



30 September 2025

Customer Advisory

Energy Transition Contribution 2026

Supporting UK international supply chains to navigate the energy transition at DP World UK

Accelerating the journey to Net Zero is essential for international supply chains serving the UK economy. The UK government has legislated that the UK economy will be net zero by 2050, taking a global leadership position to drive innovation, opportunity and action.

At DP World we are embracing this challenge and making tangible strides towards the Net Zero Carbon target. We have a clear responsibility to reduce the impact of our operations and to offer customers solutions that support their own sustainability journeys.

Annual adjustment of the Energy Transition Contribution (ETC)

To continue the strong progress made in supporting UK supply chains with lower carbon options we are adjusting the ETC at DP World UK from 1 January 2026 as follows:

- The ETC will be increased by £15 to £29.50 per import laden container.
- The clearing agent will be credited £0.50 for each Energy Transition Contribution [paid] in respect to administration of the ETC.

Progress to date

Details on our energy transition progress to date can be found at our [Energy Transition Contribution](#) webpages. The ETC has supported significant progress in providing lower carbon options for international supply chains serving the UK economy. Highlights include:

1. Addressing container terminal operational carbon emissions.

- Our operational emissions at DP World UK, per import laden container, have reduced from approximately 65kgCO₂e in 2015 to 34kgCO₂e in 2024 representing a 48% decrease.
- DP World Southampton is targeting operational net zero status by 2025 and been implementing following measures to support that goal: (a) transitioning away from diesel fuel; (b) securing a green electric supply; (c) making early steps on the electrification journey; and (d) continuous efficiency improvement reviews.
- At DP World London Gateway we aim to achieve operational net zero by the early 2030s. Our Berth 4 introduced in 2024 is 100% electric and Berth 5, which is under construction, will also be fully electrified.

2. Addressing port call marine carbon emissions

- In 2025 we launched an innovative [DP World Carbon Inset Programme Trial](#) to help importers reduce hard-to-abate Scope 3 emissions from their containerised supply chains.

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- Every import laden container at DP World UK ports can earn up to 250kgCO₂e of carbon inset credits, addressing the approximate ‘marine port call’ emissions per UK import container
- The trial ran in 2025 and, given the early success of the programme, we intend to extend into 2026.
- We estimate that if the projected volume of import containers register, approximately 40,000 tCO₂e could be saved and attributed to our customers’ emissions reporting.
- Carbon inset credits are calculated based on DP World’s internal methodology and independently reviewed. Customers remain responsible for verifying the eligibility of such credits for their own emissions reporting.

3. Addressing port landside carbon emissions

- We have recently announced the launch of our [Low Carbon Truck Programme](#) which provides UK HGV fleet owners an opportunity to trial 85% lower CO₂e emissions fuel as a transitional step towards eventual electrification.
- Cargo owners with containers that use the more than 500 trucks that are targeted will be able to recognise lower emission for their Scope 3 targets and contract requirements.
- Under the scheme, fleet owners may claim up to 5,000 litres of HVO for the price of diesel per quarter for vehicle that regularly use DP World London Gateway or Southampton.
- Participating companies will be invited to attend a Carbon Literacy training workshop to strengthen understanding of carbon emissions, reporting and logistics decarbonisation.
- The Low Carbon Truck Programme operates in parallel with the award winning [Modal Shift Programme](#) which continues to offer financial incentives to utilise lower carbon multi-modal rail/road solutions saving over 100,000 incremental container movements since inception.

Ambitions for 2026

The revised level of the ETC is required to fund the Low Carbon Truck Programme Trial, extend the Carbon Inset Programme Trial and continue to support the high levels of investment required to achieve sustainable operational net zero for container terminal operations.

We would like to thank our community of supply chain partners for engaging with lower-carbon choices alongside DP World UK. This industry collaboration is fundamental to making sustainable changes at scale as is recognised by awards such as:

- Edie Net Zero Awards, *Transport & Mobility Project of the year 2024*
- Global Sustainability Awards, Sustainability Magazine ‘*Editors choice’ Award 2025*
- Rail Freight Group UK, *Business of the Year & Driving Rail Freight Growth Awards 2024*
- Multimodal Awards, *Sustainability Company of the Year Award 2023 & 2025*

The ETC represents a very small proportion of the value of import cargo into the UK but can make a big difference in ensuring that UK customers have more sustainable choices to support international supply chains.



DP WORLD

dpworld.com/London/gateway

We will continue to ensure visibility on carbon emission performance through independent certification by LRQA. We welcome dialogue on new innovative and pragmatic ways to make supply chains more sustainable and invite dialogue at energytransition.uk@dpworld.com.

Yours faithfully

John Trenchard
VP Sustainable International Supply Chains, Europe Region

Note: Apart from the adjustment to the ETC, this Advisory is for information only. It reflects DP World's current plans and expectations, which may change as our sustainability programmes develop.