

Notice of Tariff Changes  
Effective April 1, 2018

The following changes will apply to The NWSA Tariff No. 300 effective April 1, 2018.

**ITEM 800.000 Clean Truck Program**

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

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

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

1. Definitions

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

2. Clean Truck Program

A. All Drayage Trucks entering an NWSA international marine cargo terminal must register with NWSA on or before April 1, 2018, or sooner pursuant to tariff revision, subject to the following conditions:

(1) Drayage Trucks with pre-2007 model year engines may not register after April 1, 2018.

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

MTOs in the south harbor will employ a visual method for achieving compliance with the Clean Truck Program standards under this tariff by April 1, 2018.

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

B. Drayage Trucks with emission control technology equivalent to a 2007 model year engine must submit verification of efficacy to NWSA.

- C. Drayage Trucks with a 2007 model year engine or newer, or with emission controls that achieve the equivalent level of air quality, may continue to enter NWSA international marine cargo terminals at least through 2025.
- D. As part of the Clean Truck Program, NWSA will administer a Deferral Program where MTOs may allow non-compliant trucks bearing a Deferral Program sticker to enter terminals through December 31, 2018, as long as such trucks meet Deferral Program guidelines.
- E. NWSA may, in its discretion, allow other non-compliant Drayage Trucks to enter NWSA terminals.
- F. NWSA will procure and install the equipment necessary to enable MTOs to identify Drayage Trucks that comply with the standards of this Tariff ("Identification Equipment"). NWSA at its cost will provide to MTOs the gate transaction vendor software. MTOs will integrate the NWSA-provided Identification Equipment and vendor software into their terminal operating systems and/or gate operating systems. NWSA will provide first year maintenance and support of Identification Equipment and vendor software. Thereafter, the MTO is responsible for maintenance, repair, and replacement of the Identification Equipment, and for maintenance and support of the vendor software. Upon replacement by the MTO, the replacement Identification Equipment will be owned by the MTO. MTOs will grant access to NWSA to install Identification Equipment upon thirty (30) day's prior notice.
- G. MTOs will grant electronic access to NWSA, in a format and to include such information acceptable to NWSA, to review all gate access decisions.
- H. MTOs will procure, install, configure, and maintain, or will cause to be procured, installed, configured, and maintained, the necessary equipment and software per specifications provided by NWSA, which equipment and software will be housed and supported by MTO IT services, for operation of the terminal operating system and gate operating system, and for the terminal operating system and gate operating system to communicate gate access decisions to Drayage Truck drivers seeking access to the terminal.