

## Delivered at Place Unloaded: Overview (DPU)

Delivered at Place Unloaded (DPU) calls for the seller to place the products at the buyer's disposal following their unloading from the incoming mode of transportation. This is the only Incoterm® that requires that the seller unload items at the destination is DPU.

DPU can be used with any—and multiple—modes of transportation. A named place of destination should be agreed upon both the buyer and seller. Where appropriate, DPU requires the seller to clear items for export. Once the goods are unloaded, the risk is transferred from the seller to the buyer. This is the only Incoterm® that requires the seller to complete delivery by unloading the goods.

This is the only Incoterm® that requires the seller to unload the contents, and it is frequently used for combined containers with many consignees. This is so that the seller can divide the cargo to make the goods available for each of the various consignees. Additionally, the seller should use this term if the things need additional or special handling for which they agree to be responsible. However, if unloading involves a lot of danger, expense, or complication, then Incoterm® might not be advantageous to the seller.

The most recent Incoterm® as of now is DPU. It has replaced DAT (Delivery at Terminal) Incoterm®. The DPU Incoterm® is applicable to all forms of transportation, including combinations of modes. Until the products have been delivered to the agreed-upon location and have been unloaded, the seller is responsible for all risks of loss or damage.

## Delivered at Place Unloaded: Seller's Responsibilities

When transacting using DAP Incoterms®, the seller is accountable for the following:

- 1) Cost: The seller shall be responsible for following costs in DAP Incoterm®:
  - Warehouse rent for maintaining goods.
  - Packaging, labelling, and marking charges as per export standards.
  - Transport charges for inland movement.
  - Freight forwarder charges for handling logistics.
  - Documentation charges for creating and submitting the paperwork necessary for shipping process.
- 2) Transfer of risk: The seller is still responsible for the items until they reach the designated port. Once the items are unloaded at the designated port, the seller remains responsible for any risk relating to damage to the products.

3) Customs and duty: The seller is responsible for export customs procedures. He continues to be in charge of creating the required paperwork. The seller is responsible for covering all port fees, tariffs, and local fees associated with the customs clearance process.

## **Delivered at Place Unloaded: Buyer's Responsibilities**

Under the DPU Incoterm®, the buyer is accountable for the following:

1) Cost: The buyer shall bear the following costs:

- Charges for import customs
- Port clearing procedures
- Charges for inland transport from port to warehouse
- Warehouse charges after the delivery of goods

2) Delivery terms: The buyer is required by DPU conditions to accept the seller's proof of documents at the destination port. He will accept the cargo that has been delivered to the port.

3) Transfer of risk: Following delivery, ownership of the goods passes to the buyer. Additionally, the risk and damage will be assumed by the buyer if he omits to tell the seller of the designated port.

4) Customs and duties: The buyer is accountable for import customs and duties when they transfer at the designated harbour. After that, he is still responsible for all risks and fees. This is where the distinction between the DAT and DDP shipping Incoterms® is evident. Under DDP, the seller retains ownership of the duties, payments, and documentation.

## **When to Use DPU Incoterm®**

This rule benefits the seller in situations where they are stronger, holding them accountable and responsible for all tasks in the export country, and it favours the buyer in situations where they are stronger, holding them accountable and responsible for all tasks in the import country. For the main freight, the seller is likewise liable and accountable. A terminal serving as the stated location where the buyer is responsible for unloading is also to be considered.

To avoid confusion in the transfer of risk and cost, it is crucial to clearly designate the place of delivery. Additionally, the point of import clearance must be evaluated. In any instance, there must be an implicit partnership between the buyer and seller to ensure that the paperwork and procedures go well.

