

HTA Member Briefing: BCP costs & charges – May 2024

BORDER CONTROLS

Government Helplines

Telephone 03000 200 301 or 0330 041 6999

APHA importing questions phsi-importers@apha.gov.uk

IPAFFS errors Defra-SPSIT-Plant_comms_enquiries@defra.gov.uk

Government websites

BCP Port Fees & Inspection Charges landing page

<https://www.gov.uk/government/collections/border-control-posts-and-charges>

BCPs listed to handle plants &

<https://www.gov.uk/government/publications/plant-imports-authorised-points-of-entry-to-the-uk>

BCPs

Sevington

Government Owned

3rd party stevedores and operational staff.

24/7 operation

<https://www.gov.uk/guidance/common-user-charge-rates-and-eligibility>

Fees = £29 per commodity line (species) charged to all eligible consignments (i.e. everything that requires a check), whether it receives it or not. Capped at x5.
£10 charge for medium / low risk. No plants eligible in this category, although cut flowers and some cut foliage is.

Invoiced to the importer (pre-notifier) using the IPAFFS CHED prenotification. Might come via an agent if have delegated authority. Invoicing starts 31 July 2024, and will include all eligible consignments imported from 30 April, whether inspected or not.

Harwich

Hutchison Port open 24/7

BCP Operational Hours

Monday to Thursday: 6:30 to 22:00

Friday: 6:30 to 21:30

Saturday and Sunday: 6:30 to 14:30 (extended opening hours adjusted by demand)

<https://www.harwich.co.uk/about-us/commercial-information>

Ops Centre 01255 252125

Duty mobile 07848445343

Email harwichbcp@harwich.co.uk or examinations@harwich.co.uk

The shed / turn out area is ambient temperature, so maintains a temperature that reflects the outside. The shed is generally cool, and there are storage units within the BCP that are temperature controlled. If you contact the BCP in advance of your consignment arriving, they will endeavour to accommodate temperature control, but this cannot be guaranteed.

Port user fees / BCP fees are invoiced through Destin8 (& the ports own examinations software Auto-exams) ID of trailers / trucks is made via information received from the ships manifest and subsequently fed into the 3rd party Destin8 system. Whoever makes the ferry booking will be invoiced, which is most likely to be the haulier, however in Destin8 consignments can be 'claimed' on behalf of their clients by agents who have a Destin8 badge. Whoever receives the invoice will need an account with the port of Harwich.

Be aware port user fees sent through agents & hauliers will be highly likely to attract an admin fee. If you weren't making your own prenotifications it will be difficult to directly pay the port for the fees, however they have said that while charges will be applied to the Haulier (who is considered the declarant of the goods at the Border) if the haulier knows who is responsible in advance, an account can be set up for any company which the haulier then advises who is responsible per charge. The Haulier will still take ultimate responsibility in cases of non-payment.

Harwich would urge companies to set up accounts with Harwich International Port but be aware that they take time to process. However this is the best way to avoid delays at the Border as Harwich must recover costs for unloading/reloading and marshalling goods requiring inspections.

It is possible to use a Destin8 Guest sign [Destin8 Sign In](#). to check the status of the goods/exam. This will advise when the unit is clear and when 'outgated' which means it has left the Port.

Harwich are unable to handle enquiries about the status of individual units unless there is a specific issue such as a rejection, so Destin8 is the best and quickest way to check the status. Lorry drivers will also be encouraged to use this by the port.

Examination fees

Any examination of goods by HM Revenue & Customs, DEFRA, APHA, Forestry Commission, Port Health, Trading Standards, or any other statutory body, will be charged, per trailer / container ('per unit'), at the following levels.

****notes****

- Dutch trolley inspections will be treated as Palletised for the purposes of charging.

- ‘Doorside’ means nothing is off loaded, e.g. curtain sided lorries with curtain drawn back and a view of the contents available to the inspector.
- Temperature controlled areas, while available for storage, will not be used routinely for inspection purposes. If at all possible indicate on goods, paperwork and by emailing in advance any temperature sensitive goods in advance. The port op will do their best to accommodate this, but no guarantees or liability will be accepted for this.

Fees

Driver accompanied unit (ambient)

Empty unit / seal check / £57.42
 doorside examination
 Partial turnout*(palletised) £154.88
 Full turnout** (palletised) £302.28
 Partial turnout* (all other goods) £256.86
 Full turnout** (all other goods) £506.21

Driver accompanied unit (temperature controlled)

Empty unit / seal check £57.42
 Doorside examination £232.40
 Partial turnout*(palletised) £329.86
 Full turnout** (palletised) £477.25
 Partial turnout* (all other goods) £431.84
 Full turnout** (all other goods) £681.19

Unaccompanied unit (ambient)

Empty unit / seal check / £108.26
 doorside examination
 Partial turnout*(palletised) £205.78
 Full turnout** (palletised) £353.11
 Partial turnout* (all other goods) £307.70
 Full turnout** (all other goods) £557.04

Unaccompanied unit (temperature controlled)

Empty unit / seal check £108.26
 Doorside examination £283.24
 Partial turnout*(palletised) £380.71
 Full turnout** (palletised) £528.09
 Partial turnout** (all other goods) £482.68
 Full turnout** (all other goods) £732.03

*Partial turnout will be considered anything up to 50% of content by volume.

**Full turnout will be considered anything over 50% of content by volume.

All examination charges are inclusive of gas check cost (if required). Whilst they will attempt to re-load cargo back into original container, or trailer, experience has shown that in some circumstances this may not be possible. Rather than risk damaging cargo any overspill of packages will be stored appropriately free of charge for 7 days. In such circumstances the nominated agent will be informed, but we will not accept any liability for any additional costs which may be incurred.

Felixstowe (FXT)

Hutchison Ports

Similar invoicing arrangements to Harwich.

Facilities

TCEF (Temperature Controlled Examination Facility)

5 bays for temp controlled food examinations.

2 bays for temp or ambient inedible examinations (i.e. pet / animal feed).

70 Shed (Ambient Temperature Examination Facility)

20 bays (separate designated areas) for animal (POAO), non-animal, allergens, mostly food examinations.

9 general warehouse bays for other exams (mostly BF and Trading Standards).

72 Shed (Plant Health Examination Facility) – Mostly Ro-Ro focussed exams

10 bays designated for plant health examinations (cut flowers, rooted plants, vegetables, etc).

2 bays for temp controlled food examinations

They also use outside areas for grounding containers when a bay is not required (i.e. NAVCIS exams or seal checking) and a trailer parking area, where seals are checked prior to presentation to bay.

- Best endeavours DFDS will be informing hauliers about Units being selected for examination in FXT, (agents will also be aware if they have claimed the Unit to clear)
- The Port of Felixstowe will manage the shunts to and from the BCP within the Port
- The Port of Felixstowe cost currently sits at £325.59, which includes the movements to and from the BCP. This is charged regardless of turnout or type of trailer, and is applied if a trailer is selected for inspection at the BCP (i.e. not applied to every eligible consignment).

- Best endeavours DFDS will be informing hauliers that Units has been released from the examination at the BCP, however, it should be noted that this does not always mean it is clear for collection, as clearance may still be required (e.g. from Customs or Border Force).
- Costs for examination in FXT are set-up to go directly to the agent nominated within Destin8 and are raised directly by the Port of Felixstowe. However, if a unit is moving under GVMS, where there is no agent nominated within DESTIN8, DFDS take the cost and invoice the haulier (i.e. the entity making the ferry booking). Where this occurs DFDS charges an admin charge of £34.20 on top of the examination cost to cover the admin cost of processing the invoice and raising another invoice.
- There may be additional costs agents may levy in relation to any other requirements the new procedures require in relation to IPAFFS, port fees etc.

Immingham & Hull (Humber)

Associated British Ports Ltd

https://www.humber.com/Pilotage_and_Charges/Charges_2024/

IMM opening hours

Monday to Friday: 06:00-20:00

Saturday and Sunday: 10:00-18:00

Similar invoicing arrangements to Harwich.

“Common User Charge” for all trailers / containers using the port

Import laden containers and trailers (of any type) will be levied a charge of £12.72 per unit, all units.

This covers **all** BCP operations, including labour to open the trailer or container, remove cargo for inspection and re-stow the cargo post inspection.

The ‘extra’ charges below are only applicable if cargo has fallen, or has been loaded unsafely & needs a re-work.

Note: This makes Immingham & Hull look much more attractive than anywhere nearby, although it is unknown if the ‘extra charges’ apply to loose loaded material.

Operation / Service if required	Description	Charge + VAT
ABP Operations shunting	Shunting to and from BCP (HCT/ICT)	Please contact the terminals or your commercial contact directly to obtain current charges

Full Restow (Trailer / Container)	Includes labour & consumables	£190.60
HandBall (Trailer / Container)	Includes labour & consumables	£690.48
Rework (Per Pallet)	Includes labour & consumables	£ 54.29

Killingholme & Purfleet (London)

CLdN Ports Ltd

Open 24/7 (APHA: 06:00 to 24:00 every day)

Similar invoicing arrangements to Harwich.

Inspections at the BCP facility	Trailers (this means unaccompanied truck trailer, shunted by the port to the BCP)	Lift Units (this means containers, lifted off ships)	Self-Drivers (this means accompanied trucks)	
Inspection including seal checks and open-door checks.	150	207	115	Per inspection
Partial turn out of cargo at BCP (up to 12 euro pallets or 50% of the unit)	248	304	212	Per inspection
Full turn out of cargo at BCP (over 12 euro pallets or 50% of the unit)	442	498	407	Per inspection
Full - and partial turn out non palletised or hand ball turn out	Per inspection Additional charges based on labour and equipment use e.g. £36 per hour per stevedore labour charge			

The above charges cover inspections / operations from Monday to Friday (Bank holidays excluded) between 06:00 and 22:00 hours.

* Operations performed during night-time (22:00-06:00) and Saturdays will incur a rate uplift of 40%.

* Operations performed on Sundays and Bank Holidays will incur a rate uplift of 80%.

Rates include quay moves and lifts as required (except for Self-Driver units).

Rates for turn outs are based on forklift operations (palletized).

Rates exclude waste/disposal - storage of cargoes, chargeable as and when required by the relevant statutory body.

Rates exclude reconditioning of cargoes.

Additional charges may apply at any time and CLdN reserve the right to review the rates on a case-by-case basis.

Note: before leaving the port CLdN require port users to sign a damage disclaimer, meaning they will not be held liable for any damages caused. The waiver specifically states the user agrees “to accept all charges incurred as a result of these operations, and will not hold CLdN Ports Killingholme Ltd liable for any costs, consequences or damages arising therefrom”. *HTA have lodged a verbal complain about this disclaimer, as other BCP operators are open to legitimate and quantifiable damage claims. It is not known if this disclaimer, if signed, is legally binding or could be subject to challenge. However, currently, if not signed CLdN will not allow units to leave the port.*

Further information

Good summary from Stena line of Harwich, Immingham & Killingholme BCP operations

<https://stenalinefreight.com/border-post-control>