DP WORLD ANTWERP GATEWAY

TARIFF LIST 2025

VERSION 8

ISSUED ON: 30/12/2024
APPLICABLE FROM: 01/01/2025

DP WORLD

1. MAINLINE VESSEL OPERATIONS	EURO (€)
1.1 A1 Load/Discharge Container Full/Empty (20'/40')	95,00
1.2 A2 Load/Discharge Transhipment – Full (20'/40')	175,00
1.3 D2 Restow Full/Empty (20'/40')	175,00
1.4 Unplanned Restows	D2+25%
2. WATER SIDE VESSEL OPERATIONS	**EURO (€)**
2.1 D3 Attaching of bolt seals (exclusive moves)	52,50
2.2 D4 Physical Hatch Cover Moves (per Hatch Cover move)	250,00
2.3 D6 Lashing Bin per move	130,00
2.4 D7 Lashing Supplement per box	50,00
D5 Idle Time (Labour Ordered Not Worked) (per gang per hour)	
2.5 Weekdays 1st, Day and 2nd shifts	1200,00
2.6 Weekdays 3rd, Sat, Sun & Holidays all shifts & 3rd shift preceding holiday	1500,00
2.7 A4 (Un)plugging of reefer containers on board, per container (on request)	50,00
2.8 B2 Overtime supplement per gang per hour (max 2 hours)	2650,00
A6 Shift supplements for Waterside Vessels	
2.9 Weekdays 3rd, Saturday 1st, Day & 2nd shift (per gang/per shift)	2100,00
2.10 Saturday 3rd, Sunday & holiday all shifts &	4200,00
2.11 3rd shift preceding holiday (per gang/per shift)	4200,00
2.12 F16 ISPS charges loading/discharging full containers (excl. transshipment) per move	15,00
2.13 ISPS charges loading/discharging empty containers per move	5,00
2.14 Waiting quay (lay-up idle vessel) per running meter per day	10,00
3. WATER SIDE BARGE OPERATIONS	**EURO (€)**
3.1 C1 Load/Discharge Container – Full/Empty (20'/40')	75,00
3.2 D2 Restow Full/Empty (20'40')	150,00
B2 Overtime supplement per gang per hour (max 2 hours)	
3.3 Per gang first hour	900,00
3.4 Per gang second hour	+50%
3.5 1st & 2nd shift on Saturday	+150%
3.6 3rd shift on Saturday + all shifts on Sunday & Holidays	+200%
D5 Idle Time (Labour Ordered Not Worked) (per gang per hour)	
3.7 Weekdays 3rd shift	900,00
3.8 Saturday 1st & 2nd shift	+150%
3.9 Saturday 3rd shift + all shifts on Sunday & Holidays	+200%
C2 Shift supplements for Waterside Barges	
3.10 Weekday 3rd Shift Saturday 1st, Day & 2nd shift (per move)	15,00
3.11 Saturday 3rd, Sunday & holiday all shifts &	30,00
3.12 3rd shift preceding holidays (per move)	30,00

4. LAND SIDE OPERATIONS	EURO (€)
4.1 E1 Receiving/Delivery of Containers, Truck – Full/Empty (20'40')	50,00
4.2 E1 Receiving/Delivery of Containers, Rail – Full/Empty (20'/40')	75,00
E2 Shift supplements for Rail	
4.3 Weekday 3rd Shift Saturday 1st, Day & 2nd shift (per move)	15,00
4.4 Saturday 3rd, Sunday & holiday all shifts &	30,00
4.5 3rd shift preceding holidays (per move)	30,00
4.6 F1 Terminal Move – Full / Empty	50,00
4.7 G1 Supplement on all container moves for over dimension	100%
4.8 G2 Supplement on all container moves for non-standard gear	100%
4.9 G3 Supplement on all container moves for hazardous cargo	25%
4.10 F2 Attachment of labels, per container excl. moves	50,00
4.11 F2 Detachment of labels, per container excl. moves	50,00
4.12 F5 Change of Status/Destination – Status changed but loaded on original Vessel – per move	50,00
4.13 F6 Change of Vessel – Loaded on subsequent Vessel – per move	50,00
4.14 F7 Change of Weight – After in move at terminal – per move	50,00
4.15 F8 Scanning of Containers – per container incl. moves	175,00
4.16 F9 Use of oversized spillage container – per container per day	450,00
4.17 F10 a) Reefer Power – Integral Imp/Exp/Rstw/Tshp per day	50,00
b) Special Intervention reefer technician - per intervention	100,00
4.18 F17 a) Export Container Late receival fee - (8-hours prior to ETA) – per unit	50,00
4.19 F17 b) Export Container Surcharge of Late receival fee - (2-hours to 0-hour prior ETA) – per unit	100,00
5. EXTRA SERVICES	**EURO (€)**
5.1 Assistance Foreman – per hour	105,00
5.2 Taking pictures: 0,5 hr assistance exclusive moves – per request	52,50
5.3 Taking pictures in combination with other work – per request	15,00
5.4 Supplement gate move truck on Saturday (on request) – per container	80,00
5.5 Supplement gate move truck on Sunday (on request) – per container	160,00
5.6 Emergency Repair non-reefer (exclusive moves) – per repair	115,00
5.7 Service call fee reefer performed by EDS	96,00
5.8 Emergency Reefer Repair labour rate per hour – performed by EDS	63,00
Emergency reefer repair labour rate per hour night shift (as from 22h)	100,00
Emergency reefer repair labour rate per hour Saturday	100,00
Emergency reefer repair labour rate per hour Sunday (as from 22h Saturday)	125,00
Parts Carrier	POA +35%
Parts Thermoking	POA +20%
Parts Daikin	POA +20%

Parts Starcool	POA +20%
5.9 Special stacking request (on terminal yard) – 3 terminal moves / cntr / day	
5.10 Special Stow Request (on board) – 1 terminal move / cntr	
5.11 Front tunnel repair (exclusive moves) – per repair	52,50
5.12 Removal of twistlocks (exclusive moves) – per container	52,50
5.14 Locking doorhandles rail transport (exclusive moves) – per container	52,50
5.15 VGM – in gauge container – per container	60,00
5.16 VGM – OOG container – per container	165,00
5.17 Handling IMO 1 / IMO 7 – per container	550,00
5.18 Admin Fee (such as but not limited to Customs, HMO retributions, drip tray file, Pictures OCR Gate/Quay Crane...)	50,00
5.19 Spreading Surcharge per truck visit during peak hours (for time slots starting 06:00 till 20:00)	14,00
6. F11 STORAGE CONDITIONS - CONTAINERS ON THE TERMINAL	**EURO (€)**
(per TEU per day)	
Import Full & Empty	
6.1 1 – 4 calendar days	0,00
6.2 5 – 10 calendar days	10,00
6.3 11 – 14 calendar days	20,00
6.4 As from 15 calendar days	25,00
Export Full & Empty	
6.5 1 – 7 calendar days	0,00
6.6 8 – 10 calendar days	10,00
6.7 11 – 14 calendar days	20,00
6.8 As from 15 calendar days	25,00
Transhipment Full	
6.9 1 – 7 calendar days	0,00
6.10 8 – 10 calendar days	10,00
6.11 11– 14 calendar days	20,00
6.12 as from 15 calendar days	25,00
6.13 F12 Hazardous Surcharge Export (per TEU/day) as from calendar day 1 to day 4	5,00
Hazardous Surcharge Export (per TEU/day) as from calendar day 5	25,00
Hazardous Surcharge Import (per TEU/day) as from calendar day 1	25,00
6.14 F12 Storage – Out of Gauge Surcharge (per TEU/day) as from day 1	25,00
6.15 F12 Storage – Frameless tanks Surcharge (per TEU/day) as from day 1	25,00
6.16 F13 Bundling/unbundling per flat (excl. moves)	50,00
6.17 F14 Release Longstanding storage containers (20 days export –	
30 days import - 48hrs pre-advice) terminal move x 6	
6.18 F15 Refusal move	50,00
Empty block stack conditions	

6.19 H1 Move into empty block stack + physical condition check	35,50
6.20 H2 Move out of empty block stack to terminal yard	15,00
6.21 H3 Storage at empty block stack per TEU/per day	1,50
6.22 H4 Release of containers on specific container number, terminal move	x3

Water side Vessel Operations – Load/discharge

Included in the fee for all load/discharge tariff items are the following:

(a) Transport from stack to crane and load to Vessel or discharge from Vessel and transport to stack,
(b) lashing containers and removal of twist locks as per vessel lashing plan,
(c) processing of documentation as agreed,
(d) provision of primary computerised documentation as agreed, and
(e) all ship planning functions, including production of computerised bayplans.

A1 Load/discharge Container – Full / Empty

- Transport from stack to crane and load to Vessel or discharge from Vessel and transport to stack.

A2 Load/discharge Transhipment – Full

- Discharge from Water side Vessel and load onto another Water side Vessel or vice versa on the same terminal and for the same Customer. Does NOT include containers leaving the terminal for any reason by truck, rail, barge, or adjacent terminal.

A6 Shift supplement

- For operations on weekdays 3rd shift, weekends and holidays and 3rd shifts preceding holidays, shift supplements to be paid by the Customer.

D2 Restows as part of planned operational sequence including landing on the berth and reloading on the Waterside Vessel. This may also involve stacking in the yard for operational purposes. Please note that reefers will incur the standard reefer ancillary fee (power/monitor etc).

- Restow
- Restow - Overdimensional
- Restow - Hazardous
- Restow - Overdimensional Hazardous

Note: Rates assume that notice of the required restow is given to Terminal Operator prior to the commencement of work on the Vessel. Where such advice is not given prior to the commencement of work on the Vessel, the operations will be charged separately as an Unplanned Restow.

D4 Physical Hatch Cover Moves

- This charge levied for each hatch cover move.

D5 Idle Time (Labour Ordered Not Worked)

- Charge levied for labour ordered, not worked, charged per gang per hour not worked and charged per hour started (as per rules and regulations of the Antwerp Port Authorities, incl. weather conditions & pilot issues).

B2 Overtime supplement

- In exceptional cases gangs can be ordered to work overtime with a minimum of two hours. These overtime charges to be paid as agreed within the consortia. Charged as per Local Port Regulations. (1 hour worked = 2 hours paid, 2 hours worked = 3 hours paid. Over 2 hours worked = full gang to be paid).

D6 Lashing Bin Moves

- This charge levied for each Lashing Bin move

D7 Lashing Supplement

- Lashing & Unlashing supplement per box

F16 The Terminal Operator guarantees that its terminal facility complies with the present regulations of the ISPS code (The international Ship and Port Facility Security Code forming part of the Safety of Life at Sea (SOLAS) Convention of the International Maritime Organisation.

Water side Barge Operations

C1 Load/discharge Container – Full / Empty

- Transport from stack to crane and load to Barge or discharge from Barge and transport to stack.

C2 Shift supplement

- For operations on weekdays 3rd shift, weekends and holidays and 3rd shifts preceding holidays, shift supplements to be paid by the Customer.

D2 Restows as part of planned operational sequence including landing on the berth and reloading on the Waterside Vessel. This may also involve stacking in the yard for operational purposes. Please note that reefers will incur the standard reefer ancillary fee (power/monitor etc).

- Restow
- Restow - Overdimensional
- Restow - Hazardous
- Restow - Via Quay Overdimensional Hazardous

Note: Rates assume that notice of the required restow is given to Terminal Operator prior to the commencement of work on the Vessel. Where such advice is not given prior to the commencement of work on the Vessel, the operations will be charged separately as an Unplanned Restow.

D5 Idle Time (Labour Ordered Not Worked)

- Charge levied for labour ordered, not worked, charged per gang per hour not worked and charged per hour started.

B2 Overtime supplement

- In exceptional cases gangs can be ordered to work overtime with a minimum of two hours. These overtime charges to be paid as agreed within the consortia. Charged as per Local Port Regulations.

(1 hour worked = 2 hours paid, 2 hours worked = 3 hours paid. Over 2 hours worked = full gang to be paid).

Land side Operations

Included in the fee for all receiving/delivery by truck and rail tariff items are the following:

(a) Transport from stack to truck/rail/adjacent Terminal and load on truck/rail/adjacent terminal or vice versa,
(b) Prompt reporting of all tally work assessing exterior of container (eg damage, imo labels)
(c) All clerical work associated with receival/delivery

Note: Receiving and Delivery of containers by truck: Monday 05:00 hrs until Saturday 05:15 hrs, excluding holidays.

E1 Receiving/delivery Container – Full / Empty

- Transport from stack to exchange zone and load on to truck/rail or discharge from truck/rail and transport to stack.
- Transport from stack to exchange zone from adjacent terminal or vice versa.

E2 Shift supplement

- For operations on weekdays 3rd shift, weekends and holidays and 3rd shifts preceding holidays, shift supplements to be paid by the Customer.

F1 Terminal Move – Each additional yard/adjacent terminal move of a container for the following reasons but not limited to

(a) Lack of information which prevents stacking in the appropriate stack.
(b) Any other request by a Customer or local authorities necessitating the movement of the container.
(c) Container refused by truckdriver.

Note: Where containers are moved as the result of the above-mentioned points or at the request of the Customer or local authorities for the purpose of e.g. but not limited to dangerous goods inspection, customs inspection, sanitary inspection, conference inspection, veterinary inspection, labelling, reefer repair, 3 moves will be charged.

F2 Attaching and/or detaching of IMO-labels per container (excluding moves)
Includes all IMO-labels and labour deployed. Charged levied per action.

F5 Change of Status/Destination – Destination changed, loaded on originally nominated Vessel

- Container received into the Terminal, but its destination changed by the Customer. Charge levied per box per change.

F6 Change of Vessel – shortshipped and loaded on a subsequent Vessel

- Container received into the Terminal but not shipped and then loaded onto a subsequent Vessel. This includes lifting containers into/from Terminal stack. Charge levied per box per change.

F7 Change of Weight – After in move at terminal

- Container received into the Terminal, but its weight changed by the Customer and still loaded on originally nominated Vessel. Charge levied per box per change.

F8 Scanning of container

- Container transported from stack to scanning area on the Terminal and transported back to stack at request of the local Authorities including moves.

F9 Use of oversized spillage container

- The oversized spillage container is used to stack temporarily leaking containers in order to catch the leaking cargo and avoid pollution. Any container found leaking will directly be brought to the oversized spillage container as a prevention and safety precaution after which the Customer will be informed;
- Tariff per container per day;
- Tariff does not include normal storage charges which will continue to apply;
- Tariff does not include cleaning up expenses, intervention fire brigades, etc; (separate invoice will be made once terminal has received the final costs from the specialized companies).
- Tariff does not include terminal moves or any extra services requested by the Customer.

F10 Reefer Power per day and per terminal entry – Integral, Import/Export/Restow/Transhipment as from day landed:

(a) Connect (1x), disconnect (1x) and supply power and monitor twice per day while the container is within the terminal. For every additional connect/disconnect action, the same charge will be levied.
(b) Intervention reefer technician for setting and changing settings on reefers, after delivery of container at the terminal or during stay on the terminal, on request of Customer (e.g. multi temperature, humidity, ventilation settings, sensitive reefer, ...).

F11 Storage – Import, Export & Transhipment

- Import containers held free of charge for the agreed free time, after which the container will incur storage charges as per the Terminal schedule of rates applicable at the time.
- Export containers held free of charge for the agreed free time, after which the container will incur storage charges as per the Terminal schedule of rates applicable at the time.
- Transhipment containers held free of charge for the agreed free time, after which the container will incur storage charges as per the Terminal schedule of rates applicable at the time.

F12 Storage/Quay rent – Hazardous / OOG Containers

- An import/export/transhipment container carrying hazardous / OOG cargo that incurs storage will, in addition to the import/export/transhipment storage charge, incur a surcharge as per the Terminal schedule of rates applicable at the time as from day 1.

F12 Storage/Quay rent for Tank Containers without complete framework

- An import/export/transhipment tank container without complete framework that incurs storage will, in addition to the import/export/transhipment storage charge, incur a surcharge as per the Terminal schedule of rates applicable at the time as from day 1.

These storage conditions apply to all tank containers without a complete framework .

F13 Bundling/unbundling of flats on terminal (excl. moves)

F14 Longstanding Containers

Containers which remain on the terminal for a period exceeding <30> days for import and <20> days for export will be automatically stacked in a separate stacking zone in order to avoid hindering normal

operational activities. Normal storage conditions will continue to apply without interruption. When being transferred to the special zone or when leaving the special zone, a standard 6 terminal moves fee will be charged. Customer will request release of said containers out of stack 48hrs prior to container pick up date.

F15 Refusal move: for each empty container being refused by truckdriver because of condition, one terminal move will be charged.

F17 a) Export Container Late receival fee (container not on terminal and/or free of all blocks 8-hours prior to ETA) per container.

F17 b) Export Container Surcharge of Late receival fee (container not on terminal and/or free of all blocks 2-hours to 0-hour prior ETA) per container.

D3 Attaching of seals

- For all full import, export, and transshipment containers:

A. Delivery by truck:
It is the responsibility of the driver to take care that a high security bolt seal is attached to the right door of the container.

B. Delivery by rail:
If Terminal Operator has to discharge a container that is not sealed at all, it will be indicated by damage code 92 (not sealed at arrival).
If Terminal Operator has to discharge a container which is only sealed by a "normal" seal, and not by a bolt seal, it will be indicated by damage code 95. Both codes 92 and 95 will be reported via DML.

C. Delivery by Waterside Vessel/Barge:
If Terminal Operator has to discharge a container that is not sealed at all, it will be indicated by damage code 92 (not sealed at arrival). This container will always be sealed by a high security "neutral" bolt seal. The rate for the sealing of these containers as indicated above.

If Terminal Operator has to discharge a container which is only sealed by a "normal" seal, and not by a bolt seal, it will be indicated by damage code 95.

Both codes 92 and 95 will be reported by DML.

Containers requiring special handling

A supplement is applied to the move rate (i.e. but not limited to: vessel, barge, truck, rail, restow, adjacent terminal, terminal move etc...) of a container which is

G1 Overdimensional - Transport of a container that is either over-width and/or over-length and/or over-height but can be handled by a standard or over-height spreader.

G2 Non-standard Gear – Transport of a container that requires the use of non-standard container handling equipment i.e. chains (such as but not limited to i.e. containers with overdimensional cargoes blocking the corner posts, damaged containers).

G3 Hazardous – Transport of a container that contains hazardous cargo requiring special stacking positions and segregation rules.

H1 Move into block stack – Empty containers are moved to the empty block stack area. The tariff includes the transfer move into blockstack, a physical check of the container and a transfer move into the 'OK' or 'NOT OK' block stack.

H2 Move out of block stack – Empty containers that leave the block stack to go back to the terminal to be picked up by vessel, barge, rail or adjacent terminal.

H3 Pool storage at the empty block stack – These storage conditions apply to all containers at the empty block stack.

H4 Release of containers on specific container number terminal: extracting specific containers out of empty block stack.

Disclaimer:

- *This tariff list is a binding on the customer unless there is an existing agreement with a different price setting. All other business not contractually agreed: "on demand". The prices are exclusive of VAT. DP World reserves the right to adjust or change the rates at any time.*
- *Tariffs valid from 01/01/2025.*