

**Notice of Tariff Changes
Effective January 18, 2026**

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

Rate Changes:

ITEM 149.100: South Harbor Shore Power Connect/Disconnect

Previous Rate: \$1,642.50 per connection/disconnection

New Rate: \$1,095.00 per connection/disconnection

The following rates will be increased per Port of Seattle Tariff No. 5:

ITEM 139.200: Security Service- Port of Seattle Terminals Only (A) Security Fee

ITEM 139.201: Security Service- Port of Seattle Terminals Only (B) Rates on Services Contracted Through the Port of Seattle

ITEM 269.200: Water, Fresh- Port of Seattle Terminals Only

ITEM 270.000: Electric Current- Port of Seattle Terminals Only

Language Changes:

ITEM 239.017: Static Helicopters

Previous Item Title: Static Helicopters

New Item Title: Static Helicopters (including parts)

ITEM 260.515: Storage (E) Automobiles, Vans, Pickup Trucks, Light Duty Vehicles at EB-1, T-7, or Blair Facilities

Previous Language:

1-10 calendar days free time

Days 11-30: \$35.00 per vehicle per day

Days 31-60: \$75.00 per vehicle per day

For storage beyond 60 days, please contact the NWSA commercial team for rates. The minimum charge per invoice is \$139.71.

New Language:

1-15 calendar days free time

Days 16-90: \$35.00 per vehicle per day

After 90 days, please see Tariff Item 113.000- Unclaimed and Abandoned Property. The minimum charge per invoice is \$139.71.

New Tariff Items:

ITEM 114.000: UNCLEARED CARGO OR CARGO DENIED ENTRY INTO UNITED STATES BY FEDERAL AUTHORITIES

All cargo, shipments, and/or merchandise, including automobiles, vans, pickup trucks, and light duty vehicles, arriving to any Northwest Seaport Alliance (NWSA) Operated Facility including, but not limited to, EAST BLAIR ONE (EB-1) , TERMINAL-7 (T-7), or BLAIR TERMINAL that have not been cleared for entry into the United States by Customs and Border Protection (Customs) and/or the United States Department of Agriculture (USDA) within twenty (20) calendar days or that are denied entry by Customs may be removed, transferred, disposed, or stored as directed by Customs and/or USDA. Removal may include re-exporting of cargo via the Ocean Carrier back to country of origin or point of origin. All costs associated with re-exporting (including but not limited to terminal handling fees, storage costs, and other applicable fees) will be the responsibility of the Ocean Carrier, which imported the uncleared or denied-entry cargo to an NWSA operated terminal including but not limited to EB-1, T-7, or BLAIR TERMINAL.

ITEM 700.000: The Northwest Seaport Alliance Gate Efficiency Program

Each marine container terminal lessee (hereinafter "MTO") that has incorporated this Gate Efficiency Program tariff item ("Program") into its lease or use agreement shall comply with the following provisions, effective January 18, 2026:

ITEM 700.100: Gate Requirements

1. The MTO must operate a minimum of five day gates Monday through Friday, and be open from 8:00 a.m. – 5:00 p.m., exempting bargained holidays ("Required Gate Hours"),
2. Upon receipt of a request from the MTO, NWSA, in its sole and absolute discretion, will determine if any exceptions will be made to Gate Requirements identified in 700.100(1).

ITEM 700.200: Data Exchange and Reporting

1. Data Reporting

In addition to a time stamp for each container vessel discharge/load, gate out/rail out, gate in/rail in, (potential source EDI 315, EDI 322) and incoming discharge projection the MTO shall provide the following data:

- Container number
- Cargo type (refrigerated, auto, breakbulk, RoRo, dry, etc.)
- Container status (full vs empty)
- Container size

- Vessel of discharge
- The number of reservations in the prior month, including fulfilled, “no-show,” and cancelled reservations.

2. Means of Data Delivery

Terminals must ensure terminal operating systems can transmit at minimum daily snapshots of data required by Tariff Item 700.300.1 in a consistent and programmable format, as agreed upon by facilitating teams (IT, contracted vendor, etc) of both organizations.

3. Compliance with Laws and Regulations

NWSA must comply with the Washington Public Records Act RCW 42.56 (PRA). To the extent data exchanged pursuant to this Item 700.300 is responsive to public records requests and there is not a valid exemption under the PRA, the NWSA will be required to disclose the data.

4. Data Security

The NWSA and MTO shall implement and maintain appropriate technical and organizational measures to protect the shared data against unauthorized access, disclosure (other than as required by law or the PRA), alteration, or destruction. Each party shall promptly notify the other in the event of any data breach affecting the shared data.

- 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.

Contact: Jeff Brubach, (253) 592-6211, jbrubach@nwseaportalliance.com