ADDITIONAL PASSENGER STATION & SCREENERS

Homeport – Cruise Ship

\$0.21

Per Passenger each

way.....

Reads:

ITEM 9000

DRAYAGE TRUCK OPERATIONS

In accordance with the Port's desire to achieve the air quality goals described in the Northwest Ports Clean Air Strategy, the Port seeks to reduce diesel emissions from drayage truck operations at its international container terminals ("Container Terminal" or "Container Terminals"). Accordingly, the following will apply to all Container Terminal tenants ("Tenants") that have incorporated by reference this tariff item in their leases or use agreements:

- (1) Effective on January 1, 2011, all trucks entering a Tenant's Container Terminal for the purposes of draying containers ("Drayage Trucks") to or from the Container Terminal must be engine model year 1994 or newer. Tenants will bar noncompliant Drayage Trucks from entering the Container Terminals.
- (2) The Port desires that by January 1, 2016, eighty percent (80%) of all Drayage Trucks entering a Tenant's Container Terminal will be engine model year 2007 or newer. Tenants will cooperate with the Port in collecting information regarding the progress being made to achieve the eighty percent (80%) goal.
- (3) Effective on January 1, 2018, all Drayage Trucks entering a Tenant's Container Terminal must be engine model year 2007 or newer. Tenants will bar noncompliant Drayage Trucks from entering the Container Terminals.
- (4) The Port will be responsible for providing the identifying mechanisms to enable the Tenants to identify Drayage Trucks that comply with standards of this Tariff Item. The Port may allow for non-compliant trucks at its discretion.

To Read:

ITEM 9000

DRAYAGE TRUCK OPERATIONS

In accordance with the Port's desire to achieve the air quality goals described in the Northwest Ports Clean Air Strategy, the Port seeks to reduce diesel emissions from drayage truck operations at its international container terminals ("Container Terminal" or "Container Terminals"). Accordingly, the

following will apply to all Container Terminal tenants ("Tenants") that have incorporated by reference this tariff item in their leases or use agreements:

- (1) Effective on January 1, 2018, all Drayage Trucks entering a Tenant's Container Terminal must be engine model year 2007 or newer. Tenants will bar noncompliant Drayage Trucks from entering the Container Terminals.
- (2) The Port will be responsible for providing the identifying mechanisms to enable the Tenants to identify Drayage Trucks that comply with standards of this Tariff Item. The Port may allow for non-compliant trucks at its discretion.

New Language:

ITEM 7000

(O) DOCKAGE RATES FOR PIER 28 SLIP

Dockage rate at Pier 28 Slip will be assessed in dollars per 24 hours or portion thereof or as otherwise noted or specified in this tariff.

Daily Rate: \$820.00 per 24-hour period or portion thereof (2) (3) (4)

Monthly Rate: \$650.00 per day (1) (2) (3) (4)

- (1) Monthly Moorage – Minimum 30 consecutive days. Must be arranged in advance. Subject to Washington Leasehold Excise Tax.
- (2) Rafting – Rafting is not permitted, except for assist vessels alongside, and provided the overall width of the vessel at berth and the assist vessel alongside do not have a total beam in excess of 150 feet from the face of the Slip.
- (3) Vessel Size – Maximum LOA 400'
- (4) Security Fees (Item 1450) do not apply at Pier 28 Slip. No shoreside access is allowed at this facility. All vessel owners and or operators are required to maintain compliance with all applicable federal, state and local laws and regulations, including the Maritime Transportation Security Act (MTSA) and Title 33, Code of Federal Regulations Parts 101 – 105.