



**DP WORLD**



# **DP World Southampton**

## **Public Tariff 2026**

Effective from: 1<sup>st</sup> January 2026

Version: 1.1

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## Definition of terms

| <b>Term</b>                       | <b>Definition</b>  |
|-----------------------------------|--|
| Special Service Request (SSR)     | A request to change a piece of information or request additional services to the container whilst on site at the Port Premises, these requests are sent by the shipping line via CNS.  |
| Priced on Application (POA)       | The prices may differ and costs will be arranged on a case-by-case basis. We will seek acceptance of costs before proceeding with any work or service carried out.   |
| Hatch Cover                       | Hatch covers or Lids separate the upper deck and lower deck of the vessels, we charge per move both off and back onto the vessels to be able to work the underdeck and upper deck levels.  |
| Lashing                           | The securing of the containers when stowed onto the vessel   |
| Twenty-foot equivalent Unit (TEU) | When charging by TEU the base rate will correspond to 20'ft containers, the rate will double for 40' container and unless otherwise stated treble for 45'ft containers.  |
| Nested Flats                      | Empty flat-rack units stacked on top of each other (up to 4) these will be moved together as one single unit and charge one fee. So Full mainline rate refers to the pricing of moving up to x4 stacked flat racks as a bundle. We also charge for Bundling and unbundling these stack or nested flats to create or dismantle these bundles. |
| Port Premises                     | The container terminal at Southampton and any land thereon or adjacent thereto leased or otherwise occupied by the Supplier for the purposes of the Services.  |
| IMDG                              | International Maritime Dangerous Goods containers not including Class 1 or Class 7   |
| VGM                               | Verified Gross Mass  |
| OCR                               | Optical Character Recognition  |
| VBS                               | Vehicle Booking System   |
| MSP                               | Modal Shift Programme  |

## 1. Vessel Related Charges

### 1.1. Basic Terminal Handling Charges

| BASIC TERMINAL HANDLING CHARGES  | CONTAINER      |                |                | Charge basis    |
|--|----------------|----------------|----------------|-----------------|
|  | 20'            | 40'            | 45'            |                 |
| Description  |                |                |                |                 |
| Basic Handling Charge – Full import or Export  | £261.46        | £261.46        | +50%           | Per container   |
| Basic Handling Charge – Empty Import or Export   | £261.46        | £261.46        | +50%           | Per container   |
| Transshipment - Full / Empty   | £140.20        | £140.20        | +50%           | Per single move |
| IMDG containers  | +50%           | +50%           | +50%           | Per container   |
| Class 1 or Class 7 surcharge (on application)  | +250%          | +250%          | +250%          | Per container   |
| Frustrated Export – containers which arrive at the terminal and do not load onto a vessel                                      | £134.81        | £134.81        | POA            | Per container   |
| Cancelled Transshipment – For a unit arriving at the terminal as a transshipment and then changed to an import after discharge | Charged as SSR | Charged as SSR | Charged as SSR | Per container   |
| Reception of export containers after the vessel's cut-off time (by request only, subject to approval)                          | £259.28        | £259.28        | +50%           | Per container   |

Included in the fee for Basic Terminal Handling Charges are the following:

- Quay Crane lift — discharge from vessel and transport to stack or lift container from stack and load to vessel (please note each transshipment container will be charged for 1 discharge move and 1 load move);
- 2 Yard moves — receiving or delivering from/to truck and lift container between truck and stack;
- free storage days if applicable;
- processing of standard documentation;
- provision of primary computerised documentation;
- all ship planning functions, including production of computerised bay plans; and
- the Full – Mainline rate alternative includes up to 4 nested flats provided they can be lifted by standard auto spreader.

### 1.2. Restows

| RESTOWS  | Disch. Land and Reload |         | Charge basis       |
|--|------------------------|---------|--------------------|
|  | 20'                    | 40'     |                    |
| Description  |                        |         |                    |
| Full and empty (reefer may be subject to power connection charges as applicable) | £140.20                | £140.20 | Per container lift |
| IMDG containers  | +10%                   | +10%    | Per container lift |
| Unplanned Restow (not advised prior to arrival)                                  | +50%                   | +50%    | Per container lift |

Included in the fee for all Restow items are the following:

- movement from one cell on board a vessel to another cell on board the same vessel;
- processing of standard documentation;
- provision of primary computerised documentation; and
- all ship planning functions, including production of computerised bay plans

### 1.3. Other Ship Operations

| <b>OTHER SHIP OPERATIONS</b>   |            |                      |
|--|------------|----------------------|
| <b>Description</b>   | <b>Fee</b> | <b>Charge basis</b>  |
| Public Holiday Premium (additional to basic handling charges and restows)                            | +15%       | Per container        |
| Hatch Cover move with ISO attachments (additional to basic handling)                                 | £1,176.06  | Per hatch cover move |
| Handling Lashing bins / Gear Boxes (minimum 2 moves)   | £165.77    | Per move             |
| Labour ordered not worked due to vessel absence/fault  | £519.48    | Per crane hour       |
| Removal of jammed twist locks / stacking cones. Yard moves (SSRs) are charged separately.            | £149.18    | Per container        |
| <b>Failure of vessel to depart upon agreed completion</b>  |            |                      |
| First hour   | £4,610.46  | Per hour or part     |
| Second hour  | £9,219.14  | Per hour or part     |
| Subsequent hours   | £13,829.58 | Per hour or part     |
| Damage to any terminal equipment – administration fee (cost of damage repair / recovery will be POA) | £691.46    | Per occasion         |

### 1.4. Yard Moves

| <b>YARD MOVES</b>  | <b>CONTAINER</b> |            | <b>Charge basis</b> |
|--|------------------|------------|---------------------|
|  | <b>20'</b>       | <b>40'</b> |                     |
| <b>Description</b>   |                  |            |                     |
| Yard Moves – any extra physical yard moves within the Port Premises. | £70.73           | £70.73     | Per move            |

### 1.5. Special Service Request / Terminal Administration Fees

|  |                    |                                      |
|--|--------------------|--------------------------------------|
| Missing information or any change of information related to (but not limited to) unit weight, vessel nomination, next mode of transit, import/export/transshipment status, or destination. |                    |                                      |
| a. Before the container has been in gated or landed within the Port Premises   | £0.00              | Per container                        |
| b. After the container has been in gated or landed within the Port Premises  | £70.73             | Per SSR                              |
| c. Changes involving 45' containers  | +50%               | Per move                             |
| Any other terminal administration fees as required   | POA                | Per occasion                         |
| Bulk changes when required for more than 25 units at once re-planned to a different vessel   | +60% of SSR charge | Additional charge per each container |

## 1.6. Reefer Services

| REEFER SERVICES  | CONTAINER |         | Charge basis                      |
|--|-----------|---------|-----------------------------------|
|  | 20'       | 40'     |                                   |
| <p>Power supply, monitor and report equipment malfunctions:</p> <p>Reefer surcharge is in addition to the basic handling charges under section 1.1 and the standard storage charges under section 1.7.</p>   |           |         |                                   |
| Day 1 to day 3:  | £76.78    | £76.78  | Per container per day             |
| Day 4 onwards:   | £153.56   | £153.56 | Per container per day             |
| <p>Reset Reefer Configuration Set Points</p> <p>Amend details for: Temperature, O2/CO2 Levels, Humidity %, vent settings, or any other change as required. (by Special Service Request (SSR) / written request only).</p> <p>This will incur change of information charge (see section 1.5)</p>  | POA       | POA     | Per container reset               |
| Reefer Temperature History Request   | POA       | POA     | Per container                     |
| <p>Reefer Adjustments for Physical Inaccuracies</p> <p>Reefers coming into the terminal with a higher than +/- 5 degrees Celsius or % variation compared to the configured set point declared on the Exec/Baplie information</p>   | £149.30   | £149.30 | Per container                     |
| <p>High Value Reefers (HVRs) –</p> <p>High Value Reefer Service whereby priority plugin and additional monitoring is required.</p> <p>Pre-booked HVR's will receive priority plugin to power within the agreed timeframe, plus four additional monitoring per 24 hours.</p> <p>By written request only at least 24 hours before arrival.</p> | £87.31    | £87.31  | Per container (one off surcharge) |
| <p>Reefer repairs</p> <p>If a reefer needs to be moved for repair for any reason, a charge of 2x Yard moves will apply (see Section 1.4) for relocation to and return from the Reefer Repair area of the terminal.</p>   | POA       | POA     | 2x Yard Moves                     |

## 1.7. Storage (On Quay)

| <b>STORAGE</b>  |              |                               |
|---|--------------|-------------------------------|
| <b>Description</b>  |              | <b>Charge basis</b>           |
| <b>Export free storage period</b>   | <b>POA</b>   | <b>Per calendar day</b>       |
| Export laden – 1 to 5 days in excess of free storage period                   | POA          | Per TEU per day               |
| Export laden – 6 to 10 days in excess of free storage period                  | POA          | Per TEU per day               |
| Export laden – 11 to 20 days in excess of free storage period                 | POA          | Per TEU per day               |
| Export laden – day 21 or above in excess of free storage period               | POA          | Per TEU per day               |
| Export empty – in excess of free storage period                               | POA          | Per TEU per day               |
| Import & transshipment free storage period                                    | POA          | Per calendar day              |
| Import & transshipment laden  | POA          | Per TEU per day               |
| Import & transshipment laden – 6 to 10 days in excess of free storage period  | POA          | Per TEU per day               |
| Import & transshipment laden – 11 to 20 days in excess of free storage period | POA          | Per TEU per day               |
| Laden import storage over 21 days   | POA          | Per TEU per day               |
| Import & transshipment empty – 1 to 5 days in excess of free storage period   | POA          | Per TEU per day               |
| Import & transshipment empty – 6 to 10 days in excess of free storage period  | POA          | Per TEU per day               |
| Import & transshipment empty – 11 to 20 days in excess of free storage period | POA          | Per TEU per day               |
| Import & transshipment empty storage over 21 days                             | POA          | Per TEU per day               |
| IMDG container storage surcharge  | POA          | Per TEU per day               |
| High consequence Dangerous Goods (must be pre-arranged)                       | POA          | Per TEU per day               |
| Storage for tank units (in addition to standard storage charge)               | TEU rate x 2 | Per unit per day              |
| Storage for 45' containers  | TEU rate x 3 | Per unit per day              |
| Storage for 45' Pallet wide containers  | TEU rate x 3 | Per unit per day              |
| Damaged container charge – after day 14 (in addition to standard storage)     | +300%        | Per damaged container per day |
| Damaged container charge – after day 21 (in addition to standard storage)     | +500%        | Per damaged container per day |

## 1.8. Harbour Dues and Conservancy

Conservancy is Priced on Application depending on the specific details of the request.

## 1.9. Pilotage

Deep drafted vessels will pick up their pre-arranged pilot at the pilot station designated by Association of British Ports (ABP) prior to transiting to the Port Premises.

Pilotage into and out of the Port Premises is provided by ABP. More information on pilotage and charges applicable can be obtained from SouthamptonVTS.co.uk.

## 1.10. Mooring and Unmooring

Vessel mooring and unmooring at the Port Premises will be performed by the terminal's shore-based personnel and charges are applied to the vessel operator, dependent on vessel size.

The following charges will apply to non-contracted vessels:

| Vessel size (Length Overall) | Charge           | Charge Basis    |
|------------------------------|------------------|-----------------|
| 175 metres or below          | Invoiced by SCPS | Per vessel call |
| 176 and 250 metres           | £1,979.92        | Per vessel call |
| 251 to 300 metres            | £2,217.51        | Per vessel call |
| 301 to 350 metres            | £2,455.10        | Per vessel call |
| More than 350 metres         | £2,692.69        | Per vessel call |

Line Handling by boat will be charged based on application.

## 1.11. Vessel Solid Waste Reception

Unless exempted, all vessels calling at the Port Premises are required to pay a charge towards the cost of waste reception as follows:

| Description                          | Fee           | Charge basis    |
|--------------------------------------|---------------|-----------------|
| Vessels below 175m total length      | £117.57 + VAT | Per vessel call |
| Vessels 175m or more in total length | £148.91 + VAT | Per vessel call |

The above costs cover reception of general solid waste up to 0.75cbm per vessel call (Garbage as defined by MARPOL 73/78). Reception of any other types of waste will be POA.

## 1.12. Port Security Charges for Non-Contractual vessels

A charge of £565.43 + VAT per day or part thereof will be applicable to non-contracted vessels.

## 2. Out of Gauge/Breakbulk/Uncontainerised Cargo

### 2.1 Heavy Lift/Breakbulk for QC operations

| Description  | Charge  | Charge basis          |
|--|---------|-----------------------|
| Heavy Lift/ Breakbulk  |         | POA                   |
| Cargo too large to fit between crane legs and requiring berth freeze in back reach or other operational suspension | N/A     | Surcharge per item    |
| Yacht Cradle Assembly (Not inclusive of labour or yard moves)  | £483.49 | Per cradle            |
| Asset waiting for Breakbulk / Out Of Gauge due to cargo delay or failure   | POA     | Per Instance Per Hour |

Excludes lifts and lashing material and labour. For a detailed quote, please contact [cargoman@dpworldsouthampton.com](mailto:cargoman@dpworldsouthampton.com).

### 2.2 Out of Gauge Lifts

| Standard Quay Crane Lifts   |         |              |
|---|---------|--------------|
| Description   | Charge  | Charge basis |
| Wire Lift Quay crane move surcharge (for mafi or uncon) (in addition to discharge / load move charge) | N/A     | Per move     |
| <b>Non-scheduled wire lift (Pre-booking is Required)</b>  |         |              |
| OOG Handled by STD spreader (Incl 45')  | £88.44  | Per lift     |
| OOG Handled by an OVERH spreader (20/40)  | £120.66 | Per lift     |
| OOG Handled by NON-STD spreader (20/40)   | £160.84 | Per lift     |

| OOG Restows                                    |        |   |
|--|--------|---|
| Description                                    | Charge | Charge basis                                  |
| 45' or OOG (standard spreader) restow          | +10%   | Per lift in addition to basic handling charge |
| OOG Restow – Handled by an overheight spreader | +50%   | Per lift in addition to basic handling charge |
| OOG Restow – Handled by non-standard gear      | +200%  | Per lift in addition to basic handling charge |

| <b>Out Of Gauge Cargo Operations</b>       |               |   |
|--|---------------|---|
| <b>Description</b>                         | <b>Charge</b> | <b>Charge basis</b>                                     |
| Out of Gauge Yard Move                     | +100%         | Per Yard move (in addition to charge under section 1.4) |
| Mafi hire per day (moves added separately) | £163.34       | Per Mafi hire per day                                   |
| Mafi move                                  | £70.73        | Per move  |
| Incorrect OOG Dimensions (> 5cm)           | £70.73        | Per unit  |

| <b>Out of Gauge Storage</b>  |               |                     |
|--|---------------|---------------------|
| <b>Description</b>   | <b>Charge</b> | <b>Charge basis</b> |
| OOG and frameless tanks surcharge – handled by a standard spreader | +300%         | Per TEU per day     |
| OOG surcharge – handled by an over height spreader                 | +300%         | Per TEU per day     |
| OOG surcharge – handled by non-standard gear                       | +300%         | Per TEU per day     |
| Load lashings securing cargo for any reason                        | POA           | Per item            |

### **2.3 Securing / Devan / Reworks of Out Of Gauge Cargo**

|   |         |              |
|---|---------|--------------|
| Securing of Load Lashing / other Cargo Team operations  | POA     | Per instance |
| Devan of Out Of Gauge Cargo   | POA     | Per Instance |
| Reworks of Out Of Gauge Cargo   | POA     | Per Instance |
| Flat Rack Bundling – bundling flat racks to make one container (total charge for all bundling; yard moves not included) | £339.75 | Per bundling |
| Supply and fit up to 3 straps for bundles of up to 4 flat racks   | £169.81 | Per bundle   |

For any enquiries, contact [cargoman@dpworldsouthampton.com](mailto:cargoman@dpworldsouthampton.com)

## 3 Vehicle Booking System Charges

### 3.1 Vehicle Booking System Process

A VBS Booking is required for all haulier collections / deliveries at the Port Premises. Registrations for an account and subsequent bookings can be made here:

<https://www.dpworld.com/southampton/vehicle-booking-system/agreement-and-registration>

### 3.2 Terminal Awareness Course (TAC) & Driver ID Cards

To ensure the safety and security of all truck drivers visiting DP World Southampton and those operating around them, drivers are required to be familiar with the terminals processes and the safety and security regulations prior to arrival.

<https://www.dpworld.com/southampton/vehicle-booking-system/terminal-awareness-course-and-driver-id-cards>

All drivers must be registered in the [Cargoes Driver Registration System \(DRS\)](#). If you are an existing Cargoes Platform user, you will need to add 'DP World Southampton' as a service provider to your existing account, and will not need to register for a new account. For further information, please see the following guides:

[Client Registration](#) user guide: <https://cnsonline.gitbook.io/client-registration>

[Driver Registration](#) user guide: <https://cnsonline.gitbook.io/drs/lost-card-trucking-company>

Drivers must complete the Terminal Awareness Course (TAC), which they will receive by email once their application in the Cargoes Driver Registration System (DRS) has been approved. Upon completion of the TAC, drivers must visit the pre-gate office at the Port Premises to collect their Driver ID card.

The TAC is an essential tool to provide drivers with the knowledge to operate safely and efficiently within the terminal, together with preparing for the new Gate Complex and ensuring all Port Users have a suitable level of understanding and knowledge to operate on the terminal safely.

The TAC is mandatory for each driver and failure to undertake the course will be viewed as a breach of terminal requirements.

All drivers arriving at the Port Premises must also have a valid VBS slot.

**Until 31<sup>st</sup> December 2026, the following charges will apply:**

| Opening Hours                                      | Fee                        | Charge basis                       |
|--|----------------------------|------------------------------------|
| Off-Peak Booking                                   | Free                       | Per booking                        |
| Peak Booking (04:00-07:00 and 12:00-18:00)         | £10.44                     | Per booking                        |
| Additional VBS Booking Tolerance Request ~         | £18.79                     | Per booking                        |
| VBS Premium Container Listing                      | £0.13                      | Per container                      |
| VBS Non-Conformance Charge **                      | £59.84                     | Per booking                        |
| Unauthorised Passenger in Cab Charge               | £157.41                    | Per occurrence                     |
| Annual Terminal Awareness Course (3-year period) ▫ | £50.00<br>£35.00<br>£35.00 | Year one<br>Year two<br>Year three |
| Replacement Driver ID Card ≈                       | £45.28                     | Per card issued                    |
| Vehicle Euro IV and Euro V Emission Charge Δ       | £53.76                     | Per booking                        |
| Electric HGV Credit ≠                              | Credit<br>£20.00           | Per booking                        |
| Terminal Damage Administration Fee (per instance)  | £299.21                    | Per instance                       |
| Terminal VBS Update Request                        | £18.79                     | Per instance                       |

~ Additional VBS Booking Tolerance Request - Transport companies can select option in the VBS system to request additional tolerance on a valid VBS booking to the next hour (Dependent on daily operations)

\*\* VBS Non-Conformance Charge: -

Common examples: No vehicle has arrived within the VBS booking time, driver departs Terminal within 60 mins of arrival without completing transactions, seal check not completed.

▫ Annual Terminal Awareness Course – Drivers undertake a multiple choice test – valid for 3-years. On 4th year, the 3-year period will recommence with a higher charge for year 1 reflecting new functionality enhancements.

≈ Charge for Replacement Driver ID Card.

Δ Charge for high emission vehicles

≠ Electric HGV Credit- The haulage company who made VBS bookings will receive a maximum of 2 credits per truck per 24 hours.

• Terminal VBS update request – Transport companies requesting Terminal/Gate staff to manually update VBS bookings ie adding on cleared containers to VBS booking.

Weekend charges have been removed; -

DPW Southampton Landside Hours – Saturday 18:00 Landside closed / Sunday 07:00 Landside opens.

Please note that our safety and security procedures prohibit unauthorised passengers to travel in trucks whilst in the Terminal. For specific purposes, authorisation for a passenger can be obtained from our Operations Administrator at least 24 hours before the truck arrives at the Terminal by emailing:

[operationsadmin@dpworldsouthampton.com](mailto:operationsadmin@dpworldsouthampton.com)

## 4 DP World Supply Chain Services

### 4.1 Road Access Services

#### 4.1.1 DPW Southampton Estate Shunting Service

Product offering customers a shunting service from Terminal/Empty Depots and Warehouse Facilities with the DP World Southampton Port Premises. For further information, please contact [DPWUKDeliveryteam@dpworld.com](mailto:DPWUKDeliveryteam@dpworld.com).

#### 4.1.2 Beyond the Gate

A range of products and services offering a smooth transfer of cargo from Terminal to end customer including customs clearance, warehouse storage, bespoke haulage and cross-docking inside the Terminal. For further information, please contact [LGDPWUKRoadServices@dpworld.com](mailto:LGDPWUKRoadServices@dpworld.com).

### 4.2 DP World Storage Sites

DP World UK offers Virtual Off Dock (VOD) storage services within the Port Premises at competitive rates. For more information, please contact [storage@dpworldsouthampton.com](mailto:storage@dpworldsouthampton.com).

### 4.3 DP World Multiuser Warehousing

DP World are proud to offer customers port centric logistics services, which give faster access to market and enhance resilience for your supply chain. Our multi-user warehouse is AEO Certified, ETSF Registered, Food Business Registered, and is a Freeport Customs Site. Services offered include:

- 4.3.1 FCL & LCL Loading/ Unloading for Export & Import flows
- 4.3.2 Palletised & Loose Loaded Container Devanning
- 4.3.3 Cross docking & onward shipment (FTL, LTL, Pallet Network)
- 4.3.4 Visual quality inspection
- 4.3.5 Palletisation and re-palletising
- 4.3.6 Labelling and re-labelling
- 4.3.7 Warehousing and storage
- 4.3.8 Picking, Packing and wrapping
- 4.3.9 Kitting and Bundling
- 4.3.10 E-Commerce and Fulfilment

For further information, please contact [sou.customerservices@dpworld.com](mailto:sou.customerservices@dpworld.com)

## 5 Goods Examination, Security and Infrastructure Charges

The charges per entry and per removal within section 2 are applicable at the Port Premises through CNS.

All other examination charges for physical inspections are invoiced where applicable by DP World. The charge is made to the clearance agent, unless otherwise stated.

### 5.1 Goods Examination

| Charges applied to every unit   | Fee     | Charge basis    |
|---|---------|-----------------|
| Import Examination Fee  | £23.42  | Per entry       |
| Import Examination Fee for removals   | £13.75  | Per removal     |
| <p>The Import Examination Fee is applied per entry and is payable on all consignments. The fee contributes towards operational costs associated with presenting cargo for inspection when required by UK Border Force.</p> <p>While not every consignment is selected for examination, where an inspection does occur the costs of labour to locate, move, present, unload, and repack the goods can be significant. By applying a small standard fee across all declarations, the cost of compliance is shared evenly, ensuring that customers are not subject to substantial and unpredictable charges in the event their goods are selected for examination.</p> <p>The following charges will apply in addition to the above charges where specific statutory or detailed inspections or examinations or X-Rays are required to take place.</p> |         |                 |
| Charges applied for specific inspections  |         |                 |
| Port Health Exams   |         |                 |
| Port Health Exam or Identity Check in addition to Statutory Exam & X Ray - Dry Goods (Codes G2, G3, H1, H2, H3, M1, SP, SO)   | £152.49 | Per examination |
| Port Health Exam or Identity Check in addition to Statutory Exam & X Ray - Refrigerated Cargo (Codes G2, G3, H1, H2, H3, M1, SP, SO)  | £171.44 | Per examination |
| Port Health Nut & Spice Inspection, door side only  | £229.23 | Per examination |
| Port Health Nut & Spice Inspection  | £270.24 | Per examination |
| UK Border Force (UKBF) Exams  |         |                 |
| X-ray scanning (Hold Y3)  | £88.42  | Per examination |
| Seal Check for UKBF (Hold Code Y9)  | £125.90 | Per examination |
| Export Customs Exam – Door Side Inspection  | £125.90 | Per examination |
| UKBF Cargo Inspections – Remain Onboard Cargo (ROB) Inspection – Additional charges for X-ray, restow lifts, and any other government body activity will still be applied in addition to the ROB charge.  | £457.72 | Per examination |
| Other Examination Code Charges  |         |                 |
| Export examination if called for inspection- charged to shipping line or agent (not inclusive of yard moves or labour)  | £870.32 | Per examination |
| Other Exams for refrigerated imports (any other statutory bodies – holds F2, F3, P2, P3, V, Environment_Agency_1, Forestry_2, Forestry_3, Trading Standards (K2, K3, K4), Police, V)  | £171.44 | Per examination |

|  |                 |                 |
|--|-----------------|-----------------|
| Other Exams for imported dry goods (any other statutory bodies – holds F2, F3, P2, P3, V, Environment_Agency_1, Forestry_2, Forestry_3, K2, K3, K4, Police, V) | £152.49         | Per examination |
| All other examinations   | POA             |                 |
| Gas Check for inspected import containers  | See Section 7.2 |                 |

## 5.2 Cargo / Container Operations undertaken at the BCP

|   |         |                                 |
|---|---------|---------------------------------|
| BCP Labour charge for mis declared cargo (e.g. for Outturn and repack of cargo – minimum 1 hour)          | £278.95 | Per container handled, per hour |
| Non-examined container Inspection Fee (Including 2x Yard Moves, 1h labour, seal provision, gas check etc) | POA     | Per Container                   |
| Pallet Provision / Replacement  | £59.07  | Per pallet                      |
| Shunt to and from the Examination Area, per container moved, per exam                                     | £70.73  | Per move                        |
| Destruction or disposal of waste identified during BCP / Cargo operations                                 | POA     | Per Instance                    |

Examination charges are per container. In the event DP World Southampton is instructed by a Competent Authority to undertake additional examinations, the relevant above charges will apply to each additional occasion the container is requested for examination.

## 5.3 Fumigation

| Description  | Fee     | Charge Basis  |
|--|---------|---------------|
| Positioning and grounding containers for fumigation  | £269.54 | Per container |
| Positioning and grounding containers for venting   | £134.77 | Per container |
| Additional fumigation cost will be added if applicable based on the type of fumigation required. Storage will also be charged based on the duration of stay. | POA     | Per container |
| Removal and disposal of fumigant residues, including handling costs)   | £87.12  | Per container |

## 5.4 Security

| Description   | Fee    | Charge Basis         |
|---|--------|----------------------|
| ISPS charge per loaded import container (Invoiced to the clearing agent) (Covering the cost of cyber security teams, enhanced systems and infrastructure) | £27.96 | Per loaded container |
| ISPS charge per loaded export container   | £7.04  | Per loaded container |

## 5.5 Infrastructure Charges

| Description  | Fee    | Charge Basis              |
|--|--------|---------------------------|
| Infrastructure charge (covering the rail upgrade from Southampton to Nuneaton, the upgrade of the channel approach to the Port of Southampton, dredging at the berths to improve depth capacity for vessels etc) | £20.69 | Per import full container |

The clearing agent will be credited 35p per Infrastructure charge for import containers to cover administrative costs associated with the transaction.

## 5.6 Energy Transition Contribution (ETC)

| Description                    | Fee    | Charge Basis              |
|--------------------------------|--------|---------------------------|
| Energy Transition Contribution | £29.50 | Per import full container |

The clearing agent will be credited 50p per ETC charge for import containers to cover administrative costs associated with the transaction.

## 5.7 Fuel Duty Recovery (FDR) fee

| Description  | Fee   | Charge Basis                   |
|--|-------|--------------------------------|
| Fuel Duty Recovery fee (Covering the cost of fuel to operate the terminal once the current fuel duty exemption ends in line with UK Legislation from April 2022) | £4.27 | Per import full container move |

The clearing agent will be credited 25p per FDR charge for import containers to cover administrative costs associated with the transaction.

## 5.8 Energy Adjustment Mechanism (EAM) fee

| Description  | Fee    | Charge Basis                   |
|--|--------|--------------------------------|
| Energy Adjustment Mechanism (For containers departing the terminal before or on 30 <sup>th</sup> April 2026) | £7.36  | Per import full container move |
| Energy Adjustment Mechanism (For containers departing the terminal on or after 1 <sup>st</sup> May 2026)     | £23.07 | Per import full container move |

The clearing agent will be credited 75p per EAM charge for import containers to cover administrative costs associated with the transaction. This credit will remain unchanged in May.

## 5.9 Modal Shift Programme fee

| Description               | Fee    | Charge Basis                   |
|---------------------------|--------|--------------------------------|
| Modal Shift Programme Fee | £10.00 | Per import full container move |

The clearing agent will be credited 50p per MSP charge for import containers to cover administrative costs associated with the transaction.

We introduced a Modal Shift Programme (**MSP**) at Southampton on a trial basis from 1st September 2023 through to 31st August 2024. Following the success of the programme increasing the rail share of landside container movements to over 29%, we are pleased to confirm this will be extended until further notice.

The fee collected by DP World will be used to rebate and incentivise containers travelling inland to UK destinations by rail.

A financial incentive will be applied to customs clearing agents and rail freight terminal operators who use rail for a container's inland journey within a 140-mile radius of the Port Premises.

Any boxes which go by rail further than the 140-mile radius will have the MSP fee refunded to the customs clearing agent.

For further information, including the current MSP Incentive payout, please see the dedicated webpage: <https://www.dpworld.com/southampton/supply-chain/modal-shift-programme>

## 6 Terminal Container Weighing VGM Charges

Charges are payable by the clearing agent per Full Export container on arrival at the Port Premises via CNS, unless no VGM account is stated (in this case, the shipping line will be invoiced).

| Description  | Fee     | Charge basis                 |
|--|---------|------------------------------|
| Where the shipper VGM is provided prior to container arrival at the Port Premises.   | £1.54   | Per VGM supplied             |
| Shipper VGM provision after container arrival at the Port Premises   | £4.63   | Per VGM supplied             |
| Additional charge if no VGM received 24 hours before the expected arrival of the vessel  | £65.33  | Per VGM not supplied in time |
| Where the terminal is requested to weigh the container and provide a Terminal VGM with electronic signature                                      | £26.96  | Per VGM provided by terminal |
| VGM Mis-declaration fee<br><br>(VGM measured by the terminal differs more than 900kg or 5%, whichever is more, from the shipper provided weight) | £65.33  | Per instance                 |
| Additional charge added to the above VGM charges, for Out of Gauge cargo which cannot be lifted by standard spreader without attachments         | £69.30  | Per VGM supplied             |
| Re-weigh request of an import or export container (standard unit)  | £74.07  | Per standard container       |
| Re-weigh request of an import or export container (reefer unit)  | £110.74 | Per reefer unit              |

For further information, please see the following web page: <https://www.dpworld.com/southampton/port-info/container-weighing>

## 7 Miscellaneous Services and Operations Charges

### 7.1 Stevedoring and Labour Charges

| Description   | Fee     | Charge Basis                            |
|---|---------|---|
| Labour (Landside / Shiplside Operatives)  | £78.57  | Per operative Per Hour                  |
| Labour (Specialist Cargo Operatives)  | £131.25 | Per operative Per Hour                  |
| Escorting by DP World Supervisor within Terminal Premises                                       | £131.25 | Per operative Per Hour                  |
| Labour charge for yard operations with Cargo Team and Berth Supervisors                         | £185.16 | Per Hour                                |
| BCP Operatives  | £267.74 | Per Container Handled Per Hour          |
| Labour charge for Operational Quay Crane programme (e.g. Transport not arriving, cargo salvage) |         | Per gang per hour (min 1h per instance) |
| - Monday – Friday 0700 – 1700   | £227.80 |   |
| - Monday – Friday 1700 – 0700   | £273.35 |   |
| - Saturday 00:00 – Monday 07:00   | £318.92 |   |
| - Public Holiday  | £364.49 |   |
| Engineer per hour   | £POA    | Per hour                                |
| Office Administration charge for exceptional requests   | £50.00  | Per Instance                            |

### 7.2 Ancillary Charges

| Description   | Fee – Standard ISO unit | Charge basis   |
|---|-------------------------|----------------|
| Mis-declared full export units as empty (excluding two-yard moves, inspection fee and administration charges) | £161.72                 | Per container  |
| Use of leaking tray/Drip pit/spill tray (chemical/liquid cleaning and disposal POA)                           | £624.98                 | Per day        |
| Hose down / treatment of leaking bay/drip pit/spill tray  | £526.72                 | Per instance   |
| Fitting of replacement seals supplied by Southampton (not inclusive of yard moves)                            | £53.08                  | Per seal       |
| Seal information change (including inspection from Pre-Gate team)   | 2x Yard Moves           | Per Seal       |
| Provision of photos as required (Up to 12 photos, not including labour cost or yard moves)                    | £16.08                  | Per set        |
| Supply of OCR Pictures (Including any necessary yard moves and office administration charge)                  | £200                    | Per OCR Pass   |
| Use of Reach stacker for any move (not including yard move – charge is for use of equipment, per use)         | £175.36                 | Per use        |
| Forklift hire (inclusive driver)  | £156.92                 | Per hour       |
| Direct delivery of ship stores, including escort by a supervisor  | £210.23                 | Per staff hour |

|  |         |   |
|--|---------|---|
| Direct deliveries - High value cargo/ Hazardous (Class 1 or Class 7 Cargo) / Lithium Batteries / Other | £210.23 | Per staff hour Per Container            |
| Gas Check (Not inclusive of labour and yard moves)   | £43.14  | Per Container                           |
| Oil Spill Socks  | £8.71   | Per sock                                |
| Oil Spill Mats   | £16.63  | Per pack of 10                          |
| Oil Spill Granules   | £31.45  | Per 20kg bag                            |
| Disposal of oil waste items  | £12.64  | Per sack                                |
| Applying / Removal of placards and labels (by request only)  | £99.16  | Per set of 4 placards or labels applied |
| IMDG mis declared contents / container   | POA     | Per Instance                            |

### 7.3 Devanning

| Description  | Fee     | Charge basis       |
|--|---------|--------------------|
| Devanning charge (palletised) (inclusive of labour, not inclusive of yard moves) | £539.19 | per container      |
| Devanning charge (handball or non palletised load)                               | POA     |                    |
| Storage of palletised cargo within BCP Inspections Area -1 to 7 days*            | £23.58  | per pallet per day |
| Storage of palletised cargo within BCP Inspections Area -8 or more days *        | £39.29  | per pallet per day |

\*Storage of palletised cargo is considered on case-by-case basis due to limited space within the BCP inspections area.

### 7.4 Overweight Containers/Lightening

| Description  | Fee     | Charge basis          |
|--|---------|-----------------------|
| Removal of pallets and loading to waiting curtainsider and re-positioning remainder of pallets (not inclusive of labour) | £539.19 | Per container Handled |
| Removal of non-palletised cargo and loading to waiting curtainsider  | POA     |                       |

### 7.5 Car Packing

This is not currently offered by DP World Southampton at the Port Premises.

## **7.6 Photography and Filming**

Access to the terminal for the purposes of commercial photography and filming is handled on a case-by-case basis. Pricing is available on application and dependent on the specific details of the request. Enquiries to: [Commercial@dpworldsouthampton.com](mailto:Commercial@dpworldsouthampton.com)

## **7.7 Pre-Slung Goods/Shippers own Lifting Gear**

Before any such goods are handled, a current test certificate for the Shippers Own equipment must be produced.

## **7.8 Other Services**

All other services not included in this tariff will be POA.

## 8. General Trading Terms and Conditions

A copy of the General Trading Terms & Conditions is available on the DP World Southampton website - <https://www.dpworld.com/southampton/terms-and-conditions>

### General notes:

\*VAT will be added to the prices where appropriate at the rates applicable at the time.

\*Administration fee will apply for detailed ad-hoc requests and agreed on case-by-case basis.

\*Tariffs on a per day basis will also apply to part days.

### Annual Review:

All charges in this Public Tariff are subject to an annual review, effective from the 1<sup>st</sup> of January of each new calendar year.

Additionally, the Public Tariff (with the exception of Section 4.2. VBS Charges) will be annually increased by the October RPI All Items figure as advised by the UK Government's Office for National Statistics under table RPO4 / CZBH. This will be communicated at the start of December before taking effect in the following January.

The data set used for the RPI can be found at the following link:

<https://www.ons.gov.uk/economy/inflationandpriceindices/timeseries/czbh/mm23>

### Systems

As DP World Southampton Port's chosen community system, CNS provides the customs-approved electronic solution to enable commercial and regulatory stakeholders to move cargo through the port and park as efficiently as possible.

For further information, please visit the CNS website [www.cnsonline.net](http://www.cnsonline.net) or contact the CNS helpdesk on 02380 799600.