

## SECTION 1 GENERAL RULES AND MISCELLANEOUS RATES

	Item #
<b>The Port</b> -The term the "Port" shall mean the Port of Olympia, Olympia, Washington.	100.0
<b>Application of Tariff</b>	105.0
<b>Effective Date</b> - This tariff shall be effective on and after the effective date as shown on each page.	105.1
<b>Notice to Public</b> - This tariff is notice to the public that the rates, charges, rules and regulations contained herein apply to all users without specific notice or quotation.	105.2
<b>Port Scale Weights Prevail</b> - The Port will issue a weight certificate when the weight of a shipment is unknown, required or requested. If the difference between the Port's weight certificate and the weight provided by the vessel is greater than ten percent (10%), then the Port's certified scale weight will apply for all Port charges.	105.3
<b>Reservation of Agreement Rights</b> - The Port reserves the right to enter into agreements with common carriers, shippers and/or their agents concerning rates and service providing such agreements are consistent with existing local, state and national regulations.	105.4
<b>Specific Commodity Rates Prevail</b> - Rates provided for specific commodities will prevail over Not Otherwise Specified (NOS) rates or any general commodity rate. When no specific or NOS rates are set forth in this tariff, such charges shall be based on a time, equipment and materials basis.	105.5
<b>Use of Facilities Deemed Acceptance of Tariff</b> - Use of the Port's marine terminal facilities shall be deemed an acceptance of this tariff along with all the specified terms and conditions contained herein. It is the responsibility of the user to be aware of the physical characteristics of the facilities (see Item 140.2, Terms of Payment).	105.6
<b>Piling Damage Replacement</b> - Vessels will be responsible for and charged for the replacement of any pilings damaged during their occupancy of a Port berth. Damage identified during or after a vessel's departure will be deemed to have occurred during the vessel's berthage unless the Port is notified by the vessel's agent in writing prior to tie-up, of any pre-existing damage to the piling.	107.0
<b>Performance of Services on Port Facilities</b> - The Port reserves the right to perform all services and furnish all equipment, supplies and material in connection with the operation of its marine terminal facilities. No person, firm or corporation shall be allowed to perform any services on the Port's marine terminal facilities without written permission from the Port. Those permitted to perform services shall apply, as well as adhere to, this tariff and any additions, revisions, or supplements.	110.0

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<b>Shipper's Requests and Complaints</b> - Any party may initiate inquiries or complaints on matters relating to rates, charges, rules and regulations contained in this tariff by filing a fully documented statement with the Executive Secretary, Northwest Marine Terminal Association Inc., P.O. Box 5684, Bellevue, Washington 98006.	115.0
<b>Definitions</b>	120.0
<b>Containerized Cargo</b> is any cargo that is shipped in ocean carrier's marine containers (see Section 4).	120.1
<b>Containers</b> are defined as containers, rigid or collapsible, with or without wheels, of such type, size and construction as to meet the requirements in the ocean carrier's tariff.	120.2
<b>Holiday</b> is any legal holiday proclaimed by state or national authority or designated by applicable collective bargaining agreements.	120.3
<b>Point or Place of rest</b> is that area on the terminal facility assigned for receipt of inbound cargo from the vessel and for receipt of outbound cargo for vessel loading.	120.4
<b>Unitized Cargo</b> is that cargo prepared or packed for routine handling with Port mechanical equipment.	120.5
<b>Conditions for Acceptance, Retention or Delivery of Cargo</b>	125.0
<b>Right to Exclude Explosives, Nuclear Materials, Hazardous and Inflammable Commodities</b> - At the Port's option, subject to federal, state and city regulations, special arrangements may be made to process explosive, nuclear materials, hazardous or inflammable commodities or materials at the marine terminal facilities.	125.1
<b>Right to Refuse Cargo</b> - The Port reserves the right (without responsibility for demurrage, other charges, loss or damage) to refuse to accept, receive, or unload cargo. In addition, the Port can refuse to allow vessels to discharge:	125.2
Cargo, for which previous arrangements for space, receipt, unloading or handling have not been made with the Port by the shipper, consignee or carrier.	125.2.1
Cargo deemed extremely offensive, perishable or hazardous.	125.2.2
Cargo not in packages or containers suitable for ordinary handling incidental to its transportation.	125.2.3

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<b>Right to Remove, Repack or Recondition, Repile and Transfer Cargo</b>	125.3
At the Port's option, cargo remaining on the terminals after expiration of the free time (see Item 800.0) and cargo shut out at clearance of the vessel may be piled or repiled to make space; transferred to other locations within the terminals; or relocated to public or private warehouses with all expense and risk of loss or damage for the account of the owner, shipper, consignee or carrier.	125.3.1
At the Port's sole discretion, cargo considered hazardous, offensive, or by its nature liable to damage other cargo, can be either removed from the terminal, repacked, or the original packaging may be reconditioned. All expense and risk of loss or damage will be that of the owner, shipper, consignee or carrier. These expenses include, but are not limited to, surveying, reconditioning, containment, government fines or assessments, and additional labor or equipment requirements.	125.3.2
<b>Right to Sell Cargo</b> - The Port may sell at public or private sale, any cargo on which the owner fails to or refuses to pay terminal charges. The proceeds of the sale are to be applied first to the cost and expense of sale and thereafter to the charges. Cargo of a perishable nature or of a nature liable to damage other cargo or property, may be sold at public or private sale without advertising.	125.4
<b>Right to Withhold Delivery</b> - The Port reserves the right to withhold delivery of any cargo until all accrued terminal charges have been paid in full.	125.5
<b>Information to be Supplied to the Port</b>	130.0
<b>Manifests</b> - Masters, owners, agents or operators of vessels are required to furnish the Port with complete copies of vessels' manifests showing cargo descriptions, names of consignees and/or consignors, and the weights or measurements of all cargo loaded or discharged at the Port's marine terminal facilities. Manifests must also designate the basis (weight or measurement) on which rates were assessed. In addition, manifests should identify bills of lading as mini- landbridge, microbridge or Overland Common Point (OCP), as applicable, for assessment of proper tariff rates. In lieu of manifests, certified cargo lists, copies of ocean bills of lading, or "boat notes" or "mates' receipts" containing all information as required above may be accepted. The Port must receive such information within 10 days of vessel's departure from the Port's marine terminal facilities.	130.1
<b>Vessel Stowage Plan</b> - Must be received five days prior to vessel arrival.	130.2

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<b>Dangerous Cargo List</b> - Must be received prior to vessel arrival.	130.3
<b>Refrigerated Container List</b> - Must be received prior to vessel arrival.	130.4
<b>Billing in U.S. Measure</b> - Upon customer request, billing will be performed on the basis of U.S. Measure in accordance with the conversion factors published at the end of this tariff. The billing rates will reflect the conversion from 1 kiloton or cubic meter basis to a short ton or 40 cubic foot basis, respectively.	135.0
<p><b>United States Coast Guard Compliance</b></p> <p>All ocean-going vessels using or scheduled to use a Port berth shall be in compliance with the United States Coast Guard (USCG) rules and regulations. At any time, while at berth, a vessel is determined by USCG to be in noncompliance or substandard, or if the cargo operation is interrupted or ordered-to-stop by the USCG authorities or Captain of the Port, the vessel/owner(s)/operator(s) shall be liable for all consequential delays, damages and costs, and the Port shall have the right to order the vessel to vacate the berth if the cargo operation has not resumed within one hour from the time it stopped.</p> <p>If at any time, prior to the vessel's berthing, it is determined by the USCG that the vessel is deficient, the vessel's agent/master/owner(s)/operator(s) shall immediately notify the Port indicating the nature of the deficiency so determined. Depending on the deficiency's potential impact on the cargo operation, the Port shall have the right to reject or void the vessel's application for berthing until the deficiency is corrected, acceptable to the USCG.</p>	137.0
<p><b>Compliance with Safety Precautions</b></p> <p>The stevedore and all other service providers shall exercise care in the performance of its operations in order to prevent injury to or death of any person, and damage to, destruction to or loss of property. The stevedore and all other service providers shall take all necessary safety precautions and comply with recognized commercial and marine safety practices, procedures and regulations.</p>	138.0

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<p><b>Reporting of Incidents</b></p> <p>In the event of a safety or security incident, the situation should be handled using the appropriate emergency response protocol. First and foremost, seek assistance from the appropriate sources (911, Port of Olympia personnel, etc.) and mitigate the damages to the immediate extent possible. The person having knowledge of the incident must then <b>immediately</b> report a description of the event to the Port of Olympia in writing, by submitting an Incident Report. This form may be obtained from the Marine Terminal office. Any incident which occurs on Port of Olympia property involving injury, death, damage to property, theft or pilferage, oil or contaminate spills, personal loss, fire, suspicious activity, breach of security or any other incident of a similar threat must be reported.</p>	138.1
<p><b>Emergency / Fire</b></p> <p>ALL ACTUAL AND INDIRECT COSTS INCURRED BY A VESSEL BECAUSE OF A FIRE UTILIZING ANY BERTH COVERED BY THIS TARIFF SHALL BE PAID BY THE VESSEL UTILIZING THE BERTH.</p> <p>The vessel acknowledges responsibility for damage arising out of its shipboard fires and shall hold the Port harmless from and indemnify the Port for any and all damage, liability, settlements, loss, costs, and expenses in connection with the fire and with any action, suit, or claim resulting or allegedly resulting from the fire or its suppression at Port facilities, except for that resulting from Port negligence, or that of the Port's employees or agents.</p>	139.0
<b>Charges and Payment</b>	140.0
<b>Collection and Guaranty of Charges</b>	140.1
Wharfage, Loading and Unloading, Service and Facilities Charges, and Miscellaneous Charges:	140.1.1
Wharfage, loading and unloading and miscellaneous charges shall be assessed according to the terms of the "Supplement to Application for Berth Reservation".	140.1.1A
The overtime differential, related to overtime shifts while the vessel is in port, shall be billed to the vessel, its owner or operator (See Item 600.5).	140.1.2A
Cargo received by the Port from an inland carrier which is not delivered to a vessel, but instead is delivered to an inland truck or rail carrier, may be assessed the Service & Facilities Charge. These Service & Facilities Charges will be billed to the owner of the cargo unless absorbed by the ocean carrier.	140.1.2B

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<b>Terms of Payment</b> Use of Port facilities or service is conditioned upon satisfactory assurance to the Port that all charges will be paid when due. Charges are due and payable as they accrue or on completion of service or use.	140.2
<b>The Port May Require Payment in Advance for the Following</b>	140.3
Before vessel is assigned a berth and commences its loading or unloading operations.	140.3.1
Before cargo leaves the custody and control of the terminal for inbound shipments, and before outbound cargo is released from the custody and control of the terminal.	140.3.2
For all services provided on perishable cargo, cargo of doubtful value, and household goods.	140.3.3
<b>Payment Terms Are Cash</b> - Port customers, prior to the use of facilities or receiving services, may receive extended payment terms, provided they have established credit worthiness or have posted adequate security acceptable to the Port. Conditions under which extended payment terms may be granted are outlined in the Supplement to Application for Vessel Berth Reservation as shown at the end of this tariff In the case of delay or failure to pay invoices when due, the Port reserves the right to demand payment of charges in advance before further services will be performed or before delivery of cargo against which charges have accrued. Any pending or alleged claims against the Port will not be allowed as an offset against outstanding invoices or accrued charges.	140.4
<b>Delinquent Invoices</b> - Invoices issued by the Port are due and payable upon presentation.  Invoices not paid within thirty (30) days of the due date shall bear a delinquency charge of eighteen percent (18%) per annum or, if less, the maximum rate of interest allowed by law, from the date of delinquency until paid. The delinquency charge on the overdue amounts shall be subject to periodic change in the sole discretion of the Port. The Port's failure to impose a delinquency charge shall not be a waiver of the Port's other rights and remedies for such delinquent payment, nor of the Port's right to later charge and collect a charge for such delinquency. Acceptance of any delinquency charge by the Port shall in no event prevent the Port from exercising any of the other rights and remedies granted under this Tariff or by law.  Any and all additional collection expenses, including attorney fees and costs necessary to effect collection, may also be assessed.	140.5

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<b>Minimum Billing Charge</b> - No single invoice shall be issued by the Port for less than \$30. Such minimum billing charge shall take precedence over any other provision in this tariff. The only exception is delinquency charges (see Item 140.5, Delinquent Invoices).	140.6
<b>Insurance and Indemnification</b>	145.0
<b>Insurance</b> - Every party using Port marine terminal facilities shall obtain and maintain insurance in the type applicable to cover bodily injury and property damage arising out of their work at or upon the terminal facilities. The following insurance coverages must be secured:	145.1
Workers' Compensation Insurance (including Longshoremen & Harbor Workers Act, if applicable). This coverage is required under Federal and State statutes for all the party's employees performing its work. In addition, Jones Act coverage (if applicable) is required in an amount not less than \$1,000,000. Employer's Liability insurance is also required in an amount not less than \$1,000,000.	145.1.1
Commercial General Liability, Protection and Indemnity, Charterer's Legal Liability, sudden and accidental Pollution Liability, and any other insurance required by state and federal law, as applicable, with separate limits of \$5,000,000 each coverage. Coverage should include liability assumed under contract, broad form property damage covering property in the insurer's care, custody, and control. This insurance shall cover claims for bodily injury, personal injury, death or property damage occurring on, in or about any vessels being loaded by a party on Port premises and adjoining areas.  Every party shall submit to the Port certificate(s) of insurance as evidence of the required coverage. Such insurance shall name the Port as an additional insured as respects their use of Port facilities and shall provide that the Port is to be given 30 days' prior written notice of any cancellation. Such insurance shall be primary, and shall not seek contribution from any insurance or self-insurance carried by the Port.	145.1.2

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<p><b>Indemnification; Reimbursement for Damage</b> - Except to the extent limited by Section 145.3, every party using Port marine terminal facilities ("Facility User") shall defend (using legal counsel acceptable to the Port), indemnify, and hold harmless the Port from and against, and reimburse the Port for, any and all actual or alleged claims, damages, expenses, costs, fees (including, but not limited to, attorney, accountant, paralegal, expert, and escrow fees), fines, and/or penalties (collectively "Costs") which may be imposed upon or claimed against or incurred by the Port and which, in whole or in part, directly or indirectly, arise from or are in any way connected with any of the following, unless exclusively resulting from the Port's negligence or willful misconduct: (a) any act, omission or negligence of the Facility User; (b) any use, occupation, management or control of the marine terminal facility by the Facility User, whether or not due to the Facility User's own act or omission and whether or not occurring on the marine terminal facility; (c) any breach, violation or nonperformance of the regulations, rules and terms of this tariff; or (d) any damage caused by the Facility User on or to the marine terminal facility. For purposes of this Section 145.2(a) through (e), "Facility User" shall be deemed to include Facility User and Facility User's respective partners, officers, directors, agents, employees, invitees and/or contractors.</p>	145.2
<p><b>Himalaya Clause</b> - It is hereby expressly agreed between the Port of Olympia and any Carrier using the Port's facilities that as a condition and in consideration of using those facilities, the Port of Olympia, as well as any and all its employees, servants, agents and/or independent contractors (hereinafter "Port") used or employed in connection with the performance of any of the Carriers' obligations under their various Bills of Lading shall be treated as and shall be express beneficiaries of those Bill(s) of Lading. As such, the Port shall have the benefit of all rights, defenses, exemptions from or limitations on liability and immunities of whatsoever nature to which the Carrier(s) are or may be entitled under the provision of any Bill of Lading or by law so that the Port shall not, under any circumstance, be under any liability in either contract or tort greater than that of the Carrier(s) themselves.</p>	145.3
<p><b>Limits of Liability</b> - No provision contained in this tariff shall limit or relieve the Port of Olympia from liability for its own negligence nor require any person, vessel, or lessee to indemnify or hold harmless the Port of Olympia from liability for the Port's own negligence.</p>	145.4
<p><b>Responsibility for Demurrage and Delays</b></p>	150.0
<p><b>Demurrage</b> - Railroad Cars or Vessels</p>	150.1
<p><b>Railroad Cars</b> - The Port shall assume no responsibility for railroad car demurrage caused by delays not reasonably within the Port's control. Demurrage caused by delays arising from strikes, slowdowns or riots of any persons in the employ of the Port or in the services of others shall not be assumed by the Port.</p>	150.1.1

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<b>Vessels</b> - The Port shall assume no responsibility whatsoever for any vessel demurrage, except for that caused by the Port's own negligence.	150.1.2
<b>Waiver of Charges for Delays</b> - Delays in loading, unloading, receiving, delivering or handling of cargo arising from strikes, slowdowns or riots by any persons in the employ of the Port or in the services of others or arising from any other cause shall not entitle owners, consignees, or carriers to waive any terminal charges or expenses.	150.2
<b>Responsibility for Loss, Damage and Delay of Merchandise and Cargo</b>	155.0
<b>Port's Responsibility Limited</b> - The Port shall not be responsible for any loss, damage or delay of merchandise or cargo (including but not limited to empty containers), which may arise from any cause beyond its direct authority and control.  Further, the Port, shall not be liable for any loss which results from animals, insects, rodents or vermin; nor from decay, deterioration, evaporation, shrinkage or loss of quantity, quality or value from inherent vice of product; nor from fire, frost, leakage or discharge from fire protective sprinklers, oxidation or rusting; nor from civil disorder, insurrection, riot, strike, slowdown or labor stoppage whether or not agents or the employees of the Port are involved; nor for delay caused by shortage of qualified labor; nor for damage to empty containers resulting from wind, flood, or similar factors; nor for loss caused by Acts of God.	155.1
<b>Responsibility During Free Time Period</b> - Except as limited by specific provisions in this tariff, liability for loss, damage or delay to merchandise during free time periods as specified in this tariff shall be limited as set forth in the ocean carrier's receipt or bill of lading.	155.2
<b>Responsibility as Warehouseman</b> - Except as limited by specific provisions, liability for loss, damage or delay to merchandise while in the care, custody or control of the Port at any time other than the free time periods specified in this tariff shall be that of a warehouseman only.	155.3
<b>Valuation of Merchandise for Claims Purpose</b> - Any claims against the Port shall be based upon the actual cost of the merchandise plus freight and insurance, if paid. Claims for partial loss or damage of merchandise shall be prorated based upon the weight of the lost or damaged portion versus the entire shipment.	155.4

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<b>Claims</b>	160.0
<b>Loss or Damage Claims</b> - Notice of claim against the Port for loss of or damage to cargo or merchandise, including but not limited to indemnity claims, must be filed with the Port, in writing, within 180 days of the occurrence of the alleged loss of or damage to cargo or merchandise. Commencement of an action shall be within two years of the occurrence of the alleged loss of or damage to cargo or merchandise.	160.1
<b>Recovery of Overcharge Claims</b> - Claims for recovery of overcharges must be filed in writing with the Port within twelve (12) months following the date of the invoice against which the overcharge is claimed.	160.2
<p><b>Security Service</b></p> <p>A. When, due to Rules and Regulations of Federal, State or local authorities, the terminal is requested to provide special security service in connection with cargo moving through its facilities, the terminal shall assess the cost of such security service to the carrier handling such cargo.</p> <p>B. When special security service is requested by the carrier, shipper or consignee, in connection with cargo being handled at the terminal, the terminal shall assess the cost of such security service to the party requesting the service.</p> <p>C. Municipality Security and/or Port Contract Security shall be charged at cost plus 15% (see item 187.0).</p> <p>D. Excepting service contracts, the minimum security fee shall be \$480.00 per vessel per 24-hour period. After the first 24-hours, up to two periods of berth occupancy of 8-hours or less will be billed at one-third of the full rate (\$160) on the final day of occupancy. An additional security fee shall not be assessed when a vessel departs the port within 60 minutes of a subsequent security period.</p> <p>E. Military cargo, due to the nature of its purpose and content, may be subject to increased levels of security and thereby additional security charges may be imposed. Charges will be assessed only for actual costs incurred by the Port for services related to the safeguarding and movement of military cargo to and from the Port.</p>	162.0
<p><b>Payment by the Port of Pacific Maritime Association (PMA) Tonnage Assessments</b> - An ocean carrier may ask the Port to pay their PMA tonnage assessments. The carrier shall furnish the Port with the revenue tons loaded and discharged, for both general cargo and bulk cargo, on each vessel that they request the Port pay their tonnage assessments to PMA. The Port will bill the carrier for these assessments as a separate amount in addition to all other published tariff rates and charges. The Port will pay PMA after it has first received payment from the carrier.</p>	165.0
<b>U.S. Government Cargo</b> - Quoting and Filing Rates and Charges - Rates and charges assessed by the Port of Olympia for facilities and/or services that are paid directly to the Port by the U.S. government may be quoted upon request. Those rates quoted shall be filed with the Federal Maritime Commission prior to the Port's providing those facilities and/or services.	170.0

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<b>Electrical Current</b>	180.0
<b>Electrical Rates</b> - The charge for electric service includes electric power at the utility company's current tariff rate, use of the power distribution system at the applicable terminal which includes use of portable transformers as available or necessary, common area lighting as well as related administration, services and equipment. These charges are in addition to the charges for other services and equipment listed elsewhere in this tariff.	180.1
The Port will exercise reasonable care to provide adequate and continuous electric service but does not guarantee the same. The Port shall not be liable for injury, loss or damage resulting from any failure or curtailment of electric service not occasioned by its tortious conduct or that of its agents or employees.	180.2
Labor Services performed will be billed at tariff labor rates shown in Section 6 (see Item 1010.004, Labor Services, for electrical hookup).	180.3
<b>Fresh Water</b> - Fresh water will be furnished at tariff rates (see Item 1000.000). Rates include use of couplings, hoses and labor required between 7 a.m. and 3:30 p.m. Monday through Friday excluding holidays. Labor for water hooked up and/or disconnected during other hours will be billed at overtime differential rates calculated from labor tables in Section 6.	182.0
<b>Disposal of Vessel's Oily Waste, and Garbage</b> - Vessels requiring discharge of oily waste or garbage, as defined in Annex V of MARPOL 73/78, at the Port of Olympia shall obtain the services of an oily waste or garbage hauler that meets all Coast Guard and other Government laws and regulations in effect at the time of the haul.  The oily waste or garbage hauler is not an agent or employee of the Port, nor shall the Port be liable for any act, omission, or negligence of any such oily waste or garbage hauler.	183.0
<b>Sorting Lumber</b> - Lumber received by the Port will be sorted by mark or length as requested by the steamship line. When a mark must be retrieved from the pile prior to vessel loading, the service performed will be billed at labor and equipment rental rates shown in labor and equipment rates in Sections 6 and 7 (see Item 1030.000).	184.0
<b>Materials, Supplies and Services</b> – Materials, supplies and outside services furnished by the Port shall be billed at cost, taxes and freight plus 15 percent.	187.0
<b>Dunnage</b> – All dunnage provided will be furnished as per tariff item 187.0 at cost plus 15 percent. Scrap dunnage provided from our inventory (not supported by receipts) to truck drivers will be provided at \$25.00 per truck.	187.1
<b>Rates for Cleaning Dock Area</b> - The service performed will be billed at the labor rates and equipment rates shown in Sections 6 and 7 (see Item 1060.010). In addition, disposal costs will be assessed the stevedore firms when they do not clear the dock areas of dunnage, stevedore gear, equipment or material upon completion of loading or discharging of vessel.	188.0

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<p><b>Prepaid Inland Freight Service</b> - The Port will provide a prepaid inland freight service upon receipt of written authorization to act as a shippers' agent by the cargo owner.</p> <p>Charges for the prepaid inland freight service will be at rates agreed upon between the Port and the cargo owner or agent.</p> <p>Invoices covering prepaid inland freight services are due and payable upon presentation of the invoice (see Item 140.5).</p>	190.0
<p><b>Passenger Traffic Fee</b> - In addition to other tariff provisions, the terms and conditions of this item apply and charges are assessed to cruise ships (see Item 1090.050).</p> <p>When the trip covers a continuous cruise on a vessel from Olympia returning to Olympia, one fee only applies.</p>	191.0
<p><b>Fuel Flowage Fee</b> - All diesel or gasoline delivered in bulk via truck to vessels berthed at the Port for the sole purpose of taking on fuel will be assessed a fuel flowage fee in the amount of five (\$0.05) cents per gallon. This fee will be assessed to the distributor providing the fuel and shall be reported with a copy of the fuel ticket to the Port Office located at 915 Washington Street NE, Olympia, Washington, upon departure of fueling the vessel.</p> <p>Fueling done outside of normal business hours will be reported to security personnel.</p> <p>All fuel vendors must have a valid City of Olympia Fire Department permit on file at the Port Office prior to dispensing fuel.</p>	192.0
<p><b>Scale Fee</b> - The fee for weighing trucks at the Port's gatehouse is \$5.00 per weighing. A stamped weight ticket will be provided upon request. The terminal does not certify the accuracy of the scale weight on the scale ticket.</p>	193.0
<p><b>Wash Rack Fee</b> - The wash rack at the Marine Terminal is available for use at the rate of \$75.00 per machine. The Port's Maintenance Department must be contacted for scheduling the use of the wash rack. (Effective 09/01/01)</p>	194.0

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<b>Fresh Water Services</b>	1000.000
Refer to Item 182.0	
Water Consumption	1000.001
\$115.00 per 1 <sup>st</sup> 100 Cubic Feet or Fraction Thereof	
Water Consumption	1000.002
\$0.95 per Each Additional 100 Cubic Feet (per 100 CF)	
Compute 7-1/2 gallons per cubic foot, or 32 cubic foot per ton; 8-1/3 lbs per gallon, or 62.4 lbs per cubic feet.	
Electrical Service	1010.000
Refer to Item 180.0	
<b>Electrical Current Rates</b>	1010.003
Electricity furnished at actual cost as billed per utility company. Refer to item 182.0	
<b>Labor Services</b>	1010.004
Performed in connection with providing electrical current services. This service will be billed based on appropriate labor rates per Item 182.0.	
<b>Lumber Sorting Services</b>	1030.000
This service will be based on labor and equipment rates per Sections 6 & 7.	
<b>Dock Area Cleaning Services</b>	1060.000
This service will be based on labor and equipment rates per Section 5 & 7.	
<b>Prepaid Inland Freight Service</b>	1080.000
Freight charges based upon Inland Carriers rates and charges (Refer to Item 190.0).	1080.040
Cargo or containers discharged or loaded at another port and then transported to or from Olympia (Refer to Item 190.0)	1080.041
<b>Passenger Traffic Service</b>	1090.000
Refer to Item 191.0	
Passengers embarking or debarking from/to vessel or pier.	1090.050
\$5.00 per Passenger	