



UK exporters to reduce transport costs by using London Gateway

72,000 TEU shipper commits to London Gateway

London, 15th August 2012: Mark Lyndon UK, one of the UK's largest exporters of used paper, has confirmed that it will significantly reduce haulage costs and increase the efficiency of its export operations by moving cargo through London Gateway.

The Nottingham based paper company, which exports through deep-sea shipping to Asia, will be routing a significant amount of its 72,000 TEU per annum through London Gateway when the port opens in Q4 2013. Having a closer container port will allow Mark Lyndon to cut approximately 380,000 lorry miles from its supply chain annually, resulting in significant time, CO2 and haulage cost savings. This is the equivalent of driving 15 times around the globe.

Paul Briggs, Managing Director of Mark Lyndon Enterprises UK, said: "Over a third of the population of England lives in London and the South East. Using a port located closer to these major markets offers our business the opportunity to reduce our transport costs. Ultimately, shipping through London Gateway will make exporting from the UK more cost effective and will help make UK plc more competitive, benefiting supply chains from cargo owners through to end-customers."

Situated on the north bank of the River Thames, London Gateway will provide unrivalled deep-sea shipping access to the UK's largest markets. The new port is located closer to the midlands, and beyond, than other competing ports.

Charles Meaby, DP World London Gateway Commercial Director said: "Businesses looking for ways to cut import and export costs will undoubtedly benefit from London Gateway because of our modern facilities and being located closer to London, the midlands and beyond."

London Gateway will be able to handle the world's largest container ships and will be integrated with one million square metres of logistics and distribution warehousing, providing businesses with further opportunities to reduce supply chain costs, time and CO2.

ENDS



Paul Briggs, Managing Director and the Mark Lyndon team at their Nottingham headquarters



DP WORLD

London Gateway

About London Gateway

Opening in Q4 2013, London Gateway will be the UK's first 21st Century major deep-sea container port and Europe's largest logistics park. Owned and operated by DP World and situated on the north bank of the River Thames, London Gateway will provide unrivalled deep-sea shipping access to the largest consumer markets in the UK. The port's location, with its superior operational systems and service, will ensure ships load and unload as fast as possible, making London Gateway a world class asset for the UK.

About DP World

DP World operates more than 60 terminals across six continents⁽¹⁾, with container handling generating around 80% of its revenue. In addition, the company currently has 11 new developments and major expansions underway in 10 countries.

DP World aims to enhance customers' supply chain efficiency by effectively managing container, bulk and other terminal cargo. Its dedicated, experienced and professional team of more than 30,000 people serves customers in some of the most dynamic economies in the world.

The company constantly invests in terminal infrastructure, facilities and people, working closely with customers and business partners to provide quality services today and tomorrow, when and where customers need them.

In taking this customer-centric approach, DP World is building on the established relationships and superior level of service demonstrated at its flagship Jebel Ali facility in Dubai, which has been voted "Best Seaport in the Middle East" for 18 consecutive years.

In 2011, DP World handled nearly 55 million TEU (twenty-foot equivalent container units) across its portfolio from the Americas to Asia. With a pipeline of expansion and development projects in key growth markets, including India, China and the Middle East, capacity is expected to rise to around 103 million TEU by 2020, in line with market demand.

(1) As of June 2012. Includes non-container terminals.

Press Questions

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