

PORT OF ANCHORAGE TERMINAL TARIFF NO. 6

CHECK SHEET FOR TARIFF REVISIONS

Changes in this tariff will be supplied from time to time in loose-leaf form. Upon receipt of revised or additional pages, correction numbers appearing at the bottom left margin of each such page should be checked off against correction number listed below. If all corrections are correctly checked on receipt, checks should be consecutive with no omissions. Should interruption in sequence be noted, a request for missing corrections may be directed to the issuing office.

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PORT OF ANCHORAGE TERMINAL TARIFF NO. 6**EXPLANATION OF ABBREVIATIONS AND SYMBOLS****ABBREVIATIONS APPEARING IN TARIFF**

B.M.	Board Measure	Min.	Minimum
Bbl.	Barrel	Misc.	Micellaneous
Bdl.	Bundle	M.T.	Cubic Ton of 40 Cu. Ft.
C.L.	Carload	No.	Number
Cs.	Case	N.O.S.	Not Otherwise Specified herein
Crt	Crate	Par.	Paragraph
Ctn	Carton	Pkg.	Package
Cu.Ft.	Cubic Foot or Feet	Port	Port of Anchorage
Dkg.	Dockage	S.U.	Set-Up
Ea.	Each	Sq.Ft.	Square Foot or Feet
F.F.	Folded Flat	Stg.	Storage
F.M.C.	Federal Maritime Commission	Term'l.	Terminal
Gals.	Gallons	Unldg.	Unloading
Hdlg.	Handling	US	United States of America
Inc.	Incorporated	USCG	United States Coast Guard
K.D.	Knocked Down	W.T.	Weight ton of 2000 pounds
K.D.F.	Knocked Down Flat	W/M	Weight ton of 2000 pounds or cubic ton of 40 cu. ft.
Lb.	Pound	W.R.	Warehouse Receipt
L.C.L.	Less Than Carload	Wt.	Weight
Ldg.	Loading	Yd.	Yard
Lgth.	Length	Viz.	Videlicet (examples, lists)
M.B.M.	1000 Ft. Board Measure		
Meas.	Measurement		

SYMBOLS APPEARING IN TARIFF

The following symbols will be used for the purpose indicated only, and will not be used for any other purpose in this tariff.

(A)	New or Added Matter
(+)	Increase
(-)	Reduction
(C)	Change, neither increase nor reduction
(R)	Indicates that item or rule has been revised
(**)	Cancelled or eliminated

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SECTION 1 GENERAL RULES AND REGULATIONS	ITEM NO.
<p style="text-align: center;"><u>NOTICE TO PUBLIC</u></p> <p>The Port of Anchorage is a Non-Operating Port and is owned by the Municipality of Anchorage. This tariff is published and filed as required by Federal Maritime Commission law and is, therefore, notice to the public, shippers, consignees and carriers, that the rates, rules and charges apply to all traffic without specific notice, quotation or arrangement.</p> <p style="text-align: center;"><u>APPLICATION OF TARIFF</u></p> <p>(a) GENERAL APPLICATION OF TARIFF:</p> <p>Rates, charges, rules and regulations provided in this tariff will apply only to merchandise received at or shipped from the facilities or properties operated under the jurisdiction and control of the Port of Anchorage, and specifically to Municipal Terminals, appurtenant structures thereto and waterways under the management of the Port Director, Municipality of Anchorage. Vessel charges and assessments provided in this tariff are applicable to all vessels, self-propelled or other than self-propelled, when such vessels are provided with dockage services or other vessel services named in this tariff.</p> <p>(b) TARIFF EFFECTIVE:</p> <p>The rates, charges, rules and regulations named in this tariff, additions, revisions, or supplements thereto shall apply on all freight received at facilities subject to this tariff on and after revisions, or supplements thereto. Unless otherwise specified, all transit freight received at terminals and undelivered prior to effective dates of tariff, revisions, or supplements thereto, shall be charged the rates in effect on the date such freight was received until entire lot or shipment has been withdrawn.</p> <p style="text-align: center;">(Continued on next page)</p>	100
ISSUED 12/1/2005	EFFECTIVE 1/1/2006

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SECTION 1 GENERAL RULES AND REGULATIONS	ITEM NO.
<p style="text-align: center;"><u>APPLICATION OF TARIFF (Continued)</u></p> <p>(c) ACCEPTANCE OF TARIFF:</p> <p style="padding-left: 40px;">Use of wharves and facilities shall be deemed an acceptance of this tariff and the terms and conditions named therein.</p> <p>(d) RESERVATIONS OF AGREEMENT RIGHTS:</p> <p style="padding-left: 40px;">Right is reserved by the Port of Anchorage to enter into agreement with carriers, shippers, consignees and/or their agents concerning rates and services, providing such agreements are consistent with existing local, state and national law governing the civil and business relations of all parties concerned.</p>	100
ISSUED 12/1/2005	EFFECTIVE 1/1/2006

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SECTION 1 GENERAL RULES AND REGULATIONS	ITEM NO.
<p style="text-align: center;"><u>APPLICATION OF RATES</u></p> <p>(a) Except as otherwise provided, rates apply per 2,000 lbs., or per 40 Cu.Ft. as rated by ocean carrier, or per M.B.M., or 42 gal. per bbl. of bulk petroleum products corrected to 60° Fahrenheit, or 376 lbs. per bbl. of bulk cement.</p> <p>(b) RATES ARE SPECIFIC:</p> <p>Rates provided for commodities herein are specific and may not be applied by analogy. If rates are not provided for specific commodities, rates to be applied are those established for "Freight N.O.S."</p>	105
<p style="text-align: center;"><u>INSURANCE</u></p> <p>(a) Rates named in this tariff do not include insurance of any kind.</p>	110
<p>ISSUED 12/1/2005 EFFECTIVE 1/1/2006</p>	

PORT OF ANCHORAGE TERMINAL TARIFF NO. 6

SECTION 1 GENERAL RULES AND REGULATIONS	ITEM NO.
<p style="text-align: center;"><u>METHOD OF PAYMENT AND PENALTIES</u></p> <p>(a) RESPONSIBILITY FOR CHARGES, PREPAYMENT:</p> <p>All charges for services rendered by the Port of Anchorage or for the use of terminal facilities are due and payable <u>cash in advance</u> of such services or use, as follows:</p> <ol style="list-style-type: none"> 1. For all charges to the vessel, from its owners or agents before a vessel commences its loading or discharging. 2. For all charges to the cargo, from a vessel owner, charterer, shipper or consignee before the cargo leaves the custody of the terminal. 3. For all charges on perishable goods or freight of doubtful value, or household goods. <p>(b) TIME OF PREPAYMENT, ACCEPTABLE SECURITY, REFUND OF EXCESS:</p> <p>Terms of payment for all applicable Port charges shall be <u>cash in advance</u>. A cash deposit or acceptable security in an amount equal to 125% of the estimated applicable charges shall be required to be posted with the Port, six days prior to the vessel's scheduled arrival, or at such other time as may be authorized or directed by the Port, but in all cases in advance of actual services rendered. Wherever a cash deposit has been posted, any excess thereof, after satisfaction of all applicable Port charges, shall be promptly refunded by the Port to the posting party.</p> <p>(c) WAIVER OF PREPAYMENT REQUIREMENT:</p> <p>The Port, in its sole discretion, may waive the cash-in-advance requirement as to all or any category or categories of its anticipated Port charges when the party responsible for such charges has been identified by the berthing agent to the satisfaction of the Port and:</p> <ol style="list-style-type: none"> 1. That party responsible has established credit worthiness acceptable to the Port; or 2. Adequate security, acceptable to the Port, in an amount equal to 125% of the applicable estimated Port charges, has been posted; or <p style="text-align: center;">(Continued on next page)</p>	115
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SECTION 1 GENERAL RULES AND REGULATIONS	ITEM NO.
<p style="text-align: center;"><u>METHOD OF PAYMENT AND PENALTIES (Continued)</u></p> <p>3. The agent requesting the berth or another entity acceptable to the Port as credit worthy, has personally accepted financial responsibility for the applicable charges.</p> <p>The Port retains the right in its sole discretion to determine whether a responsible party or an agent is credit worthy.</p> <p>(d) COMPLIANCE WITH CONDITIONS OF BERTH RESERVATION:</p> <p>Use of Port facilities and services shall comply with the Conditions of Berthing set forth in the Supplement to the Vessel Berthing Application as published by the Port.</p> <p>(e) PENALTY CHARGES ON DELINQUENT ACCOUNTS:</p> <p>All invoices will be declared delinquent sixty days after the date of the invoice and, as such, will be charged a penalty charge of 1.5% for each month or portion thereof that the particular invoice remains delinquent. Minimum charges shall be \$20.00. All extra expense, including legal expense, litigation cost, or costs of agents employed to effect collection shall also be assessed to, and payable by, such accounts.</p>	115
ISSUED 12/1/2005	EFFECTIVE 1/1/2006

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SECTION 1 GENERAL RULES AND REGULATIONS	ITEM NO.
<p style="text-align: center;"><u>LIABILITY FOR LOSS OR DAMAGE</u></p> <p>(a) RESPONSIBILITY LIMITED:</p> <p>No persons other than employees or agents of the holder of an authorized Terminal Operator Permit shall be permitted to perform any services on the wharves or premises of the Port of Anchorage, operated under the authority of the Port Commission of the Port of Anchorage, except upon written authorization of the Port Director.</p> <p>The Port of Anchorage will not be responsible for any loss, damage, injury or death, including but not limited to, loss, damage, injury or death caused by earthquakes, fire, frost, heating, dampness, leakage, the elements, evaporation, natural shrinkage, wastage or decay, animals, rats, mice, or other rodents, moths, weevils, or other insects, leakage or discharge from sprinkler fire systems, collapse of building or equipment, or by floats, logs or pilings required in breasting vessels way from wharf, nor will it be liable for any loss, damage, injury or death or delay arising from insufficient notification or from war, insurrection, shortage of labor, combinations, riots or strikes of any person in its employ or in service of others or from any consequences arising herefrom, except, the Port of Anchorage shall not be relieved from liability for its own negligence.</p> <p>(b) HOLD HARMLESS AND INDEMNITY:</p> <p>Except for that portion resulting from the negligence of the Port of Anchorage, if any, owners, shippers, consignees, and carriers shall indemnify, defend, save and hold the Municipality of Anchorage, Port of Anchorage harmless from and against all charges, losses, damages, liabilities, expenses, causes of action, suits, claims, demands, or judgments of any nature whatsoever that may be incurred or rise from or grow out of use of Port of Anchorage facilities.</p>	120
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SECTION 1 GENERAL RULES AND REGULATIONS	ITEM NO.
<p style="text-align: center;"><u>RIGHTS OF TERMINAL</u></p> <p>(a) RIGHTS RESERVED:</p> <p>Right is reserved by the Port of Anchorage to furnish all equipment, supplies and materials and to perform all services in connection with the operation of terminals under rates and conditions named herein.</p> <p>(b) RIGHT TO REFUSE FREIGHT:</p> <p>Right is reserved by the Port of Anchorage, without responsibility for demurrage, loss or damage attaching, to refuse to accept, receive, or unload, or to permit any vessel to discharge at Municipal Terminals or appurtenant premises:</p> <ol style="list-style-type: none"> 1. Freight for which previous arrangements for space, receiving, unloading or handling have not been made by shipper, consignee or carrier. 2. Freight deemed extra offensive, perishable or hazardous. 3. Freight, the value of which may be determined as less than the probable terminal charges. 4. Freight, not packed in packages or containers suitable for standing the ordinary handling incident to its transportation. Such freight, however, may be repacked or reconditioned at the discretion of the Port of Anchorage and all expense, loss or damage incident thereto shall be for the account of the shipper, consignee, owner, or carrier. <p>(c) RIGHT TO REMOVE, TRANSFER OR WAREHOUSE FREIGHT:</p> <p>Hazardous or offensive freight which by its nature is liable to damage other freight, may be immediately removed to other locations or receptacles with all expense and risk for loss or damage for the account of the owner, shipper, agent or consignee.</p> <p style="text-align: center;">(Continued on next page)</p>	125
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SECTION 1 GENERAL RULES AND REGULATIONS	ITEM NO.
<p style="text-align: center;"><u>RIGHTS OF TERMINAL (Continued)</u></p> <p>Freight remaining after the sailing of a vessel may be piled or repiled to make space, transferred to other locations or receptacles or removed to public or private warehouse with all expense and risk of loss or damage for account of the owner, shipper, consignee, agent, or carrier as responsibility may appear.</p> <p>This provision is subject to Item 120 (b).</p> <p>(d) RIGHT TO WITHHOLD DELIVERY OF FREIGHT:</p> <p>Right is reserved by the Port of Anchorage to withhold delivery of freight until all accrued terminal charges and/or advances against said freight have been paid in full. At the Port Director's discretion, any or all of such freight may be placed in public or private warehouse with all cost of removal and subsequent handling and storage for the account of the owner of the freight.</p> <p>(e) RIGHT TO SELL FOR UNPAID CHARGES:</p> <p>Freight on which unpaid terminal charges have accrued may be sold to satisfy such charges and costs, provided such sale has been publicly advertised. Freight of a perishable nature or of a nature liable to damage other freight may be sold at public or private sale without advertising, providing owner has been given proper notice to pay charges and to remove said freight and has neglected or failed to do so within a prescribed reasonable time.</p> <p>(f) EXPLOSIVES:</p> <p>The acceptance, handling or storage of explosives or excessively flammable material shall be subject to special arrangements with the Port Director and governed by rules and regulations of Federal, State and local authorities.</p> <p style="text-align: center;">(Continued on next page)</p>	125
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SECTION 1 GENERAL RULES AND REGULATIONS	ITEM NO.
<p style="text-align: center;"><u>RIGHTS OF TERMINAL (Continued)</u></p> <p>(g) OWNERS RISK:</p> <p style="padding-left: 40px;">All water craft if and when permitted by the Port Director or his authorized agent to be moored at wharves or alongside of vessels, are at owner's risk for loss or damage.</p> <p style="padding-left: 40px;">This provision is subject to Item 120(b).</p>	125
<p style="text-align: center;"><u>SHIPPERS' REQUESTS AND COMPLAINTS</u></p> <p>Shipper requests and complaints may be made by any shipper by filing a written statement with the Port Director, Port of Anchorage, 2000 Anchorage Port Road, Anchorage, Alaska 99501.</p>	130
<p style="text-align: center;"><u>DEMURRAGE OR DELAYS</u></p> <p>In furnishing the service of vessel berth scheduling, no responsibility for any demurrage or delays whatsoever, on vehicles, rail cars or vessels, will be assumed by the Port of Anchorage.</p> <p style="padding-left: 40px;">This provision is subject to Item 120(b).</p>	131
<p style="text-align: center;"><u>DELAYS - NO WAIVER OF CHARGES</u></p> <p>Delays which may be occasioned in loading, unloading, receiving or delivering freight as a result of equipment failure or breakdown or of combinations, riots or strikes of any persons or arising from any other cause not reasonably within the control of the Port of Anchorage, will not excuse the owners, shippers, consignees or carriers of the freight from full wharf demurrage or other terminal charges or expenses which may be incurred under conditions stated herein.</p> <p style="padding-left: 40px;">This provision is subject to Item 120(b).</p>	135

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SECTION 1 GENERAL RULES AND REGULATIONS	ITEM NO.
<p style="text-align: center;"><u>MANIFESTS REQUIRED OF VESSELS</u></p> <p>Masters, owners, terminal operators, agents or operators of vessels are required to furnish the Port of Anchorage with complete copies of vessels' manifests showing names of consignees or consignors and the weights or measurements of all freight loaded or discharged at the facilities of the Port of Anchorage. Such manifests must be <u>certified</u> as correct by an authorized official of the company and must also designate the basis weight or measurement on which ocean freight was assessed. In lieu of manifests, freight bills containing all information as required above may be accepted.</p>	140
<p style="text-align: center;"><u>CLASSIFICATION OF TRAFFIC</u></p> <p><u>Coastwise Trade</u>: All traffic between West Coast ports of the United States and Alaska.</p> <p><u>Inter-Coastal Trade</u>: All traffic between ports of the United States, other than West Coast ports, and Alaska.</p> <p><u>Intra-Alaska Trade</u>: Traffic between points in Alaska.</p> <p><u>Foreign Trade</u>: All traffic between ports outside the United States and Alaska.</p>	145
<p style="text-align: center;"><u>BERTHING</u></p> <p>Vessels berthing or departing piers or wharves subject to this tariff must use sufficient tugs so that vessel can be berthed or removed in a safe manner. Berthing speed shall not exceed 16-feet per minute, the maximum speed allowable by the design of the facility.</p>	150

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SECTION 1 GENERAL RULES AND REGULATIONS	ITEM NO.
<p style="text-align: center;"><u>LOAD LIMITS</u></p> <p>Cargo shall be stacked or piled on piers so as to produce a uniform loading for the areas covered no greater than the load limits prescribed as follows:</p> <p>Transit Shed, Piers and Trestles: No greater than 600 pounds per square foot.</p> <p>Petroleum Terminals: No cargo to be stored.</p> <p>Approach Trestles: No cargo to be stored.</p>	155
<p style="text-align: center;"><u>SAFETY, SANITATION AND HOUSEKEEPING</u></p> <p>(a) SAFETY AND SANITATION:</p> <p style="padding-left: 40px;">Users/Operators of Port of Anchorage facilities will be required to comply with all safety and sanitation rules applicable on structures and facilities of the Port of Anchorage as required by federal, state and local law.</p> <p>(b) RESPONSIBILITY FOR HOUSEKEEPING:</p> <p style="padding-left: 40px;">Users/Operators of Port of Anchorage property will be required to maintain same in an orderly manner as directed by the Port Director. If User/Operator does not properly clean property used, the Port Director shall order the work performed and User/Operator will be billed at cost, including 15% overhead.</p> <p>(c) SMOKING PROHIBITED:</p> <p style="padding-left: 40px;">No smoking shall be allowed on any wharf, pier or in any warehouse or transit shed except in approved areas specifically designated for that purpose. Persons violating this rule may be barred, at the discretion of the Port Director, from the further use of any wharf and, in addition, shall be subject to prosecution under applicable Federal, State and Municipal Laws.</p>	160
ISSUED 12/1/2005	EFFECTIVE 1/1/2006

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SECTION 1 GENERAL RULES AND REGULATIONS	ITEM NO.
<p data-bbox="451 436 1016 468" style="text-align: center;"><u>RESPONSIBILITY FOR PROPERTY DAMAGE</u></p> <p data-bbox="188 506 1365 667">Damaged Port property and facilities should be reported immediately to the Port Director. The initial reporting of damages should be communicated by the most expeditious means, followed in writing. Owners/operators damaging Port of Anchorage property will be responsible for repairs. Should the repairs be undertaken by the Port of Anchorage the owners/operators will be billed for repairs to damaged property at cost, including 15% overhead.</p>	165
<p data-bbox="99 1900 391 1929">ISSUED 12/1/2005</p> <p data-bbox="1032 1900 1305 1929" style="text-align: right;">EFFECTIVE 1/1/2006</p>	

PORT OF ANCHORAGE TERMINAL TARIFF NO. 6

SECTION 1 GENERAL RULES AND REGULATIONS	ITEM NO.
<p style="text-align: center;"><u>BULK PETROLEUM PRODUCTS</u></p> <p>(a) APPLICATION OF TARIFF:</p> <p>Except as otherwise provided in this section, the rates, rules and regulations published in other sections of this tariff apply to vessels, shippers, consignees of Bulk Petroleum Products, and hose watch operators.</p> <p>(b) CLEARING PETROLEUM LINES:</p> <p>Shippers, consignees or vessels and persons in charge thereof are responsible for providing means to assure the proper flow of products. Shippers, consignees or vessels and persons in charge thereof will be responsible for clearing all petroleum products, other liquid products, compounds, and residues from lines located on or adjacent to the Petroleum Terminal after vessel completes loading or discharging unless otherwise authorized by the Port Director. In the event the Port of Anchorage performs any of the above named services, any applicable costs will be billed to shipper, consignee or vessel at cost plus 15% overhead.</p> <p>(c) REGULATIONS GOVERNING PETROLEUM PRODUCTS:</p> <p>The transfer of bulk petroleum products shall be governed by applicable federal, state and local laws, regulations, permits and ordinances/regulations including Port of Anchorage Bulk Petroleum Transfer Procedures Manual rules.</p> <p>(d) HOUSEKEEPING:</p> <p>Flammable liquids leaked or spilled on wharves shall be cleaned up immediately. Vessel operators or their agents shall remove temporary lines immediately upon completion of receipt or discharge of flammable liquids. Spillage from disconnected lines shall be the responsibility of the petroleum terminal operator, vessel owner/operator and/or their agents. All spills should be reported to the Port Director and regulatory authorities immediately.</p> <p>(e) DEPARTURE AFTER LOADING OR DISCHARGING:</p> <p>Any vessel after having discharged or loaded any petroleum product must immediately haul away from dock, pier or wharf and depart unless otherwise authorized by the Port Director.</p>	170
ISSUED 12/1/2005	EFFECTIVE 1/1/2006

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SECTION 2 DEFINITIONS AND SCHEDULE OF CHARGES	ITEM NO.
<p style="text-align: center;"><u>BULK PETROLEUM PRODUCTS (Continued)</u></p> <p>(f) POL CRANE USAGE AFTER DISCHARGE/LOADING OPERATIONS:</p> <p>Upon completion of departure inspection between the Port of Anchorage and the Petroleum Terminal Operator Permit holder, any additional use of the POL cranes is subject to separate written agreement.</p> <p>Hose watch companies performing POL crane operations for the purpose of vessel servicing shall be subject to the electric hose handling derrick crane tariff rate of \$50.00 per hour.</p>	
<p>ISSUED 12/1/2005</p>	<p>EFFECTIVE 1/1/2006</p>

PORT OF ANCHORAGE TERMINAL TARIFF NO. 5

SECTION 2 DEFINITIONS AND SCHEDULE OF CHARGES	ITEM NO.
<p><u>DEFINITIONS - GENERAL</u></p> <p>(a) "AFFREIGHTMENT": A contract of affreightment is one with a shipowner to hire his ship or part of it for the carriage of goods. Such a contract generally takes the form of a charter party or bill of lading.</p> <p>(b) "BEAM" means the greatest overall width of a vessel.</p> <p>(c) "BILL OF LADING" means a document by which the master of a ship acknowledges having received in good order and condition (or the reverse) certain specified goods consigned to him by some particular shipper, and binds himself to deliver them in similar condition - unless the perils of the sea, fire, or enemies prevent him - the consignees of the shipper at the point of destination on their paying him the stipulated freight.</p> <p>(d) "BULK CARGO" means cargo that is loaded and carried in bulk without mark or count in a loose unpackaged form, having homogeneous characteristics. Bulk cargo loaded into intermodal equipment, except LASH or Seabee barges, is subject to mark and count and is, therefore, subject to the requirements of this part.</p> <p>(e) "BUSINESS ENTITY" means a person, firm, association, organization, partnership, business trust, corporation, company, or any other business entity.</p> <p>(f) "CARLOADING OR UNLOADING" is the service performed to load cargo from wharf premises or other such terminal premises designated by the Port Director or his authorized representative to be used for such purposes, to or from railroad cars or trucks, trailers, semi-trailers from or to wharf premises or other terminal premises.</p> <p>(g) "COMMISSION" means the Federal Maritime Commission.</p> <p>(h) "CONSIGNEE" means the recipient of cargo from a shipper, individuals or business entities to whom a transported commodity is to be delivered.</p> <p style="text-align: center;">(Continued on next page)</p>	<p>175</p>
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SECTION 2 DEFINITIONS AND SCHEDULE OF CHARGES	ITEM NO.
<p>(i) "CONTAINER" means a demountable and reusable freight-carrying unit designed to be transported by different modes of transportation and having construction, fittings, and fastenings able to withstand, without permanent distortion or additional exterior packaging or containment, the normal stresses that apply on continuous all-water and intermodal transportation. The term includes dry cargo, ventilated, insulated, refrigerated, flat rack, vehicle rack, liquid tank, and open-top containers without chassis, but does not include crates, boxes or pallets.</p> <p>(j) "DELINQUENT LIST" means the record of vessels, their owners or agents, or other users of the Port of Anchorage who have failed to pay charges within sixty (60) days after date of invoice or who have not furnished proper cargo statements to the Port Director.</p> <p>(k) "DERELICT" means any watercraft moored or otherwise located within the Port which is forsaken, abandoned, deserted or whose owner fails to contact the Port Director within seven (7) days after written notice declaring the watercraft to be abandoned is attached to said watercraft.</p> <p>(l) "DIRECT LOADING OR UNLOADING" is the service accorded to cargo in transferring cargo by ship's tackle between ship and open top railroad cars, vehicles, pipeline, or water, raft, barge, lighter, or other waterborne vessels; or open top trucks, trailer beds or bodies, which are spotted within reach of ship's tackle or terminal's tackle.</p> <p>(m) "DOCKAGE" is the charge assessed to a vessel for docking at a wharf, dock, pier or other facility, or for mooring to a vessel so docked.</p> <p>(n) "DUNNAGE" means loose wood or other material used in a ship's hold for the protection of cargo and specified items approved by the Anchorage Port Commission in Item 202.</p> <p>(o) "FLOATING DOCKS/FLOATS" means docks/floats equipped with or without gangways that are secured to the appurtenant to it for the use of small vessels.</p> <p>(p) "FOREIGN COMMERCE" means that commerce under the jurisdiction of the Foreign Commerce Act.</p> <p style="text-align: center;">(Continued on next page)</p>	175
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SECTION 2 DEFINITIONS AND SCHEDULE OF CHARGES		ITEM NO.
(q)	"FOREST PRODUCTS" means forest products including, but not limited to, lumber in bundles, rough timber, ties, poles, piling, laminated beams, bundled siding, bundled plywood, bundled core stock or veneers, bundled particle or fiber boards, bundled hardwood, wood pulp in unitized bales, paper and paper board in rolls or in pallet or skid-sized sheets, liquid or granular by-products derived from pulping and papermaking, and engineered wood products.	175
(r)	"GANGWAY" means a narrow, portable platform used as a passage by persons entering or leaving a vessel moored alongside a quay or pier.	
(s)	"HANDLING" is the service accorded to cargo movement from end of ship's tackle or terminal's tackle to the first place of rest on the wharf or other terminal premises designated by the Port Director or his authorized representative to be used as the first place of rest, or from such first place of rest on the wharf or other such terminal premises to a place within reach of ship's tackle or terminal's tackle.	
(t)	"HOLIDAYS": Whenever in this tariff reference is made to holidays the following days are included: New Year's Day, Martin Luther King Day, President's Day, Seward's Day, Memorial Day, Independence Day, Labor Day, Veterans Day, Thanksgiving Day, Day After Thanksgiving, Christmas Day, and every other day appointed by the President of the United States of America and/or the Governor of Alaska. In the event that one of the above mentioned holidays occurs on Saturday, the previous Friday will be considered a holiday for the purpose of this tariff. In the event that one of the above mentioned holidays occurs on Sunday, the following Monday will be considered a holiday for the purpose of this tariff.	
(u)	"INDUSTRIAL PARK" means those parcels of real property adjacent to the Municipal Terminal which organizations with business interests at the Port may lease/rent from the Municipality.	
(v)	"LADDER" means a metal, wooden or rope stairway.	
(w)	"LOA" means the overall length of a watercraft measured from the most forward point at the Beam to the aftermost part of the stern of the watercraft, to include the motor.	
(x)	"MANIFEST" means a detailed statement of a vessel's cargo, giving the bills of lading numbers, marks, number of packages, names of shipper, names of consignee, weight or total measurement of goods, rate of freight and where payable. Such a statement is sent by the owners or brokers at port of shipment to their agents at destination port.	
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(y)	"MOORING" means to secure a ship or vessel or any floating object in a particular place by weight, chain, rope, float, structure, or any appliance used for anchoring purposes by a watercraft which is not carried aboard a watercraft as part of it.	
(z)	"MOTOR VEHICLE" means a wheeled vehicle whose primary purpose is ordinarily the non-commercial transportation of passengers, including an automobile, pickup truck, minivan, or sport utility vehicle.	
(aa)	"MUNICIPAL DOCK" means the concrete operating wharves and their associated facilities, such as cranes, transit shed and access trestles permanently affixed thereto.	
(bb)	"MUNICIPAL TERMINALS" means the Municipal Docks, Petroleum Docks, Transit Areas and their associated facilities, such as access roads, railroad tracks and the adjacent storage areas necessary to conduct normal day-to-day dock or cargo handling operations.	
(cc)	"NON-OPERATING PORT" means a landlord port with all port facilities generally leased, rented or preferentially assigned with the lessee, rental permittee or assignee responsible for operating the facilities.	
(dd)	"OPERATING PORTS" generally provide all port services except stevedoring with their own employees including, but not limited to, loading and unloading of rail cars and trucks and the operation of container terminals, grain elevators, and other bulk terminal operations.	175
(ee)	"LIMITED-OPERATING PORTS" lease facilities to others, but continue to operate one or more facilities with port employees. These operated facilities may be specialized terminals, such as grain elevators, bulk terminals, container terminals, etc.	
(ff)	"OVERSTOWAGE" means faulty loading, as when cargo for the second port of discharge is stowed above cargo for the first port and therefore the latter cannot be discharged at its destination.	
(gg)	"PETROLEUM TERMINALS" means the Petroleum Terminals of the Port of Anchorage which are the steel and concrete breasting platforms, pipe racks, walkways, dolphins and appurtenant structures located immediately south of the Municipal Dock.	
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<p>(hh) "POINT OF REST": Point of Rest is defined as that area on the terminal facility which is assigned for the receipt of inbound cargo from the vessel and from which inbound cargo may be delivered to the consignee and that area which is assigned for the receipt of outbound cargo from shippers for vessel loading.</p> <p>Note: Issued pursuant to F.M.C., Docket 875, General Order 15.</p> <p>(ii) "PORT" means a place at which a common carrier originates or terminates (by transshipment or otherwise) its actual ocean carriage of cargo or passengers as to any particular transportation movement.</p> <p>(jj) "PORT DIRECTOR" means the Director of the Port of Anchorage or the Port Director's designee.</p> <p>(kk) "PORT FACILITIES" means all docks, floats, berths, wharves, and other landing, launching, mooring, cargo or other facilities located within the Port of Anchorage.</p> <p>(ll) "PORT OF ANCHORAGE" means the Port of Anchorage Subdivision as defined by plat number 71-32, sheets 1 and 2 tidelands which have been transferred to the municipality, and tidal waters within the corporate limits of the municipality, exclusive of those areas which are within the exclusive jurisdiction of either the state or the United States.</p> <p>(mm) "TERMINAL OPERATOR" means a person or company engaged in the United States or a commonwealth, territory, or possession thereof, in the business of furnishing wharfage, dock, warehouse or other terminal facilities or services in connection with a common carrier, or in connection with a common carrier and a water carrier subject to Subchapter II of Chapter 135 of Title 49, United States Code. A marine terminal operator includes, but is not limited to, terminals owned or operated by states and their political subdivisions; railroads who perform port terminal services not covered by their line haul rates; common carriers who perform port terminal services; and agents thereof who operate port terminal facilities.</p> <p>(nn) "TERMINAL OPERATOR PERMIT" is a permit issued by the Municipality of Anchorage for an agency/entity to perform one or more of the following marine related services or operations at the Port of Anchorage: petroleum transfer operations; general cargo operations; dry bulk cargo operations; outloading of cargo from first place of rest within Port transit areas; vessel servicing; fish handling operations; and, passenger operations.</p> <p style="text-align: center;">(Continued on next page)</p>	175	
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<p>(oo) "TRANSSHIPMENT" means the transfer of goods from the vessel stipulated in the contract of affreightment to another vessel before the place of destination has been reached.</p> <p>(pp) "VESSEL" means ships or crafts of all types, in excess of 40' LOA (length over all), including but not limited to the following: motor ships, steam ships, canal boats, tugs, barges, sailing vessels, motor boats, and every structure adapted to be navigated from place to place for the transportation of property and persons by any means.</p> <p>(qq) "VESSEL OWNER" means the actual or registered owner, charterer, master, agent, person in navigational control or person responsible for the operation of the vessel.</p> <p>(rr) "WATERCRAFT" means any vessel, including but not limited to houseboats, floatplanes, waterborne aircraft, floats, scows, rafts, pile drivers, or any other floating structure adopted to be navigated from place to place, used for recreational, commercial, or other purpose upon the waterways within the Port or moored at any place within the Port.</p> <p>(ss) "WHARFAGE" is the charge assessed against any freight, cargo, goods placed in a transit shed or on a wharf, or passing through, over or under a wharf or Municipal terminal; or transferred between vessels, or loaded to or unloaded from a vessel at a wharf, regardless of whether or not a wharf is used. Wharfage is solely the charge for use of wharf and does not include handling, sorting, piling of freight or charges for any other services.</p>	175	
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SECTION 2 DEFINITIONS AND SCHEDULE OF CHARGES	ITEM NO.
<p style="text-align: center;"><u>DOCKAGE</u></p> <p>(a) DOCKAGE:</p> <p style="padding-left: 40px;">Dockage is the charge assessed to a vessel for docking at a wharf, dock, pier or other facility, or for mooring to a vessel so docked.</p> <p>(b) DOCKAGE PERIOD - HOW CALCULATED:</p> <p style="padding-left: 40px;">Dockage shall commence when a vessel's first line is made fast to a wharf, pier or other facility, or when a vessel is moored to another vessel so berthed and shall continue until such vessel is completely freed from and has vacated the berth. No deductions will be made for Sundays or holidays.</p> <p>(c) BASIS FOR COMPUTING CHARGES:</p> <p style="padding-left: 40px;">Dockage charges will be assessed on the length-over-all of the vessel. Length-over-all shall be construed to mean the linear distance, expressed in feet, from the most forward point of the stem of the vessel to the aftermost part of the stern of the vessel, measured parallel to the baseline of the vessel.</p> <p style="padding-left: 40px;">For dockage billing purposes, length-over-all of the vessel as published in "Lloyd's Register of Shipping" will be used. If no such figure appears in "Lloyd's Register", the Port reserves the right to: (1) obtain the length-over-all from the vessel's register, or (2) measure the vessel.</p> <p>(d) VESSEL DOCKED TO REPAIR, SHORE, OUTFIT OR FUMIGATE:</p> <p style="padding-left: 40px;">Full dockage will be charged if and when a vessel is permitted to make repairs or alterations, shore for special freight, outfit, store or fumigate while docked at wharf.</p> <p>(e) VESSELS REQUIRED TO OBTAIN ASSIGNMENTS/BERTHING RESERVATION:</p> <p style="padding-left: 40px;">No vessel will be permitted to berth at a wharf or terminal facility of the Port of Anchorage without having first made written application for a berth assignment and without such an assignment having been granted. Berthing Applications are available from the Port of Anchorage offices.</p> <p style="text-align: center;">(Continued on next page)</p>	200
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SECTION 2 DEFINITIONS AND SCHEDULE OF CHARGES	ITEM NO.
<p style="text-align: center;"><u>DOCKAGE (Continued)</u></p> <p>Application of berth assignments must be made as far in advance of the arrival of vessel as possible and must specify arrival and departure dates and the nature and quantity of the freight to be loaded or discharged.</p> <p>(f) BERTHING POLICY/BERTHING RESERVATION:</p> <p>A Terminal Operator Permittee may secure reserved dock space under the following conditions:</p> <ol style="list-style-type: none"> (1) Provide the Port with a fully completed Berthing Application indicating berth and desired, scheduled dockside activities/services needed and timeframes/date(s) requested. (2) Berthing Application and prepaid dockage must be received by the Port a minimum of 4 business days prior to anticipated vessel arrival. Applications will be processed on a first-come first-served basis. (3) Port will determine availability of berth, services, etc., and dates requested. Should berthing schedule conflicts be found between berthing applicants, the Port shall mediate a resolution which will attempt to minimize negative impacts on both (or all) parties. (4) Full dockage fees will be paid to the Port at the time of application for berthing reservation. Prepaid dockage fees will be non-refundable unless a written cancellation is received by the Port a minimum of 4 days prior to scheduled vessel arrival. (5) When space is available, vessels with approved reservations may have a 24-hour grace window on either side of scheduled call/stay provided no other reservations have been received. (6) Vessels that dock at berths without prior berthing application approvals do not have berthing privileges or priority and shall complete a berthing application immediately after docking. <p style="text-align: center;">(Continued on next page)</p>	<p>200</p>
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SECTION 2 DEFINITIONS AND SCHEDULE OF CHARGES	ITEM NO.
<p style="text-align: center;"><u>DOCKAGE (Continued)</u></p> <p>(g) VESSELS REQUIRED TO VACATE BERTHS:</p> <p>Vessels may occupy a berth, subject to charges named in Item 200, Section (j), providing such vessel shall vacate the berth upon demand by the Port Director or his authorized representative. Vessels refusing to vacate berth on demand may be moved by tug or otherwise, and any expenses or damages to vessel, other vessels or wharf structures during such removal shall be charged to the vessel so moved.</p> <p>(h) CHARGES ON VESSEL SHIFTING:</p> <p>When a vessel is shifted directly from one wharf (berth) to another wharf (berth) owned by the Port of Anchorage, the total time at such berths will be considered together in computing the dockage charge.</p> <p>(i) CHARGES TO ASSISTING VESSELS:</p> <p>A single vessel, when actively engaged as a tug boat, assisting and made fast outboard of a vessel loading or discharging cargo, will be accorded free dockage. A tug boat leaving its tended vessel for any purpose shall waive its right to free dockage for the period of berthing it left its tended vessel until it secures back to its tended vessel.</p> <p style="text-align: center;">(Continued on next page)</p>	200
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SECTION 2 DEFINITIONS AND SCHEDULE OF CHARGES					ITEM NO.
<u>DOCKAGE (Continued)</u>					
(j) DOCKAGE RATES WILL BE ASSESSED AS FOLLOWS EXCEPT AS OTHERWISE PROVIDED.					
<u>Overall Length of Vessel (Ft)</u>		<u>Charge Per 24-Hour Day</u>			
<u>Over</u>	<u>But Not Over</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	
0	100	\$ 175.00	200.00	225.00	
100	200	262.00	300.00	337.00	
200	300	408.00	467.00	525.00	
300	350	523.00	597.00	670.00	
350	375	631.00	732.00	832.00	
375	400	758.00	854.00	951.00	
400	425	823.00	918.00	1,014.00	
425	450	913.00	1,022.00	1,130.00	
450	475	1,003.00	1,110.00	1,216.00	
475	500	1,088.00	1,212.00	1,335.00	
500	525	1,211.00	1,362.00	1,513.00	
525	550	1,345.00	1,488.00	1,632.00	
550	575	1,454.00	1,611.00	1,769.00	
575	600	1,589.00	1,773.00	1,957.00	200
600	625	1,783.00	2,013.00	2,242.00	
625	650	2,056.00	2,332.00	2,609.00	
650	675	2,374.00	2,672.00	2,969.00	
675	700	2,687.00	3,019.00	3,350.00	
700	725	3,066.00	3,474.00	3,881.00	
725	750	3,534.00	3,987.00	4,440.00	
750	775	4,029.00	4,532.00	5,036.00	
775	800	4,550.00	5,101.00	5,653.00	
800	850	5,157.00	5,825.00	6,493.00	
850	900	6,310.00	6,849.00	7,388.00	
900	950	7,700.00	8,012.00	8,324.00	
> 950'		\$6.80 / ft. over 950'	\$11.00 / ft. over 950'	\$13.00 / ft. over 950'	
Note 1: Half days shall be considered in computing dockage. Dockage is assessed as follows:					
a. 12 hours or less shall be charged one-half (1/2) of one full day's dockage.					
b. Over 12 hours, and not more than 24 hours, shall be charged one full day's dockage.					
(Continued on next page)					
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SECTION 2 DEFINITIONS AND SCHEDULE OF CHARGES	ITEM NO.
<p style="text-align: center;"><u>DOCKAGE (Continued)</u></p> <p>(k) MONTHLY DOCKAGE RATES:</p> <p>Vessels employed solely in the business of providing tug service to vessels calling at the Port may make application to the Port Director for monthly dockage rates.</p> <p>Vessels accorded the monthly rate shall not be deemed to have been given any preferential berthing right and shall vacate any particular berth when ordered to do so by the Port Director.</p> <p>The monthly agreement may be revoked by the Port Director and terminated by the operator upon five days written notice.</p> <p>The monthly dockage rate shall be assessed at one-half (1/2) the full dockage charges per 24-hour period as set forth in this item.</p>	200
<p style="text-align: center;"><u>DUNNAGE</u></p> <p>(a) DEFINITION:</p> <p>The specified items approved by the Anchorage Port Commission for which no wharfage charge will be assessed on outbound containers carrying the specific dunnage items, for which wharfage was assessed on the inbound movement. The qualifying dunnage materials that are used strictly for the purpose of securing and protecting cargo are listed below:</p> <p>Bags, Horticultural, Growing Bags, bulk container, empty Bales of Cardboard Baskets Bins, necessary for the transportation of groceries, foodstuffs and/or department store merchandise Blankets, furniture Boxes, fiberboard, paper or pulpboard, used, collapsed Bread Trays Cans, Aluminum, empty, used</p> <p style="text-align: center;">(Continued on next page)</p>	202
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SECTION 2 DEFINITIONS AND SCHEDULE OF CHARGES	ITEM NO.
<p style="text-align: center;"><u>DUNNAGE (Continued)</u></p> <p>Containers, bulk flour Containers, bulk liquid (Porta-feeds), used for transporting chemicals or paint, in bulk, capacity not to exceed 500 gallons each Cylinders Cribbing Cribs Dunnage, rubber, inflatable Dunnage, wooden Hampers, garment Hangers, garment Kegs, not exceeding 55 gallon capacity Load locks Material, not a part of the pallet, platform, skid or shipping container, used to protect top of lading or to secure the load to the pallet, platform or shipping container Milk Baskets, Milk Crates Pads; ie, packing, shipping, cotton or jute, old, used per Item 148700 of NMFC (Furniture Pads) Pallets Pallets, Platforms or Skids, with or without standing or collapsible sides or ends, with or without top, and includes plastic or rubber liners used in conjunction therewith Platforms, Partitions or Dividers Racks Racks, Shoe Reels Skids Spools Totes</p> <p>Note: The return provisions of dunnage will apply only when the returned articles have been assessed wharfage on inbound movement.</p>	202
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<u>EQUIPMENT RENTAL</u>																																											
<p>(a) When available, equipment, including operators where applicable, will be subject to a rental rate on approval of the Port Director at rates provided herein. The renter of such equipment shall be responsible for any loss or damage to equipment and for any personal injuries which may result from the operation thereof. The renter will be responsible for delays occasioned by power failure or other causes beyond the control of the Port of Anchorage, its employees or agents.</p>																																											
<p>Except as otherwise provided, rates are stated in cents each and apply on a per hour basis and include operators, except as stated.</p>																																											
<p>Labor required will be furnished at current man-hour rates or at agent's labor rates.</p>																																											
<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 80%;"></th> <th style="text-align: right; vertical-align: bottom;"><u>RATE PER HOUR</u></th> </tr> </thead> <tbody> <tr> <td>POL Electric Hose Handling Derrick, 2,000 lbs. Maximum capacity</td> <td style="text-align: right; vertical-align: bottom;">\$50.00</td> </tr> <tr> <td>(Subject to Note 1)</td> <td></td> </tr> <tr> <td>Cranes:</td> <td></td> </tr> <tr> <td>Container Crane, without operator</td> <td style="text-align: right; vertical-align: bottom;">\$400.00</td> </tr> <tr> <td>(Subject to Note 4)</td> <td></td> </tr> <tr> <td>Mitsubishi Crane, without operator</td> <td style="text-align: right; vertical-align: bottom;">\$668.00</td> </tr> <tr> <td>(Subject to Note 4)</td> <td></td> </tr> <tr> <td>Mobile/Portable wheeled, including operator</td> <td style="text-align: right; vertical-align: bottom;">\$140.00</td> </tr> <tr> <td>Overtime and Holidays</td> <td style="text-align: right; vertical-align: bottom;">\$160.00</td> </tr> <tr> <td>(Subject to Note 3)</td> <td></td> </tr> <tr> <td>Trucks:</td> <td></td> </tr> <tr> <td>Sander, including operator</td> <td style="text-align: right; vertical-align: bottom;">\$95.00</td> </tr> <tr> <td>Overtime and Holidays</td> <td style="text-align: right; vertical-align: bottom;">\$115.00</td> </tr> <tr> <td>(Subject to Notes 2 and 3)</td> <td></td> </tr> <tr> <td>Sweeper, including operator</td> <td style="text-align: right; vertical-align: bottom;">\$95.00</td> </tr> <tr> <td>Overtime and Holidays</td> <td style="text-align: right; vertical-align: bottom;">\$115.00</td> </tr> <tr> <td>(Subject to Note 3)</td> <td></td> </tr> <tr> <td>Washer, High Pressure Water, including operator</td> <td style="text-align: right; vertical-align: bottom;">\$95.00</td> </tr> <tr> <td>Overtime and Holidays</td> <td style="text-align: right; vertical-align: bottom;">\$115.00</td> </tr> <tr> <td>(Subject to Note 3)</td> <td></td> </tr> </tbody> </table>		<u>RATE PER HOUR</u>	POL Electric Hose Handling Derrick, 2,000 lbs. Maximum capacity	\$50.00	(Subject to Note 1)		Cranes:		Container Crane, without operator	\$400.00	(Subject to Note 4)		Mitsubishi Crane, without operator	\$668.00	(Subject to Note 4)		Mobile/Portable wheeled, including operator	\$140.00	Overtime and Holidays	\$160.00	(Subject to Note 3)		Trucks:		Sander, including operator	\$95.00	Overtime and Holidays	\$115.00	(Subject to Notes 2 and 3)		Sweeper, including operator	\$95.00	Overtime and Holidays	\$115.00	(Subject to Note 3)		Washer, High Pressure Water, including operator	\$95.00	Overtime and Holidays	\$115.00	(Subject to Note 3)		205
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PORT OF ANCHORAGE TERMINAL TARIFF NO. 6

SECTION 2 DEFINITIONS AND SCHEDULE OF CHARGES		ITEM NO.
<u>EQUIPMENT RENTAL (Continued)</u>		
	<u>RATE PER HOUR</u>	
Equipment:		
Grader, including operator	\$95.00	
Overtime and Holidays	\$115.00	
(Subject to Note 3)		
Loader, including operator	\$105.00	
Overtime and Holidays	\$115.00	
(Subject to Note 3)		
Forklift, including operator		
Powered to 5,000 lbs. capacity	\$95.00	
Overtime and Holidays	\$115.00	
(Subject to Notes 2 and 4)		
Forklift to 20,000 lbs. capacity, including operator	\$105.00	
Overtime and Holidays	\$125.00	
(Subject to Notes 2 and 4)		
	<u>RATE</u>	
Manbasket, per day	\$100.00	
Dumpster, each	\$100.00 EA	
		205
NOTE 1:	Derrick not available/useable while being used to assemble, disassemble or support petroleum lines.	
NOTE 2:	Charge for sanding material will be based on current purchase price per yard.	
NOTE 3:	Denotes equipment to be rented including a Port employee operator or designee.	
NOTE 4:	Actual rental period time, plus one hour for initial start-up, safety functional checks and demobilization.	
(b)	<p>RENTER'S RESPONSIBILITY: When equipment is rented to others, it is expressly understood that the equipment will be operated by a Port employee. It is hereby understood and agreed that in the event the renter uses the equipment owned by the Port of Anchorage, such operator shall be under the direction of the renter and the operator shall be considered as the agent or servant of the renter, and the renter shall be responsible for the acts of such operator during the time of the rental. It is incumbent upon the renter to make a thorough inspection and satisfy himself as to the physical condition and capacity of the unit, as well as the competency of the operator, there being no representation or warranties by the Port of Anchorage with reference to such matters.</p> <p>This provision is subject to Item 120(b).</p>	
ISSUED	12/1/2005	EFFECTIVE 1/1/2006

PORT OF ANCHORAGE TERMINAL TARIFF NO. 6

SECTION 2 DEFINITIONS AND SCHEDULE OF CHARGES		ITEM NO.					
<u>LOADING AND UNLOADING</u>							
<p>(a) RAILCAR LOADING AND UNLOADING: Railcar loading or unloading is the service performed to load or unload cargo from such terminal premises designated by the Port Director or his authorized representative to be used for such purposes, to or from railroad cars. Carloading and unloading rates, including but not limited to, automobiles, auto trucks, tractors, house or freight trailers, modular or mobile buildings, freight vans, military equipment, boats and material on wheels or caterpillar treads S.U. or K.D.</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">0 to 20 feet</td> <td style="width: 15%; text-align: center;">RATE</td> <td style="width: 35%;">\$3.00 each per day</td> </tr> <tr> <td>Over 20 feet</td> <td style="text-align: center;">RATE</td> <td>\$5.00 each per day</td> </tr> </table> <p>(b) DIRECT LOADING AND UNLOADING: Direct loading or unloading is the service accorded to cargo in transferring cargo by ship's tackle or terminal's tackle between ship and open top railroad cars or water, raft, barge, lighter, or other waterborne vessels; or open to trucks, trailer beds or bodies, which are spotted within reach of ship's tackle or terminal's tackle. Cargo shall be subject to wharfage charges.</p>	0 to 20 feet	RATE	\$3.00 each per day	Over 20 feet	RATE	\$5.00 each per day	210
0 to 20 feet	RATE	\$3.00 each per day					
Over 20 feet	RATE	\$5.00 each per day					
<u>RAILROAD CARS</u>							
<p>(a) General Application of Tariff: Rates, charges, rules and regulations provided in this terminal tariff apply to railroad cars, engines and any combination thereof on Port property on that track known as the "Port Expansion Track".</p> <p>Prior to vacating the premises, railroad car/engine owner/operator shall ensure tracks are free of obstacles and in good operable condition. Failure to do so will result in the assessment of repair and clean-up charges.</p> <p style="text-align: right;"><u>RATE</u></p> <p>(b) Tariff Rate: Railroad cars and engines will be assessed per unit per day <u>\$45.00</u></p> <p>Railroad cars and engines will be assessed an additional per unit per day for coverage of security-related expenses whenever a Secondary User requests ARRC services for movement of goods, and the Port Expansion Track is used.</p> <p>Security Tariff Rate: security-related expenses for Secondary User Rate <u>\$17.00</u></p> <p>NOTE: A Secondary User is defined as any user of Port of Anchorage facilities not already participating in sharged payment of the established Port of Anchorage facility security contract, wherein a security tariff is already included.</p>		211					
<u>FREE TIME</u>							
<p>(a) DEFINITION:</p> <p>The specified period during which cargo may occupy space assigned to it on Terminal property, free of wharfage, demurrage or terminal storage charges, immediately prior to the loading, or subsequent to the discharge, of such cargo on or off the vessel.</p> <p style="text-align: center;">(Continued on next page)</p>		212					
ISSUED	12/1/2005	EFFECTIVE 4/1/2008					

PORT OF ANCHORAGE TERMINAL TARIFF NO. 6

SECTION 2 DEFINITIONS AND SCHEDULE OF CHARGES	ITEM NO.
<p style="text-align: center;"><u>FREE TIME (Continued)</u></p> <p>(b) COMPUTING FREE TIME:</p> <p>Free time starts the first 12:00 am after cargo is received or unloaded onto wharf from car or truck, or, in the case of cargo received from vessel, the first 12:00 am after completion of the vessel's discharge. On outbound traffic, the day or days vessel is loading are not included in the computation. On inbound traffic from vessel, delivery of which is made after the allotted free time period, the day freight is loaded out or delivered to truck or car is to be included in the computation as a storage day.</p> <p>When freight is transshipped between deep sea vessels and involves application of both a long and short time period, the longer period shall be allowed, but not the aggregate of any two free time periods.</p> <p>(c) FREE TIME PERIOD:</p> <p>Free time of five (5) days will be allowed on all inbound traffic. Free time of five (5) days will be allowed on all outbound cargo. Subject to the discretion of the Port Director.</p>	212
<p style="text-align: center;"><u>TERMINAL OPERATOR PERMITS</u></p> <p>(a) TERMINAL OPERATOR PERMITS:</p> <p>The services set forth in Item 215, Section (b) shall be provided by independent agents at the Port of Anchorage under Terminal Operator Permits issued by the Anchorage Port Commission. These permits are available to any qualified agent desiring to provide terminal services at the Port of Anchorage and required by the Port of Anchorage.</p> <p>A current list of the Terminal Operator Permit Holders operating at the Port of Anchorage is on file at the Port of Anchorage and available upon request.</p> <p style="text-align: center;">(Continued on next page)</p>	215
ISSUED 12/1/2005	EFFECTIVE 1/1/2006

PORT OF ANCHORAGE TERMINAL TARIFF NO. 6

SECTION 2 DEFINITIONS AND SCHEDULE OF CHARGES	ITEM NO.																
<p style="text-align: center;"><u>TERMINAL OPERATOR PERMITS (Continued)</u></p> <p>Those Permit Holders who load and off-load cargo and provide other terminal services for shippers and receivers must file their rates with the Federal Maritime Commission if such shippers and receivers bill the cargo owner.</p> <p>(b) TERMINAL OPERATOR PERMIT FEES</p> <p>Annual fees shall be prepaid for the Permit period ending December 31 each year by Permit applications for number(s) in the amounts identified below for each such number for the services described in Section 5.A. of the Permit. Permit applicants seeking to provide one or more of the listed services shall pay fees according to the following schedule unless the fees total more than \$15,000. In such case, a maximum fee of \$15,000 shall apply.</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 80%;"></th> <th style="text-align: right; width: 20%;">FEE</th> </tr> </thead> <tbody> <tr> <td>1. Marine vessel petroleum loading operations</td> <td style="text-align: right;">\$5,000</td> </tr> <tr> <td>2. Marine vessel petroleum discharge operations</td> <td style="text-align: right;">\$5,000</td> </tr> <tr> <td>3. General cargo operations</td> <td style="text-align: right;">\$10,000</td> </tr> <tr> <td>4. Dry bulk cargo operations</td> <td style="text-align: right;">\$5,000</td> </tr> <tr> <td>5. Vessel servicing</td> <td style="text-align: right;">\$1,000</td> </tr> <tr> <td>6. Commercial fish operations</td> <td style="text-align: right;">\$1,000</td> </tr> <tr> <td>7. Passenger operations</td> <td style="text-align: right;">\$1,000</td> </tr> </tbody> </table>		FEE	1. Marine vessel petroleum loading operations	\$5,000	2. Marine vessel petroleum discharge operations	\$5,000	3. General cargo operations	\$10,000	4. Dry bulk cargo operations	\$5,000	5. Vessel servicing	\$1,000	6. Commercial fish operations	\$1,000	7. Passenger operations	\$1,000	215
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7. Passenger operations	\$1,000																
<p style="text-align: center;"><u>MINIMUM CHARGES</u></p> <p>Except as otherwise provided herein, where named services are performed, the minimum charge for any single shipment shall be:</p> <table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td style="width: 40%;">Wharfage:</td> <td style="width: 40%; text-align: right;">\$75.00</td> <td style="width: 20%;"></td> </tr> <tr> <td>Storage:</td> <td style="text-align: right;">\$75.00</td> <td></td> </tr> </tbody> </table>	Wharfage:	\$75.00		Storage:	\$75.00		220										
Wharfage:	\$75.00																
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ISSUED 12/1/2005	EFFECTIVE 1/1/2006																

PORT OF ANCHORAGE TERMINAL TARIFF NO. 6

SECTION 2 DEFINITIONS AND SCHEDULE OF CHARGES	ITEM NO.									
<p><u>PASSENGER FEES</u></p> <p>In addition to other tariff provisions, the terms and conditions of this Item apply and charges are assessed to passenger vessels and cruise ships or other vessels carrying passengers for compensations.</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 80%;"></th> <th style="text-align: right; border-bottom: 1px solid black;">FEE</th> </tr> </thead> <tbody> <tr> <td>Passengers embarking from pier to vessel, each</td> <td style="text-align: right; vertical-align: bottom;">\$2.00</td> </tr> <tr> <td>Passengers debarking from vessel to pier, each</td> <td style="text-align: right; vertical-align: bottom;">\$2.00</td> </tr> <tr> <td>Passenger fee per person for commercial carriage compensation at designated Ship Creek Point facility per round trip</td> <td style="text-align: right; vertical-align: bottom;">\$2.00</td> </tr> </tbody> </table>		FEE	Passengers embarking from pier to vessel, each	\$2.00	Passengers debarking from vessel to pier, each	\$2.00	Passenger fee per person for commercial carriage compensation at designated Ship Creek Point facility per round trip	\$2.00	222	
	FEE									
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Passengers debarking from vessel to pier, each	\$2.00									
Passenger fee per person for commercial carriage compensation at designated Ship Creek Point facility per round trip	\$2.00									
<p><u>PORT LABOR</u></p> <p>(a) SUBJECT TO CHANGE:</p> <p>The rates named in this tariff, revisions or supplements thereto, are based upon ordinary traffic and labor conditions. If and when these conditions change because of demand of labor for increased wages, strikes, congestions or other causes not reasonably within the control of the Port of Anchorage, resulting in an increased cost of service, the rates are subject to change without notice.</p> <p>(b) OVERTIME:</p> <p>Overtime work performed on Saturdays, Sundays, or Holidays or after 5:00 P.M., or before 8:00 A.M., Mondays through Fridays, or during meal periods as shown below:</p> <table style="width: 100%; border-collapse: collapse; margin-top: 20px;"> <tbody> <tr> <td style="width: 25%;">06:00 A.M.</td> <td style="width: 10%; text-align: center;">to</td> <td style="width: 25%;">7:00 A.M.</td> </tr> <tr> <td>12:00 Noon</td> <td style="text-align: center;">to</td> <td>01:00 P.M.</td> </tr> <tr> <td>06:00 P.M.</td> <td style="text-align: center;">to</td> <td>07:00 P.M.</td> </tr> </tbody> </table> <p style="text-align: center; margin-top: 20px;">(Continued on next page)</p>	06:00 A.M.	to	7:00 A.M.	12:00 Noon	to	01:00 P.M.	06:00 P.M.	to	07:00 P.M.	225
06:00 A.M.	to	7:00 A.M.								
12:00 Noon	to	01:00 P.M.								
06:00 P.M.	to	07:00 P.M.								
ISSUED 12/1/2005	EFFECTIVE 1/1/2006									

PORT OF ANCHORAGE TERMINAL TARIFF NO. 6

SECTION 2 DEFINITIONS AND SCHEDULE OF CHARGES	ITEM NO.
<p style="text-align: center;"><u>PORT LABOR (Continued)</u></p> <p>(c) STANDBY TIME:</p> <p>Except as otherwise provided, when the Port of Anchorage is required to order labor for a specific service, and through no fault or inability of the Port of Anchorage, the work or service is not commenced, causing standby time to accrue, or when work or service after commencement is delayed through no fault of the Port of Anchorage for periods of fifteen consecutive minutes or more, current man-hour rates or agent's actual labor rates, plus 15% will be assessed against the party for whom labor was ordered. In computing cost of man-hour time, less than 15 minutes will be considered no delay, but time of 15 minutes or more will be considered delay time and charges computed from cessation of work until resumption of work will be assessed in units of 15 minutes, except that no charge will be made for the final 15 minutes if work commences within the first seven minutes of such period.</p> <p>(d) MINIMUM LABOR HOURS:</p> <p>When the Port of Anchorage is required to furnish labor for a specific service and such service is completed before the expiration of the minimum time allowed under current labor working agreements and awards, the labor charges accruing after the specific service is completed and until the end of the minimum time allowed will be assessed at current man-hour rates plus 15% overhead.</p> <p>(e) RATES APPLY WHEN NOT OTHERWISE PROVIDED:</p> <p>When services are performed by the Port of Anchorage, its employees or agents, for which no specific rates are set forth in this tariff, or when reference is made to this item, charges for such services shall be at current man-hour rates, or agent's actual labor rates, plus 15% overhead, and the charge for any equipment used as set forth in Item 205. Charge for materials furnished in connection with said services will be assessed at actual cost to the Port of Anchorage, plus 15%.</p>	225
ISSUED 12/1/2005	EFFECTIVE 1/1/2006

PORT OF ANCHORAGE TERMINAL TARIFF NO. 6

SECTION 2 DEFINITIONS AND SCHEDULE OF CHARGES		ITEM NO.
<u>PORT LABOR (Continued)</u>		
<p>(f) PENALTY LABOR CHARGES:</p> <p>When it becomes necessary for any reason to perform work involving penalty labor rates, such penalty cost shall be added as a differential over straight time charges. If such labor rates are subject to administrative costs, penalty costs will be applied prior to application of such administrative costs.</p> <p>(g) LINE HANDLING:</p> <p>The Port of Anchorage does not perform the services of line handling. Such service is arranged by and is for the account of the agents of the vessel or stevedore company handling the vessel.</p> <p>(h) LONGSHORE MAN-HOUR RATES:</p> <p>Man-hour rates for longshore work are available from holders of valid Terminal Operator Permits.</p> <p>(i) ANCHORAGE POLICE OFFICER RATES \$100.00 per hour</p> <p>Established written notice guidelines for requests for police services as follows: Written requests received more than ten (10) days in advance of function shall be charged a two (2) hour minimum for each police officer, regardless of function length.</p> <p>Written requests received ten (10) days or less prior to the function shall be charged a four (4) hour minimum for each police officer, regardless of function length.</p>	225	
ISSUED 12/1/2005		EFFECTIVE 1/1/2006

PORT OF ANCHORAGE TERMINAL TARIFF NO. 5

SECTION 2 DEFINITIONS AND SCHEDULE OF CHARGES		ITEM NO.
<u>TERMINAL STORAGE</u>		
(a) TERMINAL STORAGE:		
<p>Transit storage is cargo/support equipment storage for which arrangements have been made in advance of vessel or cargo arrival at Port of Anchorage.</p> <p>Storage charges for cargos in transit will be assessed as follows:</p>		
	<u>STORAGE RATE</u>	235
(1)	Storage rate per sq.ft. per month off wharf as available	\$0.105
(2)	Daily storage rates for cargo, including but not limited to, Automobiles, Auto Trucks, Tractors, House or Freight Trailers, Modular or Mobile Buildings, Freight Vans, Military Equipment, Boats and Material on wheels or Caterpillar Treads, S.U. or K.D.	
	0 to 20 feet	\$3.00 each per day
	Over 20 feet	\$5.00 each per day
(3)	Storage rate per sq.ft. per month in transit shed as available	\$1.05 dollars
ISSUED	12/1/2005	EFFECTIVE 1/1/2006

PORT OF ANCHORAGE TERMINAL TARIFF NO. 6

SECTION 2 DEFINITIONS AND SCHEDULE OF CHARGES	ITEM NO.						
<p style="text-align: center;"><u>WATER FOR VESSELS</u></p> <p>The following charges will be made for furnishing water to vessels berthed at terminals for ships stores subject to this tariff:</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 80%;"></th> <th style="text-align: right; border-bottom: 1px solid black;">RATE</th> </tr> </thead> <tbody> <tr> <td>(a) First 1,000 gallons</td> <td style="text-align: right;">\$75.00</td> </tr> <tr> <td>Each additional 1,000 gallons or fraction thereof</td> <td style="text-align: right;">\$ 5.00</td> </tr> </tbody> </table> <p>(b) The above charges include the service of Port personnel to hook-up and disconnect hoses. The Port will furnish on request a maximum of 100 feet of 2-1/2 inch hose suitable for dispensing potable water.</p>		RATE	(a) First 1,000 gallons	\$75.00	Each additional 1,000 gallons or fraction thereof	\$ 5.00	240
	RATE						
(a) First 1,000 gallons	\$75.00						
Each additional 1,000 gallons or fraction thereof	\$ 5.00						
<p style="text-align: center;"><u>WHARFAGE</u></p> <p>(a) Wharfage is the charge assessed against any freight, cargo, goods placed in a transit shed or on a wharf, or passing through, over or under a wharf or Municipal Terminal; or transferred between vessels, or loaded to or unloaded from a vessel at a wharf, regardless of whether or not a wharf is used. Wharfage is solely the charge for use of wharf and does not include handling, sorting, piling of freight or charges for any other services.</p> <p>(b) APPLICATION:</p> <p>Wharfage rates named in this tariff will be charged for all merchandise received over the Municipal Docks or Municipal Terminal of the Port of Anchorage and will be in addition to all other charges made under provisions of this tariff, EXCEPT:</p> <p>No wharfage shall be charged to ship's gear, such as strongbacks, lines, hatch covers, walking boards, etc., placed on wharf during unloading operations. Fuel handled over wharf will not be considered as ship's stores and will be subject to wharfage and other charges that may be incurred.</p> <p>(c) OVERSIDE:</p> <p>Full wharfage named herein will be charged to merchandise discharged or loaded overside of vessel directly to or from another vessel or to the water when vessel is berthed at wharf.</p> <p style="text-align: center;">(Continued on next page)</p>	250						
<p>ISSUED 12/1/2005 EFFECTIVE 1/1/2006</p>							

PORT OF ANCHORAGE TERMINAL TARIFF NO. 6

SECTION 2 DEFINITIONS AND SCHEDULE OF CHARGES	ITEM NO.
<p style="text-align: center;"><u>WHARFAGE (Continued)</u></p> <p>(d) OVERSTOWED CARGO:</p> <p>Over-stowed cargo destined for discharging at another port will be exempt of wharfage charges, provided such cargo is immediately re-loaded prior to departure of the same vessel.</p> <p>(e) MINIMUM CHARGE:</p> <p>See Item 220.</p> <p>(f) SCHEDULE OF RATES:</p> <p>Except as otherwise specifically provided, rates are in cents per ton of 2,000 lbs.</p> <p>(g) TRANSSHIPPED CARGO:</p> <p>Transshipped cargo shall be taken as a single through movement and shall be included only one time for purposes of determining the wharfage rate.</p> <p>(h) SECURITY SURCHARGE:</p> <p>See Item 270 on page 46 for applicable security charges.</p>	250
ISSUED 12/1/2005	EFFECTIVE 4/1/2008

PORT OF ANCHORAGE TERMINAL TARIFF NO. 6

SECTION 2 DEFINITIONS AND SCHEDULE OF CHARGES		ITEM NO.
COMMODITY	WHARFAGE RATE	
<p><u>VANS OR CONTAINERS</u></p> <p>Freight; rigid, non-disposable, dry cargo, insulated, refrigerated, flat rack, liquid tank, or open top container, with or without wheels or chassis attached, minimum dimensions 8 ft. wide and 20 ft. long, viz: containing merchandise, except containing powder, gun or blasting, or other articles as described in Item 264, under seal</p> <p>(Subject to Notes 1 and 2)</p> <p>Empties returning, each (Subject to Note 1)</p> <p>NOTE 1: May include unit for refrigeration or heating of merchandise.</p> <p>NOTE 2: Charge applies to net weight of contents of vans or containers, inbound or outbound.</p>	<p>\$3.00</p> <p>\$8.00</p>	<p>266</p>
<p><u>VEHICLES</u> and other articles, empty self-propelled or non-self propelled, viz:</p> <p>Automobiles, including pickups with or without camper bodies attached, chassis, freight trailers, freight semi-trailers, camper bodies, agricultural, earth-moving or material handling equipment</p> <p>Trailers, house or vacation; homes or buildings, mobile or modular; S.U.</p>	<p>\$8.00</p> <p>\$8.00</p>	<p>268</p>
ISSUED 12/1/2005		EFFECTIVE 1/1/2006

PORT OF ANCHORAGE TERMINAL TARIFF NO. 6

SECTION 2 DEFINITIONS AND SCHEDULE OF CHARGES		ITEM NO.
PORT SECURITY	RATES	
<p>Pursuant to the establishment of the Office of Homeland Security in 2001 and Maritime Transportation Security Act of 2002, the Port of Anchorage will assess a security fee in order to defray expenses associated with mandated security measures.</p> <p>PORT FACILITY SECURITY FEES</p> <p>CARGO VESSELS Not withstanding any other schedule of charges, the Port of Anchorage shall assess a security surcharge on per ton for all commodities crossing the Port of Anchorage facilities. (Subject to Note 1)</p> <p>NON-CARGO VESSELS Not withstanding any other schedule of charges, the Port of Anchorage shall assess a security fee on the gross tons of all vessels calling at the Port facilities</p> <p>PASSENGER Not withstanding any other schedule of charges, the Port of Anchorage shall assess a security fee on per passenger embarking or disembarking at the Port facilities.</p> <p>Note: 1 The Upper Cook Inlet Area Maritime Stakeholders that currently contribute to Security are exempt from the above security fees.</p>	<p>\$0.58</p> <p>\$0.12</p> <p>\$1.00</p>	
ISSUED	12/15/2007	EFFECTIVE 5/1/2008

PORT OF ANCHORAGE TERMINAL TARIFF NO. 5

SECTION 2	ITEM NO.

