

**Notice of Tariff Changes
Effective December 10, 2025**

The following changes will apply to The Northwest Seaport Alliance Tariff No. 300:

Rate Changes:

ITEMS 339.000 – 339.300: Metals – Aluminum, Copper, Steel, Zinc

Current Rates:

Wharfage: \$18.36 per unit
Service & Facilities: \$16.03 per unit

New Rates:

Wharfage: \$16.74 per unit
Service & Facilities: \$17.65 per unit

New Tariff Item:

ITEM 113.000: Unclaimed and Abandoned Property

After expiration of the Free Time period for any unclaimed property, the Alliance will provide written notice sent via email and/or first-class mail to the last known address of the user, owner, and/or owner's agent, as indicated on the Alliance's records. Property that has been cleared for entry to the United States and is located at the Alliance's terminal facilities shall be deemed unclaimed and/or abandoned if such property is left or stored on the terminal for longer than ninety (90) days after the date of written notice from the Alliance to the user, owner, and/or owner's agent. The Alliance reserves the right to have any unclaimed and/or abandoned property removed from its premises after the Free Time period and ninety (90) days thereafter have expired. Property that has not been cleared for entry to the United States by U.S. Customs and Border Protection (Customs) remains under the jurisdiction of Customs and may be removed, transferred, disposed, or stored as directed by Customs. All costs incident to storage, property removal, and/or property disposal regardless of whether directed by the Alliance and/or Customs, will be the responsibility of the user, owner, and/or owner's agent. "Property" as referenced in this item, can include any tangible property such as containers, drums, boxes, cargo, vehicles, and equipment.

Language Change:

ITEM 800.000: Clean Truck Program (Subject to Notes A-B)

Previous Language:

In accordance with NWSA's desire to achieve the air quality goals described in the Northwest Ports Clean Air Strategy, NWSA seeks to reduce diesel emissions from drayage truck operations at its cargo terminals.

NWSA needs to maintain an accurate count of Drayage Trucks calling at its international marine cargo terminals to monitor air quality in the community and help optimize operations that boost terminal efficiency and further reduce fuel consumption. NWSA will therefore require all Drayage Trucks entering an

NWSA international marine cargo terminal to register with NWSA in accordance with the terms of this Tariff.

International marine cargo terminal Lessees that have incorporated this tariff item into their leases or use agreements (hereinafter “Marine Terminal Operators” or “MTOs”) will comply with the following provisions:

Notes:

A. Definitions

Drayage Truck: Any truck used to dray (transport) cargo, bare chassis, empty containers, and flatbeds.

B. Clean Truck Program

1. Drayage Trucks with a 2007 model year engine or newer, or with emission controls that achieve the equivalent level of air quality, that are calling at NWSA international marine cargo terminals after April 1, 2018 for the first time, may register after April 1, 2018.

After April 1, 2018, or sooner at the sole option of NWSA, MTOs will not allow unregistered Drayage Trucks or Drayage Trucks with pre-2007 model year engines onto their cargo terminals. MTOs will turn away Drayage Trucks that do not comply with these provisions.

2. Drayage Trucks with emission control technology equivalent to a 2007 model year engine must submit verification of efficacy to NWSA.
3. Drayage Trucks with a 2007 model year engine or newer, or with emission controls that achieve the equivalent level of air quality, may continue to enter NWSA international marine cargo terminals at least through 2025.
4. NWSA may, in its discretion, allow other non-compliant Drayage Trucks to enter NWSA terminals.
5. NWSA will procure and install the equipment necessary to enable MTOs to identify Drayage Trucks that comply with the standards of this Tariff (“Identification Equipment”). NWSA at its cost will provide to MTOs the gate transaction vendor software. MTOs will integrate the NWSA provided Identification Equipment and vendor software into their terminal operating systems and/or gate operating systems. NWSA will provide first year maintenance and support of Identification Equipment and vendor software. Thereafter, the MTO is responsible for maintenance, repair, and replacement of the Identification Equipment, and for maintenance and support of the vendor software. Upon replacement by the MTO, the replacement Identification Equipment will be owned by the MTO. MTOs will grant access to NWSA to install Identification Equipment upon thirty (30) day’s prior notice.
6. MTOs will grant electronic access to NWSA, in a format and to include such information acceptable to NWSA, to review all gate access decisions.
7. MTOs will procure, install, configure, and maintain, or will cause to be procured, installed, configured, and maintained, the necessary equipment and software per specifications provided by NWSA, which equipment and software will be housed and supported by MTO IT services, for operation of the terminal operating system and gate operating system, and for the terminal operating system and gate operating system to communicate gate access decisions to Drayage Truck drivers seeking access to the terminal.

New Language:

In accordance with NWSA's desire to achieve the air quality goals described in the Northwest Ports Clean Air Strategy, NWSA seeks to reduce diesel emissions from drayage truck operations at its cargo terminals.

NWSA needs to maintain an accurate count of Drayage Trucks calling at its leased marine cargo terminals to monitor air quality in the community and help optimize operations that boost terminal efficiency and further reduce fuel consumption. NWSA will therefore require all Drayage Trucks entering a leased NWSA marine cargo terminal to register with NWSA in accordance with the terms of this Tariff. This tariff does not apply to terminals owned and operated by NWSA.

Marine cargo terminal Lessees that have incorporated this tariff item into their leases or use agreements (hereinafter "Marine Terminal Operators" or "MTOs") will comply with the following provisions:

Notes:**A. Definitions**

Drayage Truck: Any truck used to dray (transport) cargo, bare chassis, empty containers, and flatbeds.

B. Clean Truck Program

1. After April 1, 2018 (January 1, 2026 for domestic marine cargo terminals), and after necessary equipment and vendor software has been procured, installed, and configured by NWSA, MTOs will not allow unregistered Drayage Trucks or Drayage Trucks with pre-2007 model year engines onto their cargo terminals. MTOs will turn away Drayage Trucks that do not comply with these provisions.
2. Drayage Trucks with emission control technology equivalent to a 2007 model year engine must submit verification of efficacy to NWSA.
3. NWSA may, in its discretion, allow other non-compliant Drayage Trucks to enter leased NWSA terminals.
4. NWSA will procure and install the equipment necessary to enable MTOs to identify Drayage Trucks that comply with the standards of this Tariff ("Identification Equipment"). NWSA at its cost will provide to MTOs the gate transaction vendor software. MTOs will integrate the NWSA provided Identification Equipment and vendor software into their terminal operating systems and/or gate operating systems as needed. NWSA will provide first year maintenance and support of Identification Equipment and vendor software. Thereafter, the MTO is responsible for maintenance, repair, and replacement of the Identification Equipment, and for maintenance and support of the vendor software. Upon replacement by the MTO, the replacement Identification Equipment will be owned by the MTO. MTOs will grant access to NWSA to install Identification Equipment upon thirty (30) day's prior notice.
5. MTOs will grant electronic access to NWSA, in a format and to include such information acceptable to NWSA, to review all gate access decisions.
6. MTOs will procure, install, configure, and maintain, or will cause to be procured, installed, configured, and maintained, the necessary equipment and software per specifications provided by NWSA, which equipment and software will be housed and supported by MTO IT services, for operation of the terminal operating system and gate operating system, and for the terminal operating system and gate operating system to communicate gate access decisions to Drayage Truck drivers seeking access to the terminal.

- Language in various provisions has been adjusted to clarify the meaning of the existing tariff obligations and to correct grammatical errors.

The Northwest Seaport Alliance Tariff document and information can be found on the NWSA website:

<https://www.nwseaportalliance.com/shippers/tariff-notice>

Thank you for your continued support of The Northwest Seaport Alliance.

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