



CUSTOMS OF THE PORT

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Columbia River District

Astoria, Oregon
Portland, Oregon
St. Helens, Oregon
Kalama, Washington
Longview, Washington
Rainer, Washington
Ridgefield, Washington
Vancouver, Washington
Woodland, Washington

CUSTOMS OF THE PORT

The Customs of the Port with respect to bulk grain and other bulk commodities handled through export grain elevators in the Columbia River District is published by the Merchants Exchange as a convenience to the trade and to facilitate commerce.

These Customs set forth the normal and customary trade practices of vessels loading within the Columbia River District, considered as one port from Astoria to Portland, with grain berths in Longview, Kalama and Vancouver, Washington and Portland, Oregon.

These Customs do not - and are not intended to - supersede the basic contractual relationships between the parties (vessel, charterer, shipper, etc.) Instead, where these contractual arrangements do not cover specific local conditions, these Customs are intended to be made available for the information of and application by the parties.

SECTION 1

Subject to the exceptions enumerated below, vessels are assigned to a berth(s) in the order in which they file with the elevator(s) as ready to load. A vessel is considered ready when it has obtained Certificate of Readiness issued by the National Cargo Bureau, Inc., and a document of stowage examination from the U.S. Department of Agriculture, Federal Grain Inspection Service, Inspection Division, stating the vessel is completely fit in all compartments in which it is intended to receive cargo.



EXCEPTIONS

An elevator may alter the turn of the vessels whenever confronted with the urgent necessity of receiving or loading any particular grade of grain, or to facilitate conditions at the elevator. When requested, elevator operator will supply written confirmation of such loading alteration as provided under these Customs and/or applicable tariff to owner's or charterer's representative.

SECTION 2

- (a) Normal working days are Monday through Saturday from 8 a.m. to 5 p.m. Exceptions are Sundays and holidays as defined in the Pacific Coast Longshore Contract Document.
- (b) Overtime - is all work over 8 hours in one day, and work between 5 p.m. and 8 a.m., Monday through Friday, and all work on Saturdays, Sundays and holidays as defined in the Pacific Coast Longshore Contract Document.

SECTION 3

If a vessel refuses to work during a normal working day, or beyond a normal working day when so required in writing by the elevator in accordance with its published tariff, it loses its turn and vacates the berth in favor of the next vessel that is willing to work overtime. The vessel so losing its turn shall be entitled to berth as soon as the berth is next available thereafter. If any vessel refuses to vacate its berth when ordered to do so under the above circumstances, the elevator may effect the removal of such vessel at the vessel's risk and expense.

SECTION 4

The Board of Directors of the Merchants Exchange shall; on an annual basis, select a representative to act as the liaison for the Customs of the Port set forth herein.

Any requests for revisions of these Customs, to reflect new or different custom trade practices, must be submitted in writing to the liaison for the Customs of the Port with a copy to the Executive Director of the Merchants Exchange.