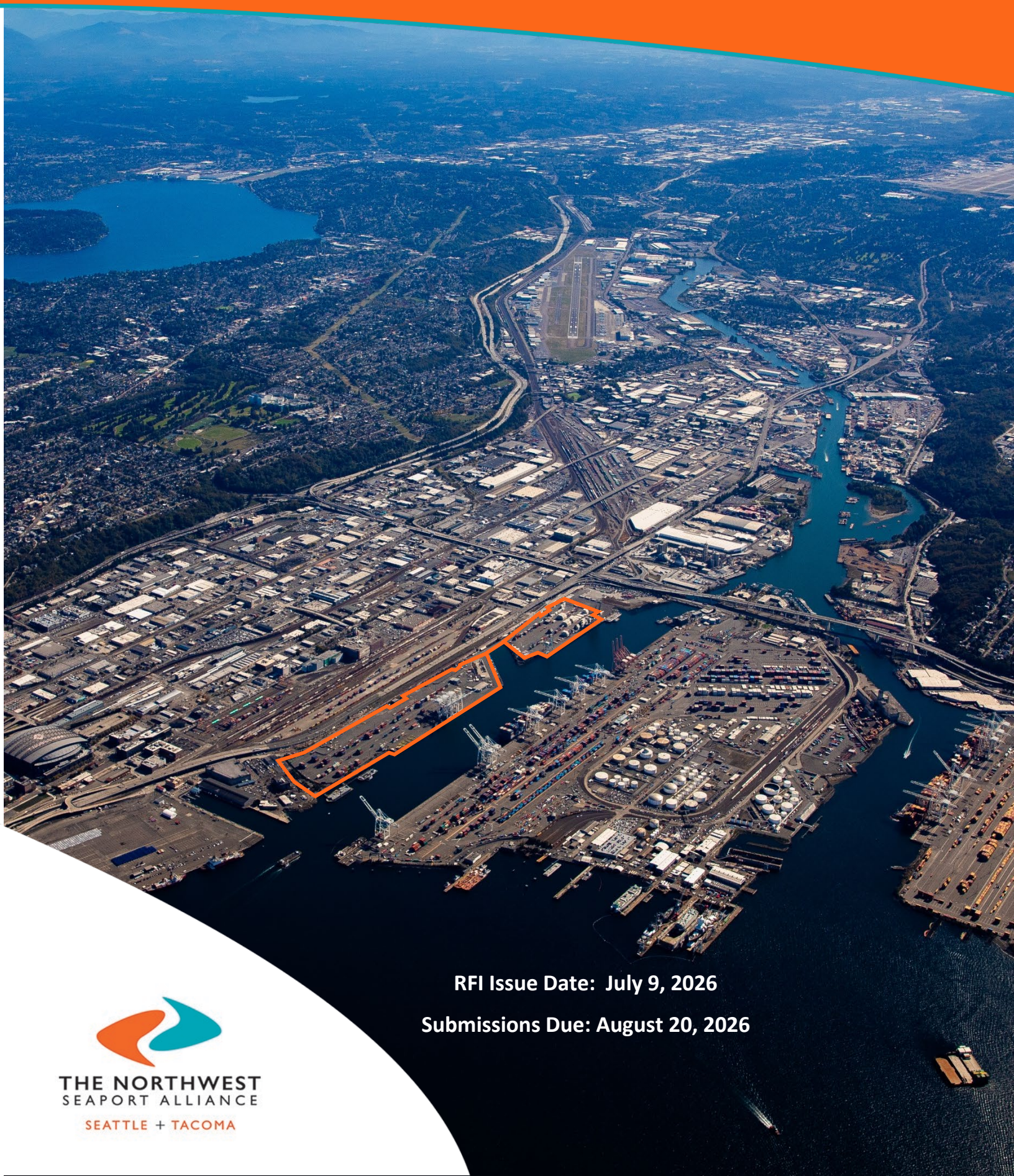


REQUEST FOR INFORMATION

TERMINAL 30 - A Non-Containerized Cargo Opportunity



RFI Issue Date: July 9, 2026

Submissions Due: August 20, 2026

Overview

The Northwest Seaport Alliance (NWSA) is pleased to solicit market interest for Terminal 30, a 70-acre deep-water marine terminal located at the south end of the East Waterway in the Seattle Harbor, Washington State. This is a Request for Information (RFI) for possible development, operation and lease of the terminal for the handling of non-containerized cargo including breakbulk, bulk, RORO and project marine cargo.

The lead contact for this RFI is Ms. Tong Zhu, NWSA Chief Commercial & Strategy Officer. For more information about this RFI, call 253-428-8642 or email tzhu@nwseaportalliance.com.

About the Northwest Seaport Alliance

The Northwest Seaport Alliance (NWSA) is a port development authority located in Washington State acting on behalf of the Port of Seattle and Port of Tacoma. It is the first port development authority of its kind in North America.

The NWSA is governed by the two Ports as equal members (“Managing Members”), with each Managing Member acting through its elected commissioners. The Ports remain separate entities and retain ownership of their respective assets, with management and operations of marine cargo terminals licensed to the NWSA.

The NWSA manages or operates a total of 8 international and domestic container terminals and 5 non-container terminals in the Seattle and Tacoma Harbors on behalf of the homeports, along with a number of other non-containerized cargo facilities and industrial land.

Non-Containerized Cargo Portfolio

NWSA manages non-container business on behalf of the Seattle and Tacoma homeports. In the Tacoma Harbor, breakbulk, RO/RO and project cargoes are handled primarily at two dedicated non-containerized facilities. East Blair One Terminal (EB-1), a 22-acre (8.9 ha) deep-water terminal (51ft, - 15.5m MLLW), is a lighted, fenced facility featuring a 1,200 ft. (366m) pier and on-dock rail. The wharf is rated for 1,000 PSF, except for a 120’ x 119’ heavy-lift pad rated at 2,000 PSF. Terminal 7 (A/B/C) is a 12-acre (4.9 ha) facility offering a total of 1,800 ft. (549m) of berth space. Wallenius Wilhelmsen Ocean (WWO), Eukor Car Carriers, Hyundai GLOVIS, Liberty Global Logistics, “K” Line America, Mitsui O.S.K. Lines, NYK Line and Siemens Car Carrier call regularly at the Tacoma Harbor with other carriers offering service on an inducement basis. Wallenius Wilhelmsen Industrial Tacoma (WWIT) and Hyundai-GLOVIS operate breakbulk equipment processing centers in the Tacoma Harbor in conjunction with their carrier business.

The Tacoma Harbor is also home to the largest import auto processing center in Washington State. NWSA manages two finished vehicle processing centers on behalf of the Port of Tacoma – the Taylor Way Auto Facility, operated by Wallenius Wilhelmsen Solutions and the Marshall Ave Auto Facility, operated by Auto Warehousing Company.

Terminal 46 in the Seattle Harbor is used occasionally as an overflow and storage site for imported autos diverted from Canada or in the event of processing delays at finished vehicle processing centers in Tacoma.

Foreign Trade Zone (Seattle)

Foreign Trade Zone (FTZ) #5 is managed by the Port of Seattle and was approved by the U.S. Foreign Trade Zones Board in 1949. An FTZ is an area within the United States, in or near a U.S. Customs port of entry, where foreign and domestic merchandise is considered outside of U.S. Customs territory. Certain types of merchandise can be imported into an FTZ without going through formal Customs entry procedures of paying import duties. Custom duties and excise tax are due when the products are transferred out of the FTZ for U.S. consumption. If merchandise never officially enters the U.S. then U.S. duties or tax aren't paid on those items.

Terminal 30 Overview



Address: 2431 E Marginal Way South, Seattle, WA 98134

Site History: The site was purchased from Chevron in 1985 and redeveloped as an international container terminal by the Port of Seattle. From 2003-2008, the site also included a cruise ship terminal before returning to full use for international containerized operations. The property was licensed to NWSA by the Port of Seattle in 2015. The last international container terminal operator's lease was terminated pursuant to a mutual agreement in 2025.

Terminal Area: Terminal 30 is comprised of two separate sites connected by a bridge. Approximately 50 of the 70 total acres are located north of the bridge (“Terminal 30 North”), and approximately 20 acres are located south of the bridge (“Terminal 30 South”). Terminal 30 contains a fully illuminated wharf and terminal area with approximately 1,530 lineal feet of berth located at Terminal 30 North and 1,170 lineal feet of berth located at Terminal 30 South. All berthing has a design depth of minus 50 feet MLLW and dock height of 18 +/- above MLLW. Terminal 30 North currently contains three super post-Panamax cranes. These cranes are anticipated to be removed in 2028 and should not be considered available for use while on site.

Site Highlights:

- Paved cargo terminal able to support loads consistent with marine cargo business
- Approximately 2,700 lineal feet of 100-ft wide, non-contiguous wharf structure rated at 600 PSF
- 2,685 total linear feet of crane rail
- 535 reefer plugs and six (6) reefer stacks
- 13 truck lanes/11 truck scales
- Electrical capacity to support marine terminal operations
- Maritime Transportation Security Act (“MTSA”) capable facility
- Close proximity to the BNSF Seattle International Gateway yard and the Union Pacific Argo Rail yard via Heavy Haul Network
- Grade-separated access to I-5, I-90 and SR99

SITE DESCRIPTION AND SPECIFICATIONS

Wharf: Approximately 2,700 lineal feet (823 meters) of non-contiguous berth length, with -50 feet of berth depth at MLLW. Of the total berth length, approximately 1,530 lineal feet is located at Terminal 30 North, and 1,170 lineal feet is located at Terminal 30 South. The wharf at Terminal 30 North has 100-foot crane rail gauge and the wharf at Terminal 30 South has 50-foot gauge. The wharf is rated at 600 PSF with an elevation of 18 +/- feet above MLLW. Terminal 30 North has a timber fender system at the south end with fender piles spaced 10’ on center and panelized fenders along the west edge, extending from approximately +19.5 ft to +9.5 ft MLLW. Terminal 30 South has a timber fender system with fender piles spaced 10’ on center.

Cargo Yard Area:

- Asphalt pavement designed to support cargo handling equipment operations
- Terminal Fencing – Marine Transportation Security Act (“MTSA”)/Transportation Worker Identification Badge (“TWIC”) compliant
- Yard lighting
- Monitored fire alarm system
- Security camera system
- Computer and telecommunication conduits and wiring, including fiber optics between existing buildings
- Electrical capacity to support an array of marine industrial uses

Buildings, Terminal 30 North:

Building	Total Building Size	Description
Maintenance & Repair	24,480 ft ² (2,274.27 m ²) (2-story Bldg)	3 offices High bay shop/maintenance facility with 4 bay doors Open storage area Restroom facilities Kitchen area Fiber room
Marine Operations Building	4,000 ft ² (371.61 m ²) (3-story Bldg)	Breakroom Restroom facilities on each floor 4 offices 3 conference room areas 2 kitchen areas
Transit Shed	17,300 ft ² (1,607.22 m ²) (1-story Bldg)	Approx. 7,200 SF of usable, open contiguous warehouse space 6 bay doors *Portion of west side of building unusable due to safety related subsidence concerns

Buildings, Terminal 30 South:

Building	Total Building Size	Description
Marine Operations Building	2,400 ft ² (222.97 m ²) (3-story Bldg)	3 offices Breakrooms Conference area Restroom facilities Kitchen area
Truck Gate/Office Building	6,488 ft ² (602.75 m ²) (2-story Bldg)	5 Truck lanes 9 offices 4 conference rooms Kitchen areas Fiber room Restrooms facilities

Site Access & Transportation: Terminal 30 is centrally located in the Seattle Harbor, with close connectivity to Highway 99, Interstate 5, and Interstate 90. Access to the Site is from the north and south ends of Terminal 30 on E Marginal Way South. The terminal is located on the Seattle heavy-haul corridor and offers convenient access to the local road network and surrounding marine terminals and warehouses in the area.

This Site also has easy access to nearby rail transportation. The BNSF Seattle International Gateway ("SIG") gate is located within 0.5-0.75 mile from the northern entrance of Terminal 30 on E Marginal Way South, while the Union Pacific Argo ("ARGO") yard gate is approximately 1-1.5 miles via heavy haul corridor on E Marginal Street South using the exit at the south end of the terminal. The Heavy Haul

Network (“HHN”) in the Seattle Harbor allows qualified loads in excess of legal limits to be transported on city streets between intermodal facilities and marine terminals. Use of the HHN requires a special permit. Permits can be obtained from the City of Seattle Department of Transportation, Traffic Permits/Commercial Vehicle Enforcement Division.

Ownership: Managed by the NWSA and owned by The Port of Seattle.

Zoning: Urban industrial use.

Utilities: Water, electricity, sewer, natural gas, and communication lines are available.

Other Guidance: This site is under jurisdiction of the International Longshore Workers Union (ILWU).

Possible Future Vision of the Site

NWSA envisions the site supporting non-containerized cargo operations. As operationally feasible, the terminal could accommodate a mix of breakbulk, bulk, project, and RORO cargo. NWSA is open to a lease concession, partnership structure, or other innovative arrangements that return the vacant terminal to productive non-containerized cargo use in a way that advances our objectives and creates mutual benefit.

Purpose for this Request

NWSA is issuing this RFI to seek information from interested parties for evaluating market interest, development potential and comparative alternative cargo uses.

The NWSA’s primary objectives for the Seattle Harbor include:

- Develop strategic terminals consistent with the NWSA 10-year strategic business plan to support future vessel needs in a financially and environmentally sustainable manner
- Retain, grow and diversify cargo portfolio and volumes
- **Retain and grow maritime, manufacturing and trade-related jobs**

NWSA may amend, cancel, delay, or terminate this RFI at any time, in its sole and absolute discretion, and nothing herein should be construed as obligating NWSA to issue a Request for Proposal, engage with any respondent(s), or award or reach agreement with any respondent(s).

Response Requirements

Please provide the following information in any submission:

- A description of your business
- Your firm’s qualifications and experience in non-containerized cargo business development and operations
- Answers to the following questions:
 - Describe your proposed operating model for Terminal 30, including the types of non-containerized cargo to be handled, customer and supplier base, vessel call profile, cargo flows, use of terminal space, hours of operation, labor approach, and whether the terminal would operate as a dedicated-use facility, multi-user facility, or other models.

- What annual throughput volumes and number of jobs would you reasonably expect in the first 3, 5, and 10 years of operation, including any assumptions underlying those projections?
- What level of capital investment would you anticipate making at Terminal 30 and how would that investment be phased in over time?
- What minimum site conditions or enabling work would be necessary before commencing cargo operations?
- What kind of improvements would be required prior to commencement of operations, and which could follow later as cargo volumes grow?
- What minimum cargo handling equipment and/or operating system would be necessary before commencing cargo operation
- What key infrastructure items, such as on dock/near dock rail, reefer plugs, covered storage, etc. would you need?
- Do you need other off-terminal facilities to support the T30 operation? Please describe.
- What operating hours would be required, and would operations need nights, weekends, holidays, or 24/7 capability?
- What other facility and operational requirements do you have?

Communication and Questions

Responses to this RFI are due no later than **5 PM, Thursday, August 20th, 2026**. All questions and requests for clarification and/or interpretation regarding this RFI shall be submitted in writing by email to: realestate@nwseaportalliance.com no later than **5 PM, Thursday, July 30th, 2026**.

Public Disclosure

As a public agency, the NWSA is subject to the Washington State Public Records Act, Chapter 42.56, Revised Code of Washington (RCW). As such, the NWSA may be required to disclose information provided in the Respondent's response. If the Respondent seeks to prevent disclosure, the Respondent shall be responsible and bear all costs of taking legal action.. In no event shall the NWSA be liable for disclosure of documents deemed disclosable under Chapter 42.56 RCW.