



OPERATIONAL STATUS AND MEASURES

This website and its content is copyright of DP WORLD - © DP WORLD 2022. All rights reserved.
Any redistribution or reproduction of part or all of the contents in any form is prohibited unless
prior written consent is obtained.

DP WORLD CONSTANTA
DATE 31.05.2022

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 storage capacity of the terminal)
- Average age of the full containers: 41,3
- (The average length of stay expressed in days of containers that are in the terminal at the time of calculation)
- Average dwell time: 13,82
- (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
- Stop accepting or limit acceptance of export containers
- Stop accepting or limit acceptance of import containers
- 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.