

Notice of Tariff Changes

Effective March 1, 2022

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

New Item:

ITEM 149.000 Shore Power Requirements

In accordance with NWSA's goals to reduce air pollutant and greenhouse gas emissions, as stated in the Northwest Ports Clean Air Strategy and the NWSA's Greenhouse Gas Resolution (Resolution 2017-02), each marine container terminal lessee (hereinafter "MTO") that has incorporated this tariff item into its lease or use agreement shall require any container vessels calling the NWSA's marine container terminals to comply with the following provisions effective March 1, 2022:

All shore power capable container vessels (as defined below) must connect to shore power when calling at a terminal with a land side shore power system installed. The vessel and terminal operator will make all reasonable efforts to connect the shore power capable vessel to shore power and shut down the onboard auxiliary engines within two (2) hours of "ready to work" and will disconnect from shore power no more than two (2) hours before "pilot on board" for departure.

Exception to the above provisions is made for vessel calls during which the vessel's captain and/or MTO determine, in good faith, that connecting to shore power poses a safety risk to human health or property, or if the terminal's shore power system is inoperable. A vessel's first visit to a terminal with a shore power system is exempt to allow for commissioning.

A shore power capable container vessel is defined as: a vessel with onboard electrical infrastructure (electrical plugs, cables, and infrastructure) capable of plugging in and matching the electrical characteristics of the shoreside infrastructure (matching pair of Standard IEEE 350A, 7.2kV rated receptacles). When connected to shoreside electrical power, the vessel can shut down its main and auxiliary engines.

Each MTO will submit a report to the NWSA on an annual basis, by March 31 of each year, that includes the following information for each vessel call in the prior calendar year:

- Vessel name and IMO identification number
- Was the vessel shore power capable? (Yes/No)
- Did the vessel connect to shore power? (Yes/No)
- If applicable, the reason that the vessel did not connect to shore power.
- The total time at berth.
- If applicable, the total time using shore power.
- The total energy use while connected to shore power. In lieu of providing the specific energy use information for each vessel call, the MTO may negotiate with NWSA an alternate means of sharing energy use information, such as providing meter 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.

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