

NEW PORT LOCATION PROCEDURES 2025 declared weight / VGM & Customs

		GMP RATES 2025
		Rate (Euro)
INVOICING DIFFERENCE DECLARED WEIGHT / VGM CERTIFIED WEIGHT		
if the weight declared at the EXPORT booking at the terminal entrance differs from the VGM weight received by the shipping line by +/- 3 tons		70,00 €
<p><i>At the last UMEP Board meeting on 17/12/2024, the handling college reminded UMEP members of the operational, financial and environmental consequences of weight discrepancies between the weight communicated to the handler when passing through the terminal gates and the VGM weight finally communicated to the handlers on the loading lists received from the shipping lines. These discrepancies are observed on export containers that arrive at the terminals when their VGM fields have not yet been updated by the shipper or its representative.</i></p> <p><i>To illustrate this problem, for several months now GMP has been sharing the discrepancies noted with the STH and all the shipping lines using its terminals. The handling college also points out that some of the weight discrepancies observed involve containers that are overweight with regard to road transport rules, with the legal risk weighing on forwarding agents and transport agents.</i></p> <p><i>At the Board meeting, the handling college confirmed that from 1 April 2025, these discrepancies will be billed again.</i></p> <p><i>the following procedures will be implemented by the members of the handling college:</i></p> <ul style="list-style-type: none"> - a tolerance of +/- 3 tonnes between the weight declared on entry to the terminal and the VGM weight will be applied - invoicing will be sent directly to the goods, to the entity entered in the 'Applicant' field of the full booking on the S)One 'Good to enter' page - the public price is available on the website https://www.gmportuaire.fr/fr/ under the heading 'general tariffs 2025'. <p><i>The handling college points out that this invoicing can easily be avoided by operators as long as greater attention is paid to the accuracy of weight declarations. Read the full UMEP communication below.</i></p>		
CUSTOMS INSPECTIONS : FIGHT AGAINST NARCOS TRAFFICKING ON REQUISITION		
new procedure with bakscatters : checks on terminal, at the request of the authorities		350,00 €
<p><i>In 2025, the Customs Department will be stepping up its control procedures at container terminals with the deployment of mobile backscatter scanners. This initiative is part of an interministerial plan to combat drug trafficking, and aims to strengthen the non-intrusive control resources of customs services. The use of such equipment entails :</i></p> <ul style="list-style-type: none"> - land constraints (identification and neutralisation of terminal areas, resulting in a reduction in container storage capacity due to the footprint of the dedicated control areas) - and logistical constraints (linked to the provision of handling equipment and drivers during the inspection process). <p><i>In 2024, a test phase was carried out on the GMP terminals to define a common process and operational diagrams for optimal operation of the tool. The following operational scheme has been defined by GMP:</i></p> <p><i>On a weekly basis and depending on the planning of vessels from 'sensitive' origins, customs requisition 2 areas of 1,600m². GMP identifies these 2 zones (control zone n°1 40mx40m + doubt removal zone 40mx40m). GMP demarcates these areas and secures them by positioning empty containers. These 2 areas will be completely dismantled at the end of the day after each control session.</i></p> <p><i>Customs identify the containers to be taken to inspection zone 1. If there is nothing to declare, the containers are repositioned in the bays. If there is any suspicion, the containers are taken to the doubt removal zone, where they are opened immediately. If the suspicion is cleared, the containers are repositioned in the bay. If this is not the case, and without prior notice, the containers are taken by port traction to the outside of the terminal to be scanned by the fixed SYCOSCAN customs scanner. This port traction requisition is not included in the fixed price.</i></p> <p style="text-align: right;"><i>NB: the cost of standard terminal inspection without a mobile scanner is still available at the public rate of €262.81.</i></p>		