



DP WORLD REVEALS UK WEIGHING SOLUTION FOR NEW LANDMARK LEGISLATION

Dedicated website launched for UK businesses as global deadline looms.

United Kingdom, London and Southampton, 20 April 2016:- DP World is the first container operator to officially unveil its plans to provide UK exporters with a fully integrated container weighing service.

DP World's two UK terminals, DP World London Gateway and DP World Southampton launched a dedicated website containerweighing.dpworld.co.uk to provide shippers with all the information they will need to prepare for the new international SOLAS (Safety of Life at Sea) legislation that comes into force worldwide on 1 July 2016.

The global operator has worked alongside the UK Maritime Coastguard Agency and invested in container weighing services at its UK facilities to ensure that British businesses can continue trading when landmark legislation starts in July which could have had a major impact on the supply chain.

The new worldwide legislation requires that shippers need to determine the Verified Gross Mass (VGM) of each laden export container before it is loaded onto a ship.

DP World has invested in weighing solutions on its automated stacking cranes at DP World London Gateway and has installed new weighing equipment on straddle carriers at DP World Southampton.

"The service being provided at both DP World's UK terminals is fully integrated into our existing operations," said **Chris Lewis, UK Managing Director, DP World.**



“We have made a significant investment in both ports to ensure our equipment will meet the MCA rules for accurate weighing. Our solution does not cause any delays in the supply chain, is scalable to weigh all export containers if required and does not rely on hauliers having to enter the weights of their trucks and trailers as would be necessary at ports which use weighbridges. Our solution is seamless,” he added.

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Notes to Editors’: The International Maritime Organisation (IMO) has adopted an amendment to the SOLAS regulations to require that shippers of goods obtain the VGM of packed containers and communicate it to the ocean carriers sufficiently in advance of the ship stow planning. The regulation becomes mandatory for all IMO member states on 1 July 2016, when ocean carriers and container terminal operators will be legally obliged to ensure that containers without a VGM are not loaded on to a ship. The objective of the regulation is to prevent serious accidents at sea where a ship’s stability is compromised by wrongly declared cargo weight.

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About DP World:

DP World¹ is a leading enabler of global trade and an integral part of the supply chain.

We operate multiple yet related businesses – from marine and inland terminals, maritime services, logistics and ancillary services to technology-driven trade solutions.

We have a portfolio of 77 operating marine and inland terminals supported by over 50 related businesses in 40 countries across six continents with a significant presence in both high-growth and mature markets. We aim to be essential to the bright future of global trade, ensuring everything we do has a long-lasting positive impact on economies and society.

Our dedicated team of over 37,000 employees from 110 countries cultivates long-standing relationships with governments, shipping lines, importers and exporters, communities, and many other important constituents of the global supply chain, to add value and provide quality services today and tomorrow.

Container handling is the company's core business and generates more than three quarters of its revenue. In 2015, DP World handled 61.7 million TEU (twenty-foot equivalent units) across our portfolio. With its committed pipeline of developments and expansions, the current gross capacity of 79.6 million TEU is expected to rise to more than 100 million TEU by 2020, in line with market demand.

By thinking ahead, foreseeing change and innovating we aim to create the most productive, efficient and safe trade solutions globally.

¹ As of April 2016