



DP World London Gateway

Public Tariff 2026

Effective from: 1st January 2026
Version: 1.5

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Definition of terms

Term	Definition
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 London Gateway 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

1.01 Basic Terminal Handling Charges

BASIC TERMINAL HANDLING CHARGES	CONTAINER			
Description	20'	40'	45'	Charge basis
Discharge / Load Lift - Full Import & Export	£196.13	£196.13	+50%	Per container
Gate Out / In – Full Import & Export	£65.33	£65.33	+50%	Per container
Discharge / Load - Empty Import & Export	£196.13	£196.13	+50%	Per container
Gate Out / In – Empty Import & Export	£65.33	£65.33	+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	£121.26	£121.26	+50%	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:

- (a) 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);
- (b) 2 Yard moves — receiving or delivering from/to truck and lift container between truck and stack;
- (c) free storage days if applicable;
- (d) processing of standard documentation;
- (e) provision of primary computerised documentation;
- (f) all ship planning functions, including production of computerised bay plans; and
- (g) the Full – Mainline rate alternative includes up to 4 nested flats provided they can be lifted by standard auto spreader.

1.02 Restows

RESTOWS	Disch. Land and Reload		
Description	20'	40'	Charge basis
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:

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

1.03 Other Ship Operations

OTHER SHIP OPERATIONS		
Description	Fee	Charge basis
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
Failure of vessel to depart upon agreed completion		
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

1.04 Yard Moves

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

1.05 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

1.06 Reefer Services

REEFER SERVICES	CONTAINER		
Description	20'	40'	Charge basis
Power supply, monitor and report equipment malfunctions:			
Reefer surcharge is in addition to the basic handling charges under section 1.1 and the standard storage charges under section 1.7.			
Day 1 to day 3:	£76.78	£76.78	Per container per day
Day 4 onwards:	£153.56	£153.56	Per container per day
Reset Reefer Configuration Set Points Amend details for: Temperature, O2/CO2 Levels, Humidity %, vent settings, or any other change as required. (by Special Service Request (SSR) / written request only). This will incur change of information charge (see section 1.5)	1 hour landside labour operative + SSR charge	1 hour landside labour operative + SSR charge	Per container reset
Reefer Temperature History Request	POA	POA	Per container
Reefer Adjustments for Physical Inaccuracies 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	£149.30	£149.30	Per container
High Value Reefers (HVRs) – High Value Reefer Service whereby priority plugin and additional monitoring is required. Pre-booked HVR's will receive priority plugin to power within the agreed timeframe, plus four additional monitoring per 24 hours. By written request only at least 24 hours before arrival.	£87.31	£87.31	Per container (one off surcharge)
Reefer repairs 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.	POA	POA	2x Yard Moves

1.07 Storage (on Quay)

STORAGE		
Description		Charge basis
Export free storage period	POA	Per calendar day
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 & transhipment free storage period	POA	Per calendar day
Import & transhipment laden	POA	Per TEU per day
Import & transhipment laden – 6 to 10 days in excess of free storage period	POA	Per TEU per day
Import & transhipment 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 & transhipment empty – 1 to 5 days in excess of free storage period	POA	Per TEU per day
Import & transhipment empty – 6 to 10 days in excess of free storage period	POA	Per TEU per day
Import & transhipment empty – 11 to 20 days in excess of free storage period	POA	Per TEU per day
Import & transhipment empty storage over 21 days	POA	Per TEU per day
IMDG container storage surcharge	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

1.08 Harbour Dues and Conservancy

Vessel size	Pence charged per ton
Vessels up to 10,000 gross tonnes	£0.1267
Vessels between 10,001 and 55,000 gross tonnes	£0.2311
Vessels between 55,0001 and 100,000 gross tonnes	£0.3327
Vessels between 100,001 and 150,000 gross tonnes	£0.3430
Vessels between 150,001 and 200,000 gross tonnes	£0.3547
Vessels between 200,001 and 235,000 gross tonnes	£0.4663
Vessels between 235,001 gross tonnes	£0.5232

1.09 Pilotage

Deep drafted vessels will pick up their pre-arranged Thames pilot at the pilot station designated by the Port of London Authority (PLA) prior to transiting to the port.

Pilotage into and out of the Port Premises is provided by the PLA. More information on pilotage and charges applicable can be obtained from:

PLA
London River House,
Royal Pier Road,
Gravesend,
Kent DA12 2BG
Tel: 01474 562200
Contact name: Glenda Frost

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	£1,742.32	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.

From the 1st of June 2020, a penalty charge of £1,000 per instance will apply to any vessel found to be using Dangerously Weighted Heaving Lines (DWHL). This charge is donated to charity.

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 up to 20,000 Gross Tonnes	£157.81 + VAT	Per vessel call
Vessels over 20,000 Gross Tonnes	£199.88 + 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	Fee	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
Terminal Asset (e.g. Quay Crane, Yard equipment) 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 LG.ProjectCargo@Dpworld.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
Non-scheduled wire lift (Pre-booking is Required)		
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 (Out of Gauge) Surcharge – With standard equipment	+10%	Per lift in addition to basic handling charge
OOG Surcharge – With overheight frame	+50%	Per lift in addition to basic handling charge
OOG Surcharge – With non-standard equipment	+100%	Per lift in addition to basic handling charge

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

Out Of Gauge Cargo Operations		
Description	Charge	Charge basis
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

Out of Gauge Storage		
Description	Charge	Charge basis
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

Description	Charge	Charge Basis
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, please contact LG.ProjectCargo@Dpworld.com

3 Vehicle Booking System Charges

3.1 VBS 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.cnsonline.co.uk/cargoes/products/vbs/>

3.2 Driver ID Cards

To comply with DfT rules and regulations, together with assisting haulage firms with the management of obtaining Driver ID cards, please note the below:-

Drivers MUST have the correct documentation to enter the Port, without this entry will be refused.

- Temporary ID Card – Driving Licence
- Permanent ID Card – Two forms of ID are required - Driving Licence, plus Passport or birth certificate or EU ID Card or Tachograph card

Drivers are required to have either a Temporary or Permanent Driver ID Card to enter the Port. Both Temporary and Permanent ID Cards can be requested at the Gate Service Office. The charge will be applied to the company that is linked to the Driver's VBS booking and will appear on the monthly invoice.

In order for Haulage companies to have visibility on Driver ID charges being accumulated, an automated daily report is sent to registered hauliers via email.

Drivers arriving at the Port requiring a driver ID card should leave extra time for entering the Port and follow the instructions given by our Security Personnel.

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

3.3 VBS Banded Tariff

The new VBS Banded Tariff provides customers pre-booking VBS slots with benefits in the form of credits and lower VBS booking charges if using off-peak times in the Terminal and pre-booking slots in certain time windows.

The banded structure intends to:

- Offer incentives to customers to use off peak capacity
- Provide sufficient notice for Terminal Operations to efficiently prepare import containers for delivery
- Recover costs from customers for provision of peak capacity and for notice periods where additional operational costs are incurred.

The VBS banded tariff works on several timing bands and includes 3 windows with associated charges against each band and slot:

(a) off-peak

(b) AM peak

(c) PM peak

Unless specified, the VBS charges are for all container types – Imports, Exports, and Empties.

VBS Booking	Off Peak	Peak 1 (AM) (04:00 - 06:59)	Peak 2 (PM) (12:00 - 17:59)
Over 12 hours	Credit £5.00	£2.00	£2.00
12 to 6 hours	Credit £1.00	£4.00	£4.00
6 to 2 hours	£0.00	£6.00	£6.00
Within 2 hours (exports)	£2.00	£8.00	£10.44
Within 2 hours (booking with import dry)	£6.00	£8.00	£14.00
Within 2 hours (booking with import reefer)	£6.00	£18.00	£18.00
Note - Credits are for import linked bookings only. For any booking without an import, the charge will be £0.00 with no Credit.			

VBS Amendment or Cancellation	Amendment Charge	Cancellation Charge
Over 12 hours	£0.00	£0.00
12 to 6 hours	£1.00	£1.00
6 to 2 hours	£2.00	£2.00
2 to 1 hours (Import Dry)	£8.00	£8.00
2 to 1 hours (Import Reefer)	£15.00	£15.00
Within 1 hour (Import Dry)	£20.00	£20.00
Within 1 hour (Import Reefer)	£50.00	£50.00
Amendments to add / remove Export or Empty or add Imports to existing valid VBS booking	£0.00	

Any amendment charge is based on the time of booking the amendment in advance of the current time slot. For any combination of VBS bookings, the latest booking charge will apply.

Any single Export / Empty bookings are subject to VBS charges and amendments.

VBS No Show / Expiry charge	No Show / Expiry Charge
Expired Booking Charge – Booking with Dry Import / Dry or Reefer Exports	£63.90
Expired Booking Charge – Booking with Import Reefers	£116.19

VBS Special Handling Charges	No Show / Expiry Charge
Export Hazardous Goods Charge	£10.00
Out of Gauge (OOG) Handling Charge (e.g. Flat racks)	£10.00

A VBS booking slot includes 15 minutes before the hour, the 60 minutes of the booked hour, and 20 minutes following the hour. In total there is a 95 minute window.

London Gateway requires only the Import Container to be pre-booked – we do not require truck or driver details. As per section 3.2, drivers require a valid, in date Driver ID Card to enter the Terminal.

3.4 VBS Additional Charges

Until 31st December 2026, the following additional charges will apply:

Opening Hours	Fee	Charge basis
On the Spot Manual VBS Appointment•	£41.76	Per booking
Unauthorised Passenger in Cab	£152.83	Per Instance
Requested Container Turns	£40.23	Per Booking
Annual Terminal Awareness Course [▫]	£50.00 £35.00 £35.00	Year 1 Year 2 Year 3
Replacement, Permanent, or Temporary Driver ID Card ≈	£43.97	One Off Charge
Online Permanent Driver ID Card	£29.04	One Off Charge
Vehicle Euro III / IV / V Emission Charge Δ	£52.20	Per Vehicle arrival
Vehicle Euro VI (a/b/c) - Emission Charge / EV Product Subsidy	£9.50	Per Vehicle arrival
Vehicle Euro VI (d) - Emission Charge / EV Product Subsidy	£3.50	Per Vehicle arrival
Electric HGV Credit ≠	Credit: £20.00	Per Vehicle arrival
Door to Cab Container Turn	£40.23	Per container
Terminal Damage Administration Fee	£290.49	Per Instance

- Considered on a case by case basis.

▫ Annual Terminal Awareness Course – Drivers to undertake with multiple choice test – 3-year period, on 4th year the 3-year period will recommence with a higher charge for year 1 to allow for functionality enhancements.

≈ Charge for Replacement Driver ID Card. Temporary cards are valid for 24 hours.

Δ Charge for high emission vehicles.

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

Please note that safety and security procedures prohibit unauthorised passengers whilst in the Terminal. For specific purposes, authorisation for a passenger can be obtained from Customer Services:

customer.services@londongateway.com

4. DP World UK Supply Chain Services

4.1 Road Access Services

4.1.1 DPW London Gateway Estate Shunting Service

Product offering customers a shunting service from Terminal/Empty Depots and Warehouse Facilities with the DP World London Gateway Port Premises. For further information, please contact 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 LGDPUKRoadServices@dpworld.com.

4.2 DP World Storage Sites

DP World UK offers off dock storage services within the Port Premises at competitive rates. For more information, please contact lg.storage@dpworld.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 Warehousing.UK@dpworld.com

4.4 Rail Terminal Charges

For any non-contracted rail services at DP World London Gateway, the following charges will apply:

	Charge for 2026	Charge Basis
Charges for import/export boxes		
Shunt from ASC to Rail Terminal and Lift On to a Train	£97.11	Per lift
Container Lift Off a Train at Rail Terminal and Shunt to ASC	£97.11	Per lift
Change of Information / Exec Request	£47.82	Per change
Charges for domestic boxes		
Shunt from ASC only to Rail Terminal and Lift On to a Train	£97.11	Per lift
Container Lift Off a Train at Rail Terminal and Shunt to ASC only	£97.11	Per lift
Rail-rail transfers	£45.40	Per lift
Gate In charge – for domestic boxes	£67.66	Per container
Gate Out charge – for domestic boxes	£67.66	Per container
Storage charges after the first 3 days (or fraction)	POA	Per TEU per day
Change of Information / Exec Request (per change)*	£168.82	Per change
Ancillary Charges		
Doors not correctly closed	£170.58	Per container
Secure tank lids	£170.58	Per tank
Supply and fitting of labels	£404.66	Per unit
Tank Inspection – (Chargeable regardless of railing)	£46.42	Per tank
Incorrect Train wagon order versus planned information	£2,110.34	Per train
Fitting of labels only (supplied by customer)	POA	Per unit
Cable ties on handrails	£93.64	Per unit
Cancellation penalty on due date of departure for a train service, without adequate notification / mutual agreement	£2,000	Per train
Train late cancellation < 24 Hours' notice on arrival	£2,000	Per train

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
DG / MCA examination fee (Plus cost for x2 yard moves not included)	£148.94	Per examination
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. 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 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. 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.		
Charges applied for specific inspections		
Priority Examination (Unavailable where a UK Border Force Exam is required)		
Dry container – Priority Inspection	£150	Per examination
Dry container – Priority Inspection & VBS	£200	Per examination
Reefer Container – Priority Inspection	£200	Per examination
Reefer Container – Priority Inspection & VBS	£250	Per examination
DEFRA Exams		
Exams for full or mixed turnout of container load (hold codes F2, P2)	£150.57	Per examination
Exams for partial turnout of container load (hold codes F3, P3)	£125.90	Per examination
Port Health Exams		
Exam for full turnout of container load (hold codes H3, H6, W3, M3)	£150.57	Per examination
Exam for partial turnout or mixed container load (hold codes H2, H5, H7, H8, W2, W4, M2, M4, M9)	£125.90	Per examination
Nuts & Allergens exam for full turnout of container load (hold codes O2, O3)	£270.24	Per examination
Nuts & Allergens exam for partial turnout or mixed container load (hold code O9)	£229.23	Per examination
Identity Check Exam (hold codes H4, H8, H9, O4, W9, W4)	£125.90	Per examination
Seal Check (hold code D9)	£125.90	Per examination
Seal Check Late Hold (hold code D9 applied after Discharge event)	£125.90 + 2 Yard Moves	Per examination

UK Border Force (UKBF) Exams		
Customs X-Ray exam (hold codes Y3, Y4)	£125.90	Per examination
UKBF CAP exam	£505.37	Per examination
Export exam for full turnout of container load (hold codes E2)	£505.37	Per examination
Export exam for partial turnout or mixed container load (hold codes E3)	£454.83	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 container
Border Force Seal Check (hold Y9)	£125.90	Per examination
Forestry Commission		
Exam for full turnout of container load (hold codes &2)	£150.57	Per examination
Exam for partial turnout or mixed container load (hold codes &3)	£125.90	Per examination
Trading Standards		
Exam for full turnout of container load (hold codes K3)	£150.57	Per examination
Exam for partial turnout or mixed container load (hold codes K2)	£150.57	Per examination
Additional Customer Services hold for failed inspection of cargo pending assessment of work required for destruction or re-export (hold code K4)	£150.57	Per examination
Environment Agency		
Environment Agency exam (hold codes E4 / #1)	£150.57	Per examination
All other examinations	POA	

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 London Gateway 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)	£30.30	Per loaded container
ISPS charge per loaded export container	£7.04	Per loaded container
Land Tax Recovery Charge – Import, Export, and Transhipment full and empty containers (Charged to Shipping Line)	£1.89 per container	Per container

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

5.5 Infrastructure Charges

Description	Fee	Charge Basis
Infrastructure charge	£18.30	Per import full container

The clearing agent will be credited 25p 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)	£3.35	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 between 1 st May 2026 and 31 st October 2026)	£26.51	Per import full container move
Energy Adjustment Mechanism (For containers departing the terminal on or after 1 st November 2026)	£31.88	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

The Modal Shift Programme is currently only applicable for Import containers which arrive at and use rail inland from DP World Southampton.

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 (VGM measured by the terminal differs more than 500kg 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/london-gateway/port/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	£267.64	Per Container Handled Per Hour
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
Application of bolt seal	£16.64	Per seal
Use of weighbridge at DP World London Gateway (not inclusive of 2 yard moves)	£175.36	Per container
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)	£16.64	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

Disposal of all types of total loss containers	POA	Per instance
Applying / Removal of placards and labels (by request only)	£99.16	Per set of 4 placards or labels applied
IMDG misdeclared 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 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

Description	Fee
20ft Containers (dry/reefer)	£329.98
40ft Containers (dry)	£449.05
40ft Containers (reefers)	£562.62

For further information, please contact the customer services department on 01375 648477 or via email to customer.services@londongateway.com.

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: customer.services@londongateway.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 London Gateway website - <https://www.dpworld.com/london-gateway/-/media/project/dpwg/dpwg-tenant/europe/london-gateway/media-files/port-services-info/multi-purpose-trading-terms-and-conditions-for-dp-world-london-gateway-port.pdf>

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 1st 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 London Gateway 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 or contact the CNS helpdesk on 02380 799600.