



OPERATIONAL STATUS AND MEASURES

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DP WORLD CONSTANTA
DATE 03.06.2022

Operational Status and Measures

Full containers yard - Operational status:

- **Yard utilization rate: 78,08%**
(Terminal capacity utilization, calculated as the number of existing TEUs in the terminal compared to the maximum operational storage capacity of the terminal)
- **Average age of the full containers: 43,5**
(The average length of stay expressed in days of containers that are in the terminal at the time of calculation)
- **Average dwell time: 13,34**
(The average length of stay expressed in days of containers leaving the terminal in the last week)

Operational measures & windows for full containers:

- Export containers will enter the terminal:
 - Providing storage space available in container yard
 - 15 days before vessel ETA for containers arriving by rail;
 - 7 days before vessel ETA for containers arriving by truck, with additional 3 days provided there is space in terminal (yard utilization rate is below 80%);
- Import containers:
 - Will be discharged from vessels providing storage space available in container yard
 - Imports have to be delivered within 7 days from the day of entrance
- Vessels accepted for operations in our terminal have to have balanced numbers of import full & export full containers in order to maintain a normal yard utilization (up to 80%). We can accept more imports than exports on a case by case basis providing extra space is available (when yard utilization is below 80%) and in situation when surplus of imports will leave the terminal up to 48h after discharge.

In case yard utilization rate will exceed 80% we reserve the right to take the following operational measures to prevent terminal congestion (or to decongest the terminal):

- Apply congestion surcharge per full/empty container/TEU at a level to be decided based on the end of the month impact
- Stop accepting or limit acceptance of export containers
- Stop accepting or limit acceptance of import containers (especially the ones marked "to order" as consignee/receiver)
- Stop accepting or limit acceptance of transshipment containers
- Stop accepting or limit acceptance of empty containers
- Stopping or limiting certain services if terminal space is not available
- Prioritize loading & delivery of containers
- Prioritize container stripping activities
- Balancing discharge with load of full containers for vessel, barges, trains and/or trucks
- Imposing mandatory additional information for import containers (and exports by case) such as: final destination, departure date, departure mode of transport, b/l number, booking number, shipper / consignee details

In general, shipping lines, forwarders, transporters, consignees, etc. can support reducing terminal congestion complying with above measures.