

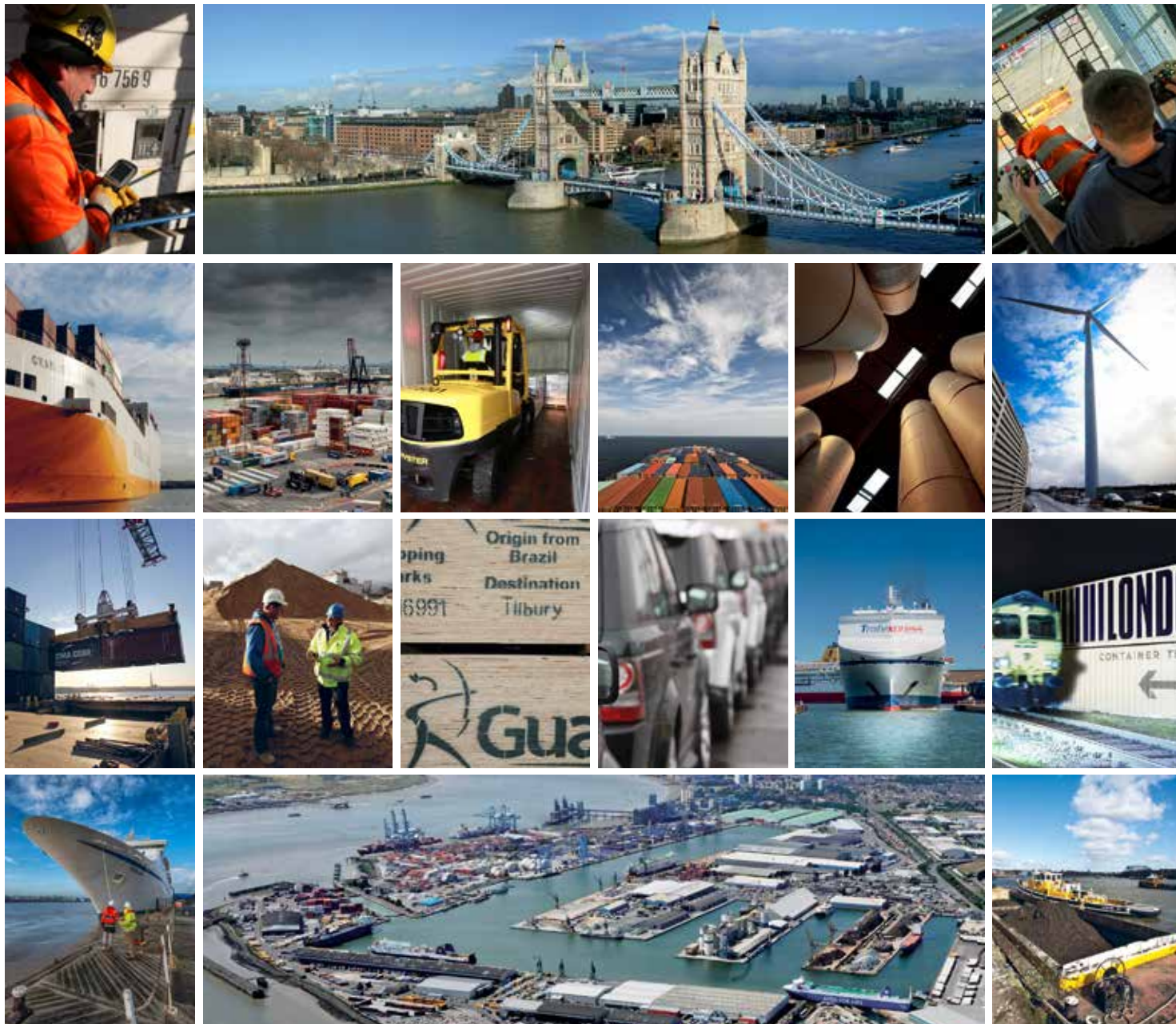
# Port of London Authority Handbook 2018

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**Foreword by  
Port of London Authority  
Chief Executive  
Robin Mortimer**



Ports are dynamic – they change to meet demand, they evolve with patterns of trade. Picking the port partners who embrace this level of flexibility is essential and that's what you'll find on the Thames.

In fact, what you find on the Thames is flexibility, backed by substantial and continued investment. Investment by terminal operators as they commission new facilities or upgrade existing ones. Investment by shipping lines as they bring new ships into service. And investment by the public sector in the essential infrastructure to connect you to the market, quickly.

All this is on the doorstep of the UK's largest city and a vibrant city region. Just the simple maths of the market make London stack up. A population growing from more than eight million people today, to over 11 million by 2050. Every one of whom needs food, fuel and life's essentials – much of which is moved by sea and river.

Our job at the PLA is to help you make connections if you're new to the port, finding the right partner for your new cargo or service. We are also committed to delivering the best customer experience, whether through consistent high quality pilotage services, advice on future projects or licensing of operations.

We're working to create a thriving port and a thriving environment. That's why at the start of last year we introduced

the UK's first port charges discount for environmentally cleaner ships. And by the end of the year we'd published a draft Air Quality Strategy for the Thames too.

If you're looking for a flexible port, a port with modern facilities, a sustainable port on the doorstep of the UK's biggest consumer market, the Thames is the place to be.

This Port Handbook gives you a flavour of much of the work we have in hand. If you want to find out more and explore opportunities on the Thames, please get in touch.

Robin Mortimer  
Chief Executive



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Growing city region, busy river –  
the Thames handles 50 million tonnes  
of cargo a year.

Introduction

The Port of London continues to develop,  
with throughputs forecast to grow and  
make the port the largest it has ever been.

# One port, one voice, one Vision... confidence in the future





**The Port of London was confirmed as the fastest-growing port in the UK – and by a significant margin**

Confidence. One word that sums up the Port of London Authority, as it builds on more than a century of experience and expertise, and sets out clearly just how much can be achieved in the years ahead.

When the PLA launched its Thames Vision in 2016, one of its six goals was to achieve the busiest ever Port of London, handling 60-80 million tonnes of cargo a year.

But why stop there? Some goal posts are meant to be moved. 2016 was the year in which trade through the Port of London exceeded 50 million tonnes for the first time since 2008. The Port of London was confirmed as the fastest-growing port in the UK – and by a significant margin.

“Our original goal was to be the busiest ever Port of London. We have shifted that

target – our goal now is to be the top port in the UK in the near future,” says PLA CEO Robin Mortimer.

The Thames Vision was always about raising the profile of the port and the river as a really vital part of the infrastructure of London, the South East and the UK overall. The result has been a complete turnaround in attitudes. The message is hitting home.

“We are being consulted. We are part of the discussions about infrastructure. People have really listened. Our Thames Vision goals have all been embedded into the new Mayor’s Transport Strategy and Greater London Authority (GLA) goals, and that in turn has fed into the new London Plan,” says Robin Mortimer.

An important step was the launch in 2017 of the new Port of London Infrastructure Group, which brings together representatives of the 70 ports and terminals on the Thames and the bodies that influence the port’s success, including the GLA, Department for Transport, Transport for London, Highways England, Network Rail and the local authorities.

“We have never had such a group, public and private sector, acting as one voice for the port, discussing the challenges and what is needed to make

it a success. Until we had the Thames Vision, we didn’t have something for people to coalesce around. In some cases, those involved are competitors – but it is worth working together. We want to be the biggest port in the UK; how are we going to get there and what is important to help us to achieve it?”

Passing 50 million tonnes once more was a major milestone for the Port of London, adds Mortimer.

“With major developments moving ahead along the river, including Tilbury2 and the expansion of Cobelfret’s C RO Ports London terminal in Purfleet, the Port of London is well on track for further growth,” he says. “We are also seeing steady growth in intra-port trade, especially as work progresses on the Thames Tideway Tunnel. Vital to this is the Thames Skills Academy, which is developing new accredited apprentice schemes for boatmasters. And, in line with our Vision, we are also working hard to increase the use of the river for sport and recreation.”

Overall, Robin Mortimer says: “Our goal is a smart, sustainable port.” He highlights two key areas of particular focus for the PLA as it moves into 2018 and beyond: air quality and digitalisation.

**Air quality**

Towards the end of 2017, the PLA published its draft Air Quality Strategy – the first ever for a UK port. Following a consultation period, a final document will be produced in 2018.

The strategy covers the tidal Thames from Teddington Lock to Southend and aims to reduce emissions to air from marine sources, while also facilitating the continued growth of the port and the capital.

“Air quality is an environmental priority in the UK and has been identified as being one of the top issues for ports in Europe,” says Robin Mortimer. “The aim with this strategy is clear; we want to reduce

*A river for many uses – commerce and recreation sharing the Thames.*



# CHALLENGE ACCEPTED



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emissions to air from marine sources on the Thames. By achieving this, we will also be able to meet the growing demand to use the river as an essential part of our transport network, whether for passenger travel or moving freight."

The Air Quality Strategy follows on from the PLA's Green Tariff, which was introduced at the start of 2017 and offers a discount on port dues for environmentally efficient ships. There are 19 proposals in the strategy, including exploring onshore power, trialling new emissions-reducing technology with MBNA Thames Clippers through the retrofit of engines, and running an 'Expo' to share the emerging best practice with Thames operators.

The baseline for the Air Quality Strategy was the first ever port-wide emissions inventory carried out on the tidal Thames and undertaken in partnership with Transport for London; the PLA worked closely with MBNA Thames Clippers, Cory Riverside Energy and

Thames Shipping to gather and analyse real-time data and develop the strategy.

A Five Year Action Plan will run from 2018 to 2022, to include continued research and studies.

Another key element of a sustainable future is the need to consider the move away from fossil fuels. Other ports are also talking about energy transition," says Robin Mortimer. "At present, fossil fuels make up 25% of our cargo volumes. We are considering a study into energy transition and what would replace that tonnage as we reduce our dependence on fossil fuels."

### Digitalisation

Digitalisation has been described as the third industrial revolution; certainly, ports must embrace the digital world and find smarter ways of working, based on Artificial Intelligence (AI), data collection and analysis, and the options offered by the Internet of Things.

That's not to say that ports are not already on the way; for example, 98.5% of all vessel calls into the Port of London are now booked through the

*Developments at Battersea dominate the skyline as traditional Thames cutters race.*

### Port of London...

#### Facts, figures and fantastic achievements

- The Port of London handles around 50 million tonnes of cargo a year, carried on more than 10,000 commercial ship calls. The Thames is the UK's busiest inland waterway.

- The River Thames plays a critical part in the lives of millions. Across 70 terminals and wharves, the Port of London handles oil, fuel, chemicals, cars, engines, machinery, vegetable oil, sugar, wine, fresh produce, cocoa, coffee, paper and forest products, cement, steel, construction materials, grain, animal feed, clothes, consumer goods, waste and recyclables.

- The PLA is responsible for navigational safety along 95 miles of the tidal Thames – providing pilotage, Vessel Traffic Services, hydrographic surveying, dredging, river licensing, environmental services, a wide range of marine support services and promoting the use of the river.

- DP World London Gateway opened its third deepwater container berth in April 2017 – providing another 400 metres of quay, with four new high-tech quay cranes, and enabling the port to handle three ultra-large container vessels simultaneously. The port welcomed its first regular Asia-Europe services the following month. The 400-metre-long *NYK Lloyd Don Pascuale* arrived alongside in May; the 20,170 teu vessel was making its first call into Northern Europe. Since the shipping consortium THE Alliance announced it would be using DP World for all of its UK port calls, there has been a spike in interest in the DP World London Gateway Logistics Park.

- During 2017, the biggest warehouse in the UK, the new Amazon fulfilment centre at Tilbury, was opened for business.





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PLA's PISCES system. The aim, of course, is to retain and increase that.

"We are all getting to grips with the potential in new technology," says Robin Mortimer. "For example, when we invest in the next generation of Vessel Traffic Services (VTS), we are considering a joint project to look at what a fully digitalised VTS would look like. That would be more exception reporting based, and certainly it could be more efficient and safer.

"What we do recognise is the need to move forward in line with the advance of digitalisation. Ports that get left behind will find it is more expensive to catch up. We are following and analysing developments closely."

### Brexit

No port discussion can take place without mention of Brexit. As for the PLA, it's a case of dealing with the uncertainty and being flexible in response to that uncertainty.

"We are working closely with our customers to make sure we are prepared for any changes that might be necessary as a result of the UK leaving the European Union – as well as capitalising on any opportunities," says Robin Mortimer.



### More Port of London... Facts, figures and fantastic achievements

- The Thames Tideway Tunnel, the biggest construction project in Europe, took a massive leap forward in 2017, with work starting in earnest at 19 of its 24 riverside construction sites. The first of six tunnel boring machines (TBM) required for the super-sewer arrived in November; 147 metres long and weighing a total of 1,350 tonnes when fully assembled, the TBM was brought into central London by barge. The PLA is playing a huge role in this project – supporting, licensing and enabling the construction, and overseeing the safety of all river traffic while this vast enterprise progresses.
- The Port of London generates £6.4 billion GVA (gross value added) and total river-related employment is put at 140,000. River operators plan to invest more than £1 billion in their businesses over the next five years.
- Ten million passenger trips are taken on the Thames every year. This is projected to double over the next 20 years as new piers and vessels are introduced.
- Peruvian Wharf stands as an important symbol of the PLA's drive to safeguard and reactivate wharves on the River Thames. Investment at the site during 2017 will lead to it reopening in 2018; Brett Aggregates will open a state-of-the-art concrete plant, supplying the local area and also major projects in the East London area.

Night time moves: vessels readying to depart the ExCel exhibition centre.



# Enhance your environmental performance

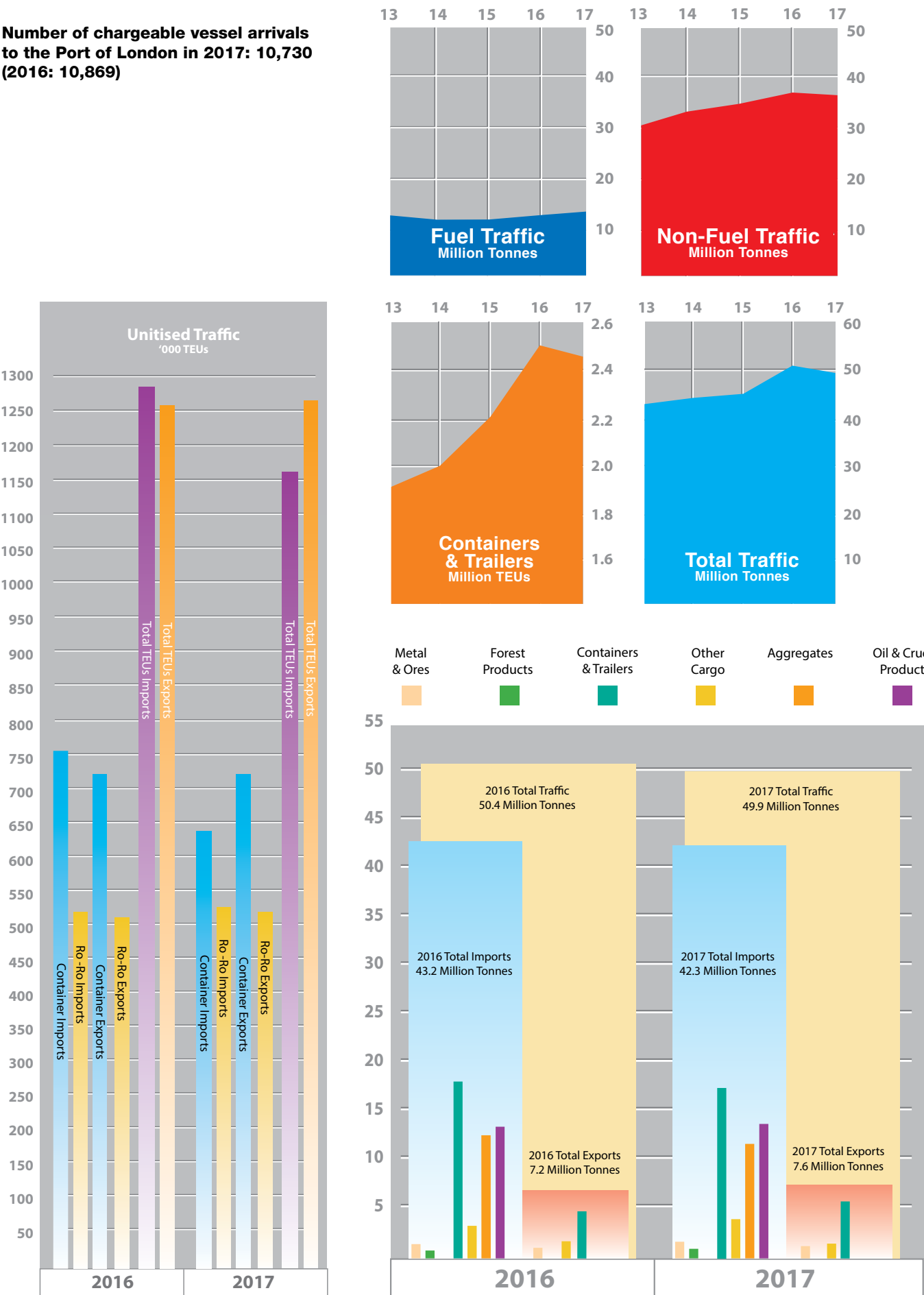
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# The Port of London cargo and shipping statistics

Number of chargeable vessel arrivals to the Port of London in 2017: 10,730 (2016: 10,869)





**2017 saw the launch of the new Port of London Infrastructure Group, which brings together representatives of the 70 terminals on the Thames and the bodies that influence the port's success**







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Passenger travel hub in the heart of the city: Tower Pier.





# River of investment

From the development of Tilbury2 to the opening of Peruvian Wharf, operators along the tidal Thames are investing and expanding.

*Looking to the future -  
Seacon planning investment  
at Tower Wharf.*

Around 50 million tonnes of cargo is handled on the Thames annually. That's a figure expected to rise dramatically, as terminal and wharf operators along the tidal Thames continue to invest in new and improved facilities and equipment, and new shipping services are launched.

The PLA plays a vital role in supporting and enabling developments on the river – for example, discussing the planning of Tilbury2.

“That has included a navigational risk assessment to ensure ships can come alongside and depart without interfering with other traffic on the river,” says Cathryn Spain, harbour master (lower). “We have also been involved in several other development consent order (DCO) applications.”

Meanwhile, the PLA is closely involved in plans to provide new interconnector cables between the European mainland

and the UK, where they would come ashore at the Isle of Grain.

“This will be a challenge because the cables will cross over power cables to/ from the wind farm. More cables equals, for us, more equipment on the seabed; the area involved is partly within our jurisdiction and partly outside. We don't own the seabed, but we can comment from a navigational safety perspective.”

The PLA will advise and support on the laying of the cables, introducing one-way working in certain areas of the channel and other traffic management measures where necessary during the installation. “It's a case of determining how much room they need, the type of vessels they are using, and whether they have the flexibility to stop work quickly if necessary.”

There are also plans for an extension of Thanet Offshore Wind Farm; this is outside port limits but very close to where pilots board and land at North East Spit for vessels heading into the Thames and Medway. The development was out to formal consultation at the time of writing.

The route of the new Lower Thames Crossing and associated road infrastructure has now been agreed; it is expected, and hoped, that a good volume of

the spoil from tunnelling and of the construction materials required will be moved on the river.

Further DCOs are expected to be submitted, including one in connection with the planned Entertainment Resort on the Swanscombe Peninsula in North Kent. The developers plan to use an old jetty to bring in the majority of materials for construction; once the resort is open, the expectation is that some visitors will arrive by passenger services on the river. “We are looking into the operational arrangements for the jetty and any constraints around that – but clearly, getting materials in and out by river is very positive,” says Cathryn Spain.

## **Tilbury**

Tilbury2, the development of 152 acres of the former Tilbury Power Station site, is central to the Port of Tilbury's £1 billion investment programme for 2012-20. At the end of 2017, an application was submitted to the Planning Inspectorate



## CEMEX has signed a contract for a new Marine Aggregate Dredger as part of fleet renewal plans

for a development consent order (DCO) for this expansion ‘next door’ to the existing port.

The investment programme at Tilbury also includes the giant Amazon UK warehouse on the port’s 70-acre London Distribution Park. Tilbury has doubled the size of its business in the past decade and is forecasting a doubling of cargo volumes across its quays, from 16 million to 32 million tonnes over the next 10-15 years. Forth Ports, which owns the Port of Tilbury, predicts that direct employment at the port will be tripled, from 3,500 to 12,000 jobs.

Tilbury2 is expected to be operational in 2020, and will act as a satellite of the main port.

### London Gateway

DP World London Gateway opened its third berth in April 2017, in time for the arrival of shipping consortium THE Alliance. Also during 2017, plans were announced for new haulage and container yards, and a multi-temperature product handling facility.

### Thames Enterprise Park

Plans have been drawn up for a four million square foot logistics hub at Thames Enterprise Park, which is located on the site of the former Coryton oil refinery. The development, jointly proposed by iSec (part of private equity firm Marcol) and Thames Oilport shareholder, Greenergy, includes four distinct clusters: a food hub, an energy hub, a sustainable industries hub and an innovation hub.

“Thames Enterprise Park covers 415 acres with a substantial river frontage – its key advantages are its location, connectivity and sheer scale,” says Andrew Long, development manager at

iSec. The transformational plans for this site could create up to 5,000 jobs.

The idea is that the four clusters would support and sustain each other – for example, with energy from Thames Energy Hub used by Thames Food Hub, waste food providing feedstock for the energy hub, and waste-derived fuels being used by Thames Oilport. The site’s position next door to international port of DP World London Gateway is another obvious advantage.

The site has six jetties – three will remain in use by Thames Oilport for fuel import/export, leaving three to be utilised by Thames Enterprise Park.

“We are very keen to retain these jetties, which are one of the most interesting features of the site,” says Andrew Long. “This is one of the few sites in the country that is truly trimodal, with excellent road and rail links and the opportunity to develop better use of the River Thames.”

The food logistics cluster would probably take up two-thirds of the site and would include substantial cold storage operations. “We see a huge

opportunity, given where the site is in the South East and its proximity to London. The site is relatively unconstrained in terms of height and it allows flexibility to incorporate the next generation of efficient, automated cold storage buildings.”

The hub would be expected to serve retailers, restaurants, fast food outlets and other food service operators, in a region where the industry is growing fast.

“We believe this site can link into the London Plan and the aspiration to take traffic off the roads; certainly, use of the river is something we are looking at. We also expect customers onsite to take product directly from London Gateway, and send some products out via the port.”

Remediation work on the site is expected to start in early 2018 and the first buildings should be taking shape from early to mid-2019.

### CEMEX

CEMEX has signed a contract for a new Marine Aggregate Dredger as part of fleet renewal plans. The vessel, which will be built at Damen Shipyards Galati, in Romania, is designed to extract sand and gravel from the sea bed up to depths of 55 metres, including in the challenging conditions experienced in the North Sea.

### Brett Aggregates

Brett Aggregates will open a state-of-the-art concrete plant at Peruvian Wharf in 2018, supplying the full range of high-specification concrete mixes to the local area around Silvertown and to ongoing major projects in the rapidly developing East London area. The PLA invested £6 million in acquiring the wharf and preparing it for use.

*New vessel on the way – Cemex has ordered a new marine aggregated dredger.*





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Resin Injection  
Survey and testing



#### Bennett's Barges

Bennett's Barges has ordered eight new barges for operations on the River Thames. Being built by the Dutch company Baars, there will be two 1,600-ton barges, four at 1,500 tons and two at 1,000 ton – to be delivered in 2017-2018.

The barges have been designed specifically to meet the requirements of the Thames Tideway Tunnel project; Bennett's has been contracted to remove spoil from the Carnwath Road worksite at Wandsworth Bridge, as part of its work with Tideway.

Livett's Launches and Bennett's Barges worked together in July and August 2017 to help deliver 94 office cabins to Carnwath Road.

#### Seacon

Seacon is expanding its operations at Tower Wharf, Northfleet, through the acquisition of a neighbouring one-acre site – and it is also investing in its haulage fleet, terminal equipment and security fencing.

"This expansion will enable us to realign the trailer park and create additional outside storage space," says Seacon chairman James Roth. "It will open up opportunities for handling building products and serving key construction projects, where we see significant opportunities."

Seacon handles general cargo, break-bulk, steel, metals and forest products at Northfleet. Work on the new site will start early in 2018 with the demolition of old buildings and the installation of new security fencing. "We will be placing the emphasis on building products, including rebar," says James Roth. "We are looking closely at construction projects linked to the Thames and the prospect of loading barges going up to the city."

Meanwhile, Seacon's forest products subsidiary at Tilbury is also expanding

– and taking on a new name. The former Stanton Grove, which specialises in packaging, tissue products and other commodities, will be renamed Seacon (S.G.) Ltd from January 2018.

Seacon's roots go back to the 1950s, when the company started out as an agency. "We have had a presence in the Port of London ever since. We are very closely associated with the Thames through our Northfleet and Tilbury operations – we are four-square behind the Port of London."

#### Eurovia Roadstone

Eurovia Roadstone has invested a total of £450,000 in the maintenance and improvement of its Dagenham Dock wharf.

The wharf is critical to the running of Eurovia's asphalt plant on the site, as more than 90% of its primary aggregates – more than 200,000 tonnes a year – are imported by water. By using the Thames to receive aggregate shipments, the company saves more than 8,000 lorry movements a year, reducing emissions and the company's carbon footprint.

The work carried out in 2017 included removing existing timbers and replacing them with 2,000 linear metres of green-heart timber – chosen for its resistance to decay and attack by marine organisms. An extra buffer timber was installed on the front of the main timbers. Horizontal timbers, which had been broken in places due to boats mooring and pushing up against them with the rising tide, were replaced by vertical timbers to stop this from recurring. Access ladders were replaced and a walkway was constructed to make receiving shipments safer. The new wharf frontage has a design life of 30 years.



#### Oikos

At the Canvey Island bulk liquid storage terminal of Oikos Storage Ltd, the third phase of a major investment programme is now under way. This £65 million investment will provide another 80,000 cubic metres of new gasoline licensed tankage, new road loading gantries and a new jetty, all to be commissioned in late 2018. The terminal's existing Jetty 1 has three marine loading arms and four import lines, each capable of discharging at up to 750 cubic metres per hour, and can accommodate vessels of up to 55,000 dwt with 12.5 metres draft. The new Jetty 2 will initially have two 16-inch marine loading arms, each discharging up to 3,000 cubic metres per hour via two 24-inch import pipelines. It will be capable of receiving vessels of up to 120,000 dwt and 14.5 metres draft.

The new road loading facilities will be capable of loading both aviation fuel and ground fuels via dedicated systems.

#### Hanson

Construction materials company Hanson is investing £70 million in two new 3,000 cubic metre capacity trailing suction hopper dredgers for its marine aggregate fleet. These will be used to bring sand and gravel from the North Sea and Eastern English Channel into dedicated wharves on the Thames and Medway rivers. The new trailing suction hopper dredgers, which will enter service in 2019, will be equivalent in size to Hanson's existing A-Class vessels, carrying up to 5,500 tonnes of sand and gravel, and will provide major improvements in fuel consumption, reliability and CO2 emissions. They are being built by the Dutch shipbuilder Barkmeijer at its yard at Stroobos in the Netherlands.

"Marine dredged sand and gravel is critical to our UK business. It is used in around half of our ready-mixed concrete plants and is becoming more and more important due to the increasing scarcity of land-won sand and gravel, particularly around London and South East England," said Hanson UK chief executive Daniel Cooper.

The new vessels will be complemented by a £12 million investment by Hanson in its Victoria Deep Water Terminal on the Thames at Greenwich. The plans for the site include replacing two existing concrete batching plants with three new ones enclosed within a new building. Raw materials for concrete production, principally sand and gravel, which is currently stored in open bays, will also be kept in the building.

**Securing the future – Eurovia's £450,000 investment in its Dagenham Dock wharf.**



# Thames Vision... bigger, bolder and more optimistic

The PLA's Thames Vision has gathered momentum and continues to raise the profile of the river as a transport route, destination and attraction in its own right.

Some visions are launched with a fanfare and quickly fade out of sight. But the Thames Vision was launched with conviction, has gained momentum, and is now seeing action and delivery follow.

The result? The spotlight is on the River Thames as never before. And far from fading, the Thames Vision has become bigger, bolder and more optimistic, as private and public sector get behind its goals.

The Vision is a 20-year view of the river's future and the first of its kind. It covers 95 miles of the tidal Thames

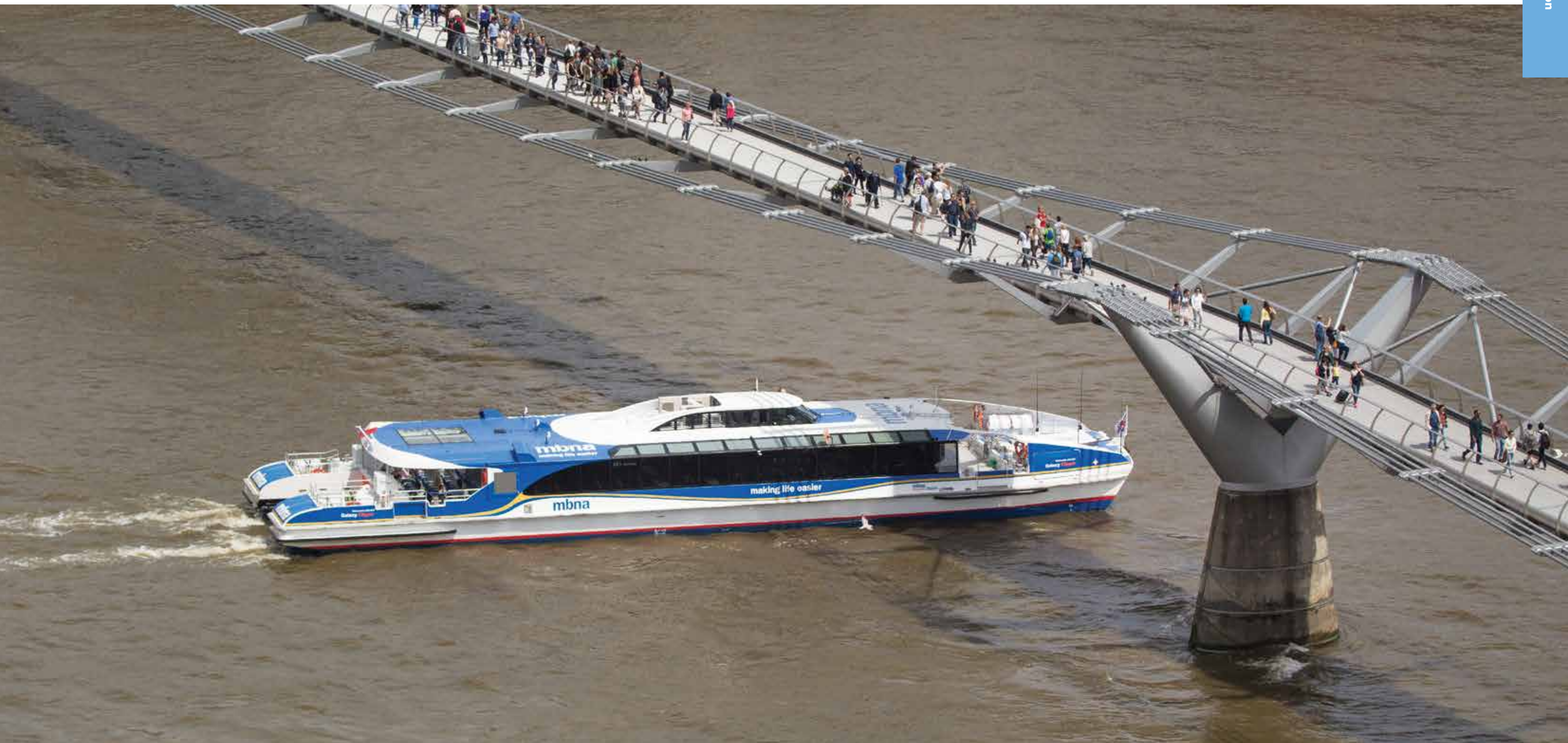
and it sets out clearly the enormous opportunities for growth on and along-side the river and its importance for the wider growth of London, Kent, Essex and beyond.

Its goals include pushing the Port of London to the top of the UK 'league table' for volumes. But it goes much further than a simplistic view of cargo in/cargo out; this is about all elements of the river, including passenger transport, sport and recreation, environment and heritage, and community and culture.

The momentum of the Vision has seen its principles embedded into the Mayor's Transport Strategy and the London Plan; in parallel, the PLA has fed into the UK Port Connectivity Study. It has directly led to the creation of Port of London Infrastructure Group being formed; and it has prompted Communities and Local Government Secretary Sajid Javid to ask

**The Vision is a 20-year view of the river's future and the first of its kind. It covers 95 miles of the tidal Thames and it sets out clearly the enormous opportunities for growth**

*The Thames Vision is for passenger trips on the river to double to 20 million.*







for a boat trip along the Thames to get a broad view of the river's importance.

The PLA has broadly welcomed the new London Plan, which has reinforced the importance of industrial land in the heart of London. Alistair Gale, who leads on the Thames Vision for the PLA says, "You can't have sustainable communities without mixed developments accommodating housing, jobs and recreation."

As well as explaining the importance of the river to national government and industry, a key area is influencing the London boroughs. And in this, the approach has changed.

"Success for the river and port is about being proactive, especially on the wider goals. We are emphasising that the river is part of London, Kent and Essex. Yes, it is a boundary of sorts, but it is also an asset offering economic, social and environmental benefits, if we're ready to seize them."

The PLA lobbied hard in advance of the London Plan, particularly for protecting industrial land from residential development and for keeping the policy of safeguarding wharves. The fact that these two principles have now been embedded into the London Plan sets the tone for the

boroughs, which can draw on the plan as they look at riverside development, says PLA planning and environment director, James Trimmer.

"Our job is to enable the boroughs to do what they need to do. The Thames Vision has raised the profile of the river and means boroughs want to get on board."

Meanwhile, the Thames and London Waterways Forum, of which the PLA is a member, is aligned with Vision goals such as...

- Doubling the number of passenger journeys on the river
- Increasing intra-port freight on the river
- Attracting people to the river – for example, through greater use of the Thames Path

And the inclusion of the latter point is key. "The river isn't just a transport route, it's a destination and an attraction in its own right," says Alistair Gale.

Indeed, a recent survey of visitors to the capital found that the river and parks of the capital are the third top attraction for people coming to London, higher even than museums and galleries. "As a result, this is now embedded into London tourism strategy – it is all about more people coming to enjoy the river. For example, initiatives such as the Illuminated Bridges project can create the demand from people who would like to go on the river in the evening."

#### The Thames Vision goals... and progress reports

- **The busiest ever Port of London, handling 60-80 million tonnes of cargo a year.** Volumes exceeded 50 million tonnes in 2016, for the first time since 2008. The vision now is of London becoming the UK's busiest port in the near future.
- **More goods and materials routinely moved between wharves on the river, with more than 4 million tonnes carried by water, taking 400,000 lorry trips off the roads.**

The baseline inland waterways freight tonnage is growing, with more than 3 million tonnes moved annually. The PLA and GLA's safeguarding policy is working well to prevent valuable wharves being swallowed up by housing. Meanwhile, there are many discussions ongoing about using the river for more than the traditional waste and aggregates volumes.

"There are discussions about moving containerised and perishable items by barge – and that is partly because of the restrictions of the Low Emissions Zone, as well as congestion," says James Trimmer. "There is a real change in attitudes; it is about exploring what is possible, and about access on and off the water."

- **Double the number of people travelling by river – reaching 20 million commuter and tourist trips every year.** Passenger numbers have remained steady since the launch of the Vision – and the PLA is working with Transport for London to develop new timetables. Meanwhile, the opening of the new Battersea Power Station Pier is a great example of a development incorporating the river as a key part of its transport plan – and the Thames Clipper services to/from the pier are proving extremely popular.

"TfL and the PLA, with the support of the Passenger Transport Group, are producing a pier strategy," says harbour master (upper), Mark Towns. "We envisage the main growth in passengers to the east, because of the hundreds of thousands of new homes being built alongside that section of the river. It is about being proactive about where the piers are required and where they would realistically work as part of these developments. We could see ferry services out as far as Thamesmead, Purfleet and Gravesend."

- **A riverside which is a magnet for ramblers, historians, artists and others.** Culture, skills and education will all link into this goal, and the PLA is supporting the GLA in the development of a cultural strategy on the River Thames. Meanwhile, there has been good take-up of its new Thames app, which is targeted at the leisure user and provides information on tides, notices to mariners and contacts.

"There is also a strong theme of educating local children about the Thames – we fund Thames Explorer Trust, which is a free resource for schools and is being extended eastwards," says Alistair Gale. The PLA also supports London Youth Rowing's 'Breaking Barriers' project, which teaches youngsters rowing as well as workplace skills. "We sponsor some children on this project and it helps us to promote careers on the Thames as well."

The provision of visitor moorings is also being examined; meetings were held with people who own and use moorings on the Thames, to establish whether there was a shortage, or whether they are in the wrong places, or whether people simply didn't know they exist or where they are. As a result, the moorings and marinas have all been mapped and are clearly shown on the PLA website, and plans are being drawn up to promote their use more effectively.

*Talking Thames – deputy mayor for transport, Val Shawcross CBE at the launch of the Thames & London Waterways Forum.*

**"Our job is to enable the boroughs to do what they need to do. The Thames Vision has raised the profile of the river and means boroughs want to get on board."**  
**James Trimmer**  
**PLA planning and environment director**



# See London

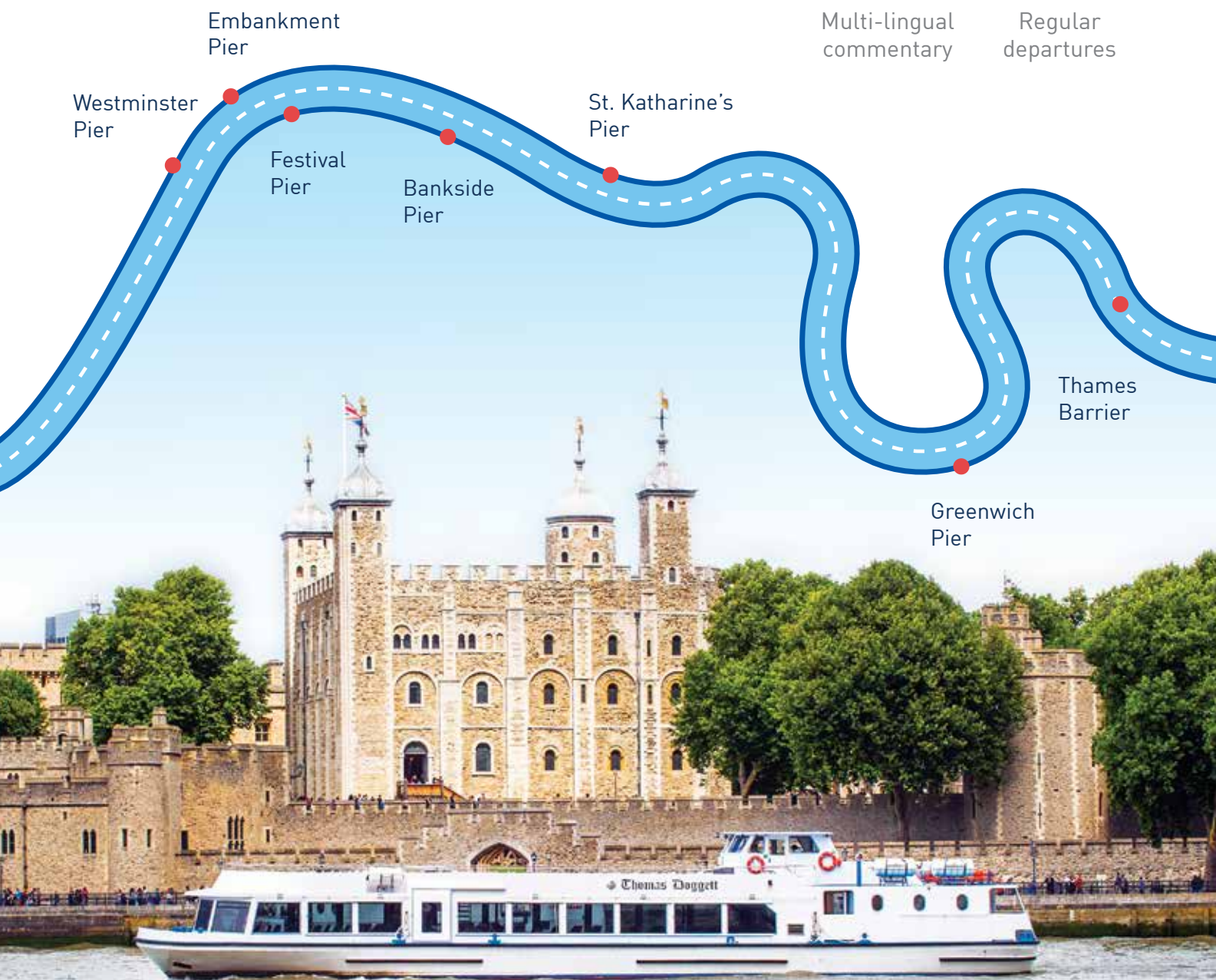
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## ● Greater participation in sport and recreation on and alongside the water.

Before any targets could be set, it was important to establish what was already going on. During 2017, the first ever survey of tidal Thames clubs was carried out by the PLA, working with London Sport, British Rowing, British Canoeing, the RYA and others. This survey identified 140 clubs on the tidal Thames and another 23 in basins/docks/canals using the tidal Thames.

"Previously our role was making sure people were on the water safely – now we are actively encouraging greater participation on the river. We found out that there were more clubs than we realised – and about 19,000 participants," says assistant harbour master (recreation) Darren Knight.

The target is to double the number of participants by growing capacity in

existing clubs and by identifying where new clubs could be established, particularly in the east, where there is far less going on. As part of that, the London docks have been brought into the remit, as they offer an excellent place for beginners to learn.

A new group has been set up which brings all of the East London watersports providers together quarterly – enabling them to share equipment, coaches, information and financial experience, support each other with recruitment and volunteers, and help each other to expand. Meanwhile, the PLA is proactively working with developers to encourage the inclusion of facilities for watersports. "The rather old-fashioned idea of waiting for an application to come and seeing what it's like, has changed to early conversations around 'have you thought of'."

Meanwhile, the Thames Path is about to become one of the UK's longest inland trails. The England Coastal Path, funded by Natural England, will head inland to join up with the existing Thames Path. As a result, people will be able to walk the Thames Path 'from source to sea'. The present Thames Path is 184 miles; it will be extended from the Thames Barrier to the Isle of Grain, so adding about 50 miles. The route of the extension will go out to consultation in 2018 – the new path is due for completion in 2019.

## ● The cleanest River Thames since the Industrial Revolution, with improved habitats and awareness of heritage.

The PLA's 'Green Tariff', offering discounts to the most environmentally friendly vessels calling into the Port of London, has been widely praised and take-up has been strong. During 2017, the PLA became the first UK port to launch a draft Air Quality Strategy, based on the first ever port-wide emissions inventory carried out on the tidal Thames. In January 2018, the second annual Tidal Thames Environment & Heritage Conference was held.

**During 2017, the first ever survey of tidal Thames clubs was carried out by the PLA, working with London Sport, British Rowing, British Canoeing, the RYA and others**

*Sport and recreation focus – the Vision supports the This Girl Can campaign promoting greater female participation in sports.*





Peruvian Wharf will be back in operation in 2018, after a significant success by the PLA in its drive to protect and reactivate strategic wharfs.

# The safeguarding message... loud and clear

Construction and building materials group Brett Aggregates will open its new state-of-the-art concrete plant at Peruvian Wharf in 2018. In the mix of 70 different terminals and wharves along the River Thames, that might not seem such a big deal for the casual observer – and yet, it represents a huge milestone for the Port of London.

The case of Peruvian Wharf at Newham has drawn attention to the opportunities to take freight off the roads and onto the water, and it has demonstrated the importance of the Mayor of London's 'safeguarding' policy, which protects 50 strategically placed wharves for cargo handling and ensures that they are not lost to housing.

The wharf will be back in operation at last, after a 17-year planning and legal battle by the PLA which culminated in its acquisition at the end of 2016.

From its newest operation, Brett will supply the full range of high specification concrete mixes using both primary and secondary aggregates, to the local area around Silvertown and to ongoing major projects in the rapidly developing East

London area, says Oliver Brown, development director of Brett Aggregates.

"The Peruvian site enables these aggregates to be delivered to the point of concrete production sustainably by river and without moving aggregates by road – reducing the carbon footprint of the concrete produced and helping to reduce pollution and congestion on London's roads, while delivering the critical construction materials for development and regeneration," he says.

"Brett fully supports the PLA in its desire to see safeguarded wharves brought back into, and protected for, freight use. Safeguarding is a critical part of ensuring that strategically important, sustainable transport hubs are not lost forever to residential development, forcing increased quantities of construction materials on to London's roads. Marine freight is increasingly essential because of air quality and congestion issues – never mind the cost of road freight. And yet the importance of taking freight off the roads and on to the river is not fully recognised by local politicians in the planning process."

During 2017, the PLA carried out extensive preparatory works on the site, which had been vacant for many years and required new roads and services. "We are getting there – and Brett will be up and running in 2018," says James Trimmer, the PLA's director of planning and environment.

He is also delighted with another confirmation of the value of river freight, in the newly rewritten London Plan, which gives strong support for enabling river freight and for the safeguarding policy.

"We worked hard to ensure that safeguarding and its importance were understood," says James Trimmer. "The

London Plan provides the planning policy framework for the capital. We are pleased that the Mayor supports and wants to expand the use of the river for freight."

In addition, Transport for London's new transport strategy has strongly supported the use of the river for transport and logistics, he adds.

A Mayoral review of the safeguarded wharves is due in 2018. "We want to make sure that the viable wharves are protected," says James Trimmer. "And from there, we will be looking to step up the pace with reactivation. We know there is significant interest out there and operators looking for opportunities. We are being regularly approached in connection with a wide range of cargoes – it isn't just bulks, but many new cargoes as well."

Overall, he says, the idea of using the river to move freight is now becoming established in the minds of a wider range of operators and stakeholders. "That is a good sign for us. I believe the ways of distributing goods in London in 20 years' time will be completely different from now, and the River Thames will be a crucial part of that."

Planning well ahead for such a future is vital. "The increasing use of the river is dependent on having sufficient land and capacity to accommodate future growth. We are optimistic of growth on the river in the short, medium and long-term – and that means we must ensure we have the facilities and capacity to meet those needs."

*Underway – Cory tug and tow running through the heart of London, keeping lorries off congested roads.*





**“2017 has been a really massive step forward in terms of mobilising the project and becoming visible on the river and in the riverside areas of London.”**

**Geoff Loader**  
**Tideway’s head of stakeholder engagement**

#### **Tideway**

A quarter of a million tonnes of materials had been carried in and out of London by river by the end of 2017 in connection with the Thames Tideway Tunnel project – and that is just the beginning.

The new 25-kilometre ‘super sewer’ being excavated through London is centred on the river, involves highly visible construction sites on the river, and the team delivering it is committed to moving the vast majority of materials and equipment involved via the river. That includes taking millions of tonnes of excavated spoil heading out of the capital, and bringing in massive pieces of construction equipment, tunnel boring machines, cranes, tunnel segments, construction materials and office accommodation and equipment.

In November 2017, the first giant tunnel boring machine (TBM) made its

way through central London, having made a 500-plus mile journey by barge from Germany. Five more will follow over the coming months. Each of them is named after a famous or influential woman with connections to the sites where the TBMs will be working.

Delivered to Tideway’s Carnwath Road site, the first TBM is named Rachel, after Rachel Parsons, an engineer and advocate for women’s employment rights who set up the first women-only engineering company, in Fulham.

When fully assembled, it will be 147 metres long and weigh a total of 1,350 tonnes; ‘Rachel’ will start tunnelling work in the middle of 2018.

“In total, we have 24 construction sites for the job and at the end of 2017 we were live at 19 of them,” says Geoff Loader, Tideway’s head of stakeholder engagement. “2017 has been a really massive step forward in terms of mobilising the project and becoming

visible on the river and in the riverside areas of London.”

The project has three types of sites, he explains...

- Sites where the TBMs will be received, assembled and put into operation, through large-diameter shafts.
- Sites to directly intercept the storm overflow and take this into the main new tunnel.
- Sites where Thames Water pumping stations are being reconfigured for a new way of operating.

The TBMs will head underneath the Thames, excavating a tunnel that starts 30 metres deep in the west and finishes 65 metres deep at Stratford in the east; the diameter will be 8.5 metres, reducing to 7.2 metres once the concrete segments and lining have been installed. That is big enough to park three double decker buses side by side.

The next two main TBMs are due to arrive in early 2018 at the Battersea site, followed by a fourth arriving at Chambers Wharf at the end of 2018 or early 2019. Two TBMs required for driving connecting tunnels will be delivered fully assembled to Greenwich and Wandsworth by road. That, says Geoff Loader, will be an

amazing sight. “It is great to see that the river can be used in this way,” he says.

“The big focus is on utilising the river. Pretty much every one of the sites impacts on local communities nearby so, in terms of minimising disruption, the more we can put on the river, the better. The current forecast is that instead of Tideway generating 500,000 trucks on London’s streets, using the river should reduce that number to 140,000. That is 360,000 trucks NOT on the streets, which equates to avoiding congestion and pollution and improving safety.”

Tideway will generate an increase of 60% in freight traffic on the river at its peak, he says. When tunnelling gets under way, each TBM will be pushing forward at 100-150 metres a week – as well as the spoil heading out by river, there will be significant volumes of steel and other materials coming in.

“A total 210,000 tonnes of material went in and out by river in 2017. In our planning conditions, we specified 165,000 for the period,” he says. “But it was





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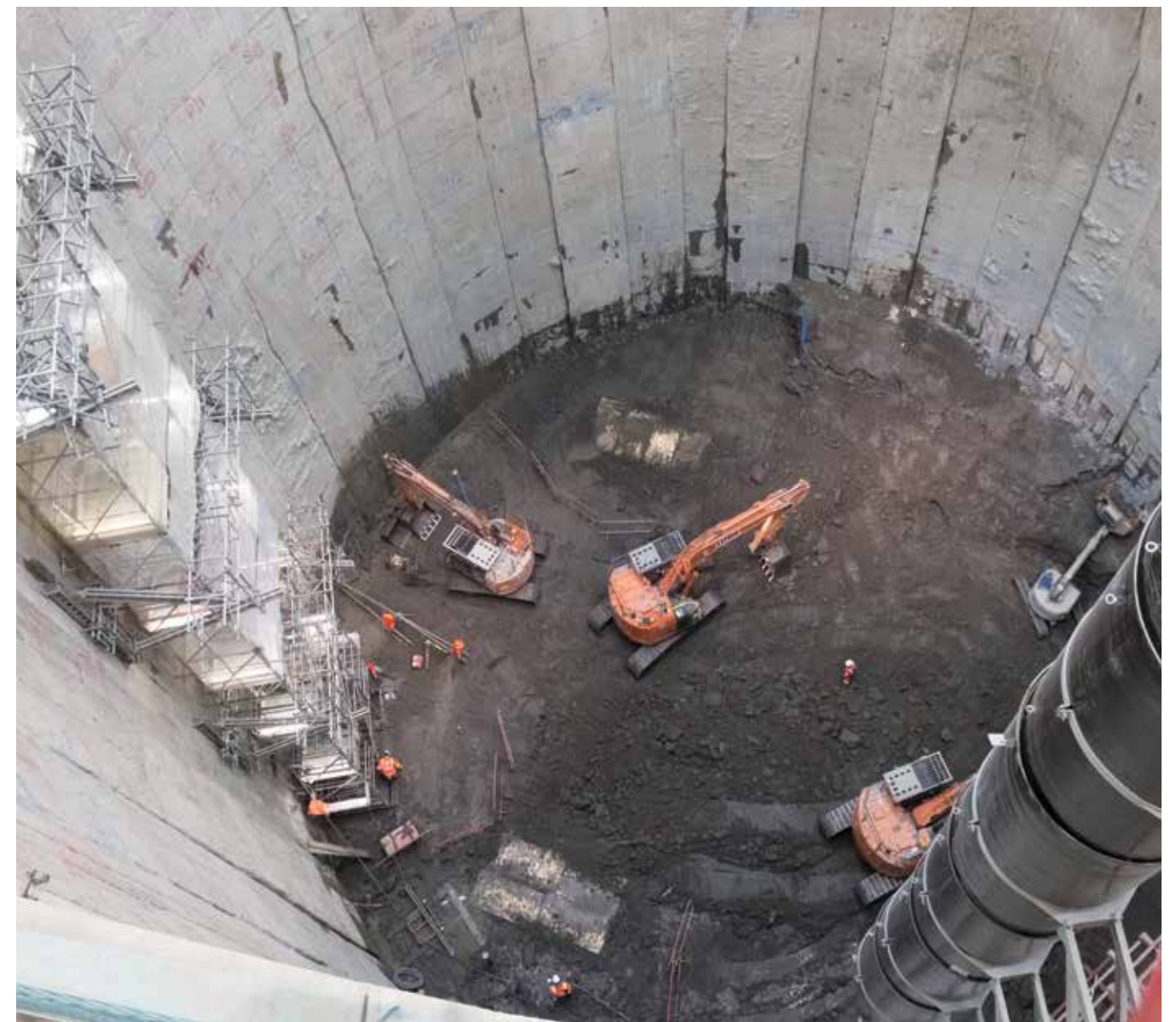
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always Tideway's intention to go over and above the river transport requirements set out in the development consent order (DCO). This gives an idea of how we have been focusing on the river even before starting actual tunnelling."

Along the 25-kilometre length of the Tideway tunnel, some major works have already got under way in support of the project. This includes...

- Chambers Wharf: Now fully up and running, following the delivery of the offices by river and with its temporary cofferdam complete and extending 30 metres into the river to extend the size of the working site. When Tideway is completed, the cofferdam will be removed and the original Thames Path will be reinstated.
- Blackfriars: A new pier was installed to replace the older pier which was removed to allow for interception of the River Fleet. A new lift and stairs were installed to

provide continued access along the river and into the station, and an old water tower was removed.

- Victoria Embankment: A cofferdam is being built out into the river, to enable work on the interception of three sewers. New moorings have been created for restaurant boat, Tattershall Castle.
- Heathwall Pumping Station, Nine Elms: The pumping station is being completely reconfigured to intercept discharges of untreated sewage.
- Kirtling Street, next to Battersea Power Station: This is the main double drive site for the project and has seen a huge amount of work. A new jetty has been built, and a massive acoustic shed has been built over the tunnel shaft, to enable 24/7 tunnelling without disturbing people in the area. The spoil will be loaded by conveyor into barges.
- Carnwath Road: A whole complex of site cabins was brought in by river, the river wall has been strengthened, and another acoustic shed is being constructed.
- Putney: A temporary slipway was constructed at the beginning of the year, with 93% of the materials being delivered or removed using river transport.

"All along the river, you will see really visible evidence of this super sewer coming to reality," says Geoff Loader. "The PLA and the harbour master are absolutely crucial to what we are doing; we have a very close working relationship, and we have dedicated staff at the PLA, funded by Tideway, to assist with the project and ensuring it can be done."

*Digging deep – the Thames Tideway Tunnel enabling works are well underway.*





# Raising the bar on training and standards... Thames Skills Academy

The TSA has brought together marine employers on the River Thames, to promote training and careers on the UK's busiest inland waterway.

Pushing forward the importance of the River Thames for freight and passengers is one thing. Ensuring there is a marine workforce with the right skills to match and support that growth is the next. And there are other challenges – how to establish exactly what skills and training are required for handling and operating the tugs, barges and other vessels on the UK's busiest inland waterway, and the big question: "Where are our future generations of river practitioners coming from?"

All of these elements add up to the unique strengths of the Thames Skills Academy (TSA), which has brought together marine employers on the river to develop and provide their training needs and promote career opportunities on the tidal Thames.

"We are a voice for the employers," says TSA chief executive Katherine Riggs. "On the one hand you have the national regulator, the Maritime and Coastguard Agency (MCA), which identifies core

training, safety and basic competency requirements. The MCA requires a master operating on the Thames to hold the boatmasters' licence (BML) – that is a minimum. But many operators on the Thames agree that there is a sound rationale for increasing the wider levels of competence, specific to the challenges of the river.

"As a Group Training Association (GTA) able to speak on behalf of a wide range of employers working on the tidal Thames, we can have a significant influence and impact. It is a more effective approach than operators speaking out in twos, threes or as individuals. Where there is new legislation or a change in rules and regulations at regional or national level, the TSA employers now have a collective voice."

Set up in 2016, the TSA is a member of GTA England, the national umbrella organisation of GTAs. The Thames Skills Academy currently has a membership which represents some 70% of those working afloat in the Port of London, and it is actively seeking new members.

November 2017 was a major milestone for the TSA, as 22 apprentices, aged between 16 and 45, embarked on the very first TSA-managed apprenticeship

courses. Welcomed to their training courses by Paul Cadman, non-executive director of the Institute for Apprenticeships (IfA), at the formal launch of the Thames Apprenticeship Programme, the group includes apprentices employed by Livett's Group, City Cruises, MBNA Thames Clippers, Cory Riverside Energy, Thames Shipping and the Port of London Authority.

The 16 deck apprentices are working towards a Level 2 diploma in maritime studies and the BML, delivered by Red Ensign Training in conjunction with Eastleigh College, and the six engineering apprentices are working on a bespoke Level 2 marine engineering course delivered by South Essex College and, subsequently, a specialised route through to a Level 3 engineering qualification.

The launch event was attended by apprentices, their families, training providers and supporters, as well as TSA employer members and mentors allocated to the apprentices.

*First intake – members of the Thames Skills Academy's 2017 Thames Apprenticeship Programme.*



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There were many notable achievements for the TSA during 2017, including...

- As a member of the Maritime Skills Alliance, the TSA is actively contributing to the development, maintenance and improvement of vocational qualifications and standards in the inland waterways and wider UK maritime sector. The TSA's proposals for an expanded framework of qualifications for tidal inland waterways were accepted by the MSA.
- The TSA held its first National Apprenticeship Week, for more than 95 young people, promoting careers afloat and bringing potential apprentices together with marine employers. Later in the year, the TSA had its own stand at the Skills London event, where more than 100 young people signed up to receive details of the TSA's 2018 National Apprentice Week event in March. "The Skills London event was very productive. Several young people already out of school and looking for work asked for their details to be circulated to our employer members," says Katherine Riggs. "We were also able to establish links with a number of schools and colleges, through which we will be able to raise the profile of the sector and promote the range of job opportunities and careers available."
- The TSA's Freight Working Group, established in 2016, continues to support the TSA's freight operator members, including the marine contractors engaged on the Thames Tideway Tunnel project. A separate Passenger Working Group also supports passenger vessel

operators, focusing on their specific training needs.

- A pool of TSA 'Endorsed Training Providers' has been identified.
- Some 66 training courses involving over 550 delegates were facilitated and delivered to employers during the year. The delivery programme continues as the TSA looks to develop more bespoke training in several areas to meet its members' needs. Among these, a riverside personal safety course was developed and delivered to shore-based personnel working on the Tideway project and in other areas. The course is now formally recognised by the MCA.

Raising awareness of careers and job opportunities on the tidal Thames continues to be a major focus, says Katherine Riggs.

"One of the reasons that young people and their parents, schools and local communities are not aware of the career opportunities on the tideway is that employers are not shouting it from the rooftops," she says. "We need to get across the message about the potential that there is – including the fact that working on the Thames could lead to a career in the wider maritime industries. Some of the operators may well be in competition with each other, but they face the same problems in recruitment and retention, diversity and equality. They recognise there are significant advantages in sitting down and working together as a collective. Through the TSA, they can promote a common message and collaborate on training – and that is a cultural shift in a very traditional industry."

The TSA, she says, aims to raise the bar on skills and standards, and to give employers more choice in who delivers their training. Aside from basic safety and competence training, there are opportunities for employers to secure training that is more relevant to their particular needs, Riggs explains. "Except for the statutory training requirements, they don't necessarily have to make do with a standard course which doesn't in fact meet their needs. Where we have the opportunity, we are starting to develop training more relevant to the sector and the operating environment on the tidal Thames. Our new Thames Apprenticeship Programme is also crucial, and will deliver more rounded, better trained, experienced and qualified practitioners."

We are also supporting and facilitating a national employer Trailblazer Group that now has formal agreement from the IfA to develop a new national Boatmaster Licence Apprenticeship Standard that will draw down Government funding."

The Thames Vision has clearly raised expectations on the river, she adds. "If the river, the operators, the port and the PLA are to meet that challenge, there will have to be a more coordinated approach to training needs, and standards will have to rise. The TSA is the vehicle through which employers can meet that challenge."

*In the spotlight - new Thames training opportunities.*





The PLA team takes a proactive approach, whether it's supporting a film crew or working to minimise disruption from major works on the river.

# The port authority that likes to say 'yes'

From the dramatic to the downright daft – and everything in between. The iconic backdrop of the River Thames is in demand, for films, stunts, projects, and promotions, and nothing surprises the team overseeing the 'middle' district of the tidal Thames.

In 2017, the river welcomed Peter Rabbit, the world's largest beachball and a record-breaking motorbike backflip, and that's quite apart from the more 'traditional' work such as supporting the Thames Tideway Tunnel project and minimising its impact on other river users, or advising and overseeing plans for new piers and a new river crossing.

"A lot of our work is supporting and enabling – to see how it can happen, rather than why it can't happen," says Mark Towns, harbour master (upper). "Instead of 'the regulator says no', it is 'the regulator says – not that, but how about this?'"

"During 2017, we coordinated filming of the new Peter Rabbit film; a large production Hollywood movie is scheduled for filming on the Thames in early 2018. In March 2017, we supported the Bay-watch world record beach ball team – the

ball was loaded on to a barge and towed to the London Eye, where it was inflated and was measured by the Guinness World Record officials."

In October 2017, the American stuntman Travis Pastrana performed a record-breaking motorcycle backflip between two barges 75 feet apart in the river. The PLA advised and worked with the promoters and marine contractors Livett's Launches to ensure the stunt could be carried out safely.

Such events grab the headlines, of course, but the day-to-day work of the middle district team is equally demanding.

"Most of the works for the Tideway project are now up and running – there are construction sites up and down the river and large numbers of crane barges on site," says Mark Towns. "Large parts of the river are sometimes cordoned off and there is a lot of equipment and of course that creates challenges.

"It is a case of working around it – supporting the project and supporting other users. We have a number of staff recruited for this project. Of course there is disruption – you can't have this amount of work going on and expect everything to be the same. But each phase of the project has to be consented and at each stage we are looking to minimise the impact on river users."

Through a specially created Tideway forum, the PLA meets with passenger and freight operators regularly to discuss work over the next six months, so that any issues can be raised and discussed.

## Pier developments

The new Battersea Power Station pier opened towards the end of 2017 and quickly proved popular for passengers. "It has enabled an additional stop on the west London river boat service from central London to Putney, while the main service from Woolwich through to Westminster has been extended to run to Battersea in the mornings and evenings. We are expecting significant growth from that pier over the coming months."

Meanwhile, the team is working with the private developers of new piers in a number of locations, including at Ordnance Wharf (near the O2), New Providence Wharf (opposite the O2)

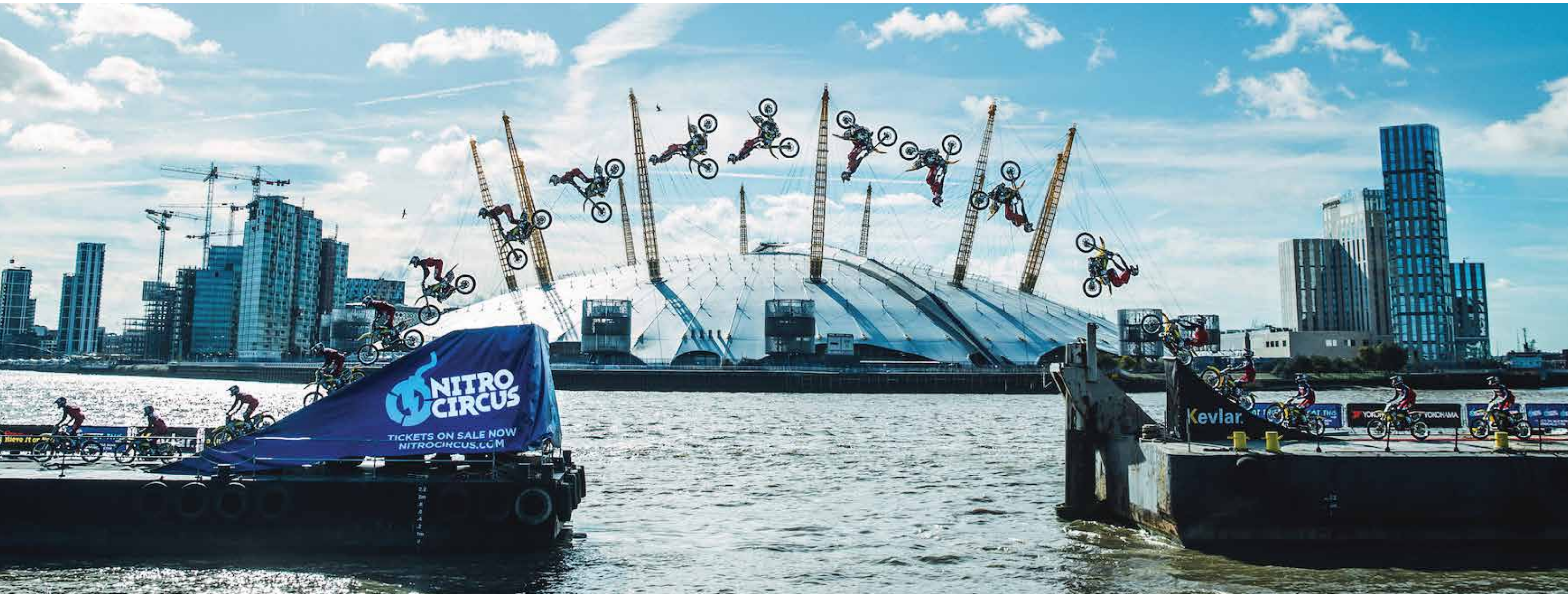
and Royal Wharf Pier (just above the Thames Barrier). "The focus is particularly on pre-application work, so that once a project gets to the planning application stage, it is quite straightforward," says Mark Towns. "We take a proactive approach so that the developers understand our requirements at an early stage. We want to work with developers to provide new piers that will support increased use of the river."

The PLA has also been working with Transport for London on a new crossing between Rotherhithe and Canary Wharf.

## Illuminated bridges

The Illuminated River project will see pedestrian, road and rail bridges lit up in central London, creating a unique night-time spectacle. The PLA has worked closely with the promoters of this project and the first bridge is due to be 'switched on' at the end of 2018. The project has been described by London Mayor Sadiq Khan as a wonderful celebration of the River Thames.

*Back flip – stunt rider Travis Pastrana jumping between barges floating on the Thames.*





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## Creating the Future, **Now.**



Upper river

Looking to the future – computer generated image of London City Cruise Port.

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### Terror attacks

The PLA was part of the emergency response to the Westminster Bridge and London Bridge terror attacks. "We had a role in closing the river and supporting the police," says Mark Towns.

"Since then, we have undertaken a capability demonstration for the Mayor and heads of the emergency services. This was a multi-partner demonstration of collaboration and partnership work, involving simulated rescue. The PLA is a vital part of the response to emergencies and works with the other authorities to ensure we are all prepared."

### London cruise plans

London City Cruise Port is an ambitious project to create the first dedicated cruise terminal in central London, designed to accommodate medium-size cruise ships from around the world.

Its location on the Thames will be a major attraction – equidistant between the Maritime Greenwich UNESCO World Heritage Site and Greenwich Peninsula, with easy access to Canary Wharf and the O2 arena.

"This will be the first central, dedicated alongside cruise facility in London, and would be complementary to the PLA's existing cruise moorings," says Kate O'Hara, CEO, London City Cruise Port.

Passengers will disembark to a newly redeveloped area, Enderby Place, fittingly named after Samuel Enderby, a maritime explorer. This will feature residential

accommodation, a sympathetic redevelopment of Enderby House and increased public space, with a riverside park and viewing deck.

"London City Cruise Port will give visitors a world-class welcome in close proximity to major maritime, cultural and historic attractions," says Kate O'Hara. "It is well served by an established transport network of riverboat services and London Underground, Docklands Light Railway and National Rail stations to the centre of London, and all London airports are nearby. A river bus service will run from the site, offering both scheduled and charter services.

An economic assessment report forecasts that the terminal will create 364 jobs per year during the construction phase and 88 new jobs when it opens, plus 432 jobs across the wider economy as a result of income from passenger and crew spend.

Accommodating vessels up to 230 metres long and 8 metres draft, the terminal is likely to open in 2020 or 2021. "This will be a landmark development for the city, with the port being considered another entry and exit point for visitors to London."

**"London City Cruise Port will give visitors a world-class welcome in close proximity to major maritime, cultural and historic attractions."**  
**Kate O'Hara, CEO**  
**London City Cruise Port**





On scene control –  
harbour masters on the Thames.

The Red Tape Challenge, a wholesale review of rules and regulations, is just one example of the way in which the PLA focuses on safety and efficiency.

# Safety, accountability, innovation

If there's something we can all agree on, it's probably this: the pace of life isn't getting any slower. Business requires quick and nimble decision-making; customers expect a rapid response; innovation is driving everyone to challenge the norm and embrace new ways of working.

For the Port of London Authority, the priority is to build on the expertise and experience of decades, including insistence on the highest levels of safety, while also seeking new efficiencies and

being open to new technology and the opportunities it brings.

One part of this has been the PLA's 'Red Tape Challenge', which has involved a review of all its regulations, rules, procedures and guidelines to see where these can be reduced and simplified – or even removed, if they are no longer required. And that is just the start.

"We are looking for a cultural change – in our own workforce and also in our river users, and that encompasses the safety aspect and also the business aspect, in terms of getting things done," says chief harbour master Bob Baker. "It is all about accountability and responsibility."

There are three points to drive forward here, he says – "and we have embedded all three into the way we work".

- Becoming even more customer-focused
  - Making people accountable for their actions
  - Focusing on innovation
- It goes without saying that the baseline is always 'wraparound safety', he says; but accountability ties into that. A reluctance to make decisions can have a knock-on effect on safety.

"So, our drive is to encourage people to be slicker, quicker, more accountable and more effective. The rise of technology in society is obvious everywhere we look. At the PLA, we are looking closely at technology in the marine and port industry, how this could impact on us,

what opportunities there are, and how we can be ready."

Allied to that is the issue of cybersecurity. The PLA has been running cybersecurity courses for its staff, and these have been enthusiastically received. "Of course, the importance of cybersecurity applies to home computers, banking and online shopping as well," says Bob Baker. "Yes, cybersecurity is a challenge. But we are providing the training, and our IT department is working hard to ensure we have protection in place."

As an example, the PLA's pilots are all equipped with tablet devices which they take onboard with them – these are highly secure and set up in a way that does not allow downloading of non-work related apps that could compromise that security.

## Red Tape Challenge

In 2016, the PLA embarked on a wholesale review of all its codes of practice, byelaws and regulations – the purpose being to put them into a standard format, consolidate them and remove any that are no longer required.

However, this was not a matter of pulling long-forgotten documents out of dusty cupboards – a rolling programme of

review has been in place for decades. The Red Tape Challenge was designed to take a more 'joined-up' approach.

The result? "It has gone really well and we have reduced the paper mountain," says Bob Baker. "I would estimate that we have taken about 50% of the paperwork out and our new slimmed rules and regulations are now out to consultation."

"This has all been done in-house by a small working group, and they did a great job."

The result, once finalised, will be a more harmonised set of regulations, with any complicated or possibly disjointed elements firmly removed. For port users and visitors, regulations that are simplified and easy to understand are also far easier to conform to.

## Emergency response

The tragic events of 2017 clearly demonstrated how the River Thames can be at the centre of a terror attack or other incident, and also that the PLA can play a key role in any emergency response.

The Port of London Authority is already well established in the capital's emergency response structure, working closely with the Mayor's office, police and security services.

In the past year, the PLA has stepped up its emergency response exercises and training. And, specifically a new Marine



# DP WORLD

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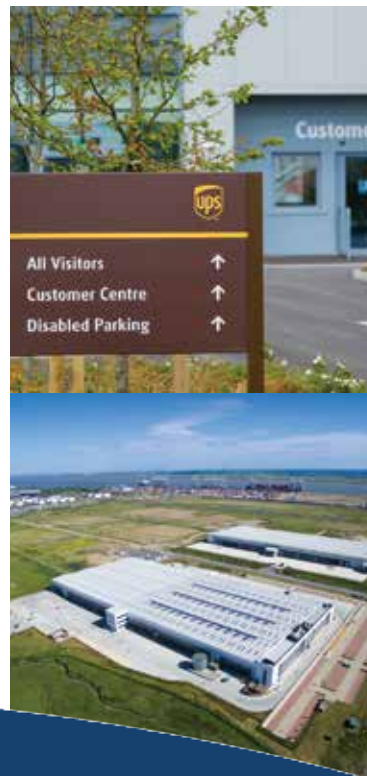
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Emergency Centre has been instigated – this is a dedicated room, which can quickly be staffed with a response team, at the PLA's navigation centre next to the Thames Barrier.

"If there was an incident on the river which needed emergency response, we would run that incident from the emergency room, while VTS continues with the day-to-day management of the river," says Bob Baker. "We are also continuing to work closely with the Mayor's office and Metropolitan Police on security and resilience on the river."

Resilience is a key word here. Millions of people's welfare and day-to-day needs depend on a resilient Port of London and River Thames – for imports of food, fuel, paper, construction materials, raw materials and other daily requirements, and exports of household rubbish, tunnelling spoil and construction waste.

The PLA has clear emergency plans and a strong contingency plan in place. Two years ago, a specialist consultant reviewed the PLA's emergency plans, procedures and command structure, bringing all of this up to date; this included a focus on cybersecurity as well as physical response plans.

The increased focus on emergency training has come as a direct result of the newly written emergency plan.

### Pilotage – more demand, more supply

Fifty million tonnes and counting...more cargo means more ships. More ships means a higher demand for pilots.

The Port of London Authority has been breaking records in terms of the tonnage of ships calling at its ports and terminals, and that has certainly put pressure on the pilotage system. More pilots have been employed, and there are more to come.

"We have had an ongoing problem with pilotage delays, due to the increasing demand, and we have been working to resolve that problem," says Bob Baker. "For the past two years we have taken on 12 pilots a year, and we intend to take on another 12 in 2018. As a result, we are steadily increasing the number of full-time equivalents, to keep pace with the increased business."

In parallel, the PLA is working the software company Insiris, to create a program in which complex algorithms will assist pilot coordinators with the allocation of pilots to achieve the best and most efficient use of resources.

Much of this demand has been down to the success of DP World London Gateway, where the PLA's pilots are regularly handling some of the world's largest container ships, safely guiding vessels up to 400 metres in length, loaded with more than 18,000 teu, to/from their berths.

Recruitment is one thing – but bringing in new pilots can never be an overnight solution. Guiding some of the world's largest, most unusual or most challenging

vessels into and out of the Port of London demands an extraordinary level of knowledge and experience. The PLA's pilots must be able to do their work in all weathers, in all tides, and at all times of the day or night. From the outer estuary all the way up to central London, the River Thames has its quirks – depths, tidal currents, jetties, piers and bridges.

All of the PLA's pilots are highly trained, experienced mariners. But that is just the start. Although new recruits will be experienced senior officers, they start as trainee pilots and work their way up through the classes. "There is no short-cut to the top – training is detailed and thorough, and safety is paramount," says Bob Baker.

A crucial factor in the training of pilots is the PLA's highly advanced ship's bridge manoeuvring simulator at Gravesend. As well as being used for actual training, this facility is also used for 'mocking up',

**The Port of London Authority is already well established in the capital's emergency response structure, working closely with the Mayor's office, police and security services**

**Setting the course – PLA pilots guide over 10,000 ships to and from Thames berths every year.**



**The PLA invested another £250,000 upgrading the simulator, adding a full tug bridge simulator. This upgrade integrated the latest hydrographic modelling, allowing trainees to learn the characteristics of the Thames from the North Sea right through to the centre of the city**

planning and preparing for handling vessels in all kinds of conditions.

Two years ago, the PLA invested another £250,000 upgrading the simulator, adding a full tug bridge simulator. This upgrade integrated the latest hydrographic modelling, allowing trainees to learn the characteristics of the Thames from the North Sea right through to the centre of the city.

The simulator includes full engine controls, bow and stern thrusters, radar, ECDIS, speed logs, a portable pilotage unit, and Azimuth control device propulsion and steering. More than 70 ship types can be simulated and the variable parameters include flood and ebb tide, wind speed and direction, fog, rain and snow.

All of this is hugely important for a safe and efficient river – pilots have the chance to experience all kinds of ships, including tankers, container ships, cruise ships and

car carriers, before they head out to sea, climb the ship’s ladder and take control for real.

The simulator is also invaluable for helping customers in planning new developments. They can check out new berth plans or see how new ships will handle on the Thames – sometimes when those ships are still under construction in the shipyard. This allows customers to adapt plans if necessary and reduce the risk of any unforeseen issues when the ship arrives in the Thames.

The PLA also issues Pilotage Exemption Certificates (PEC) to officers regularly bringing vessels into the port, and the simulator is used for PEC training and assessment. Specialist training is also available for ships’ officers, tug masters and pilots from other port authorities.

**Planning, preparing, pioneering... PLA Vessel Traffic Services (VTS)**

Vessel Traffic Services is all about keeping things moving – safely and efficiently – on the River Thames.

More than 10,000 large vessels make their way in and out of the Port of London every year; cruise ships, container ships,

roll-on/roll-off ferries, tankers, bulkers and general cargo ships. Controlling and coordinating all of that traffic is like over-seeing a 600 square mile floating, moving, multidimensional chess board.

The PLA’s responsibility spans 95 miles of the Thames, from Teddington Lock, out to the North Sea. Currents, tides and weather ensure that the chess board is constantly changing. Vessels are coming and going from 70 different terminals and wharfs along the length of the river. Then there’s berth availability to consider, and pilotage and towage to coordinate.

The challenges will only increase as the Tideway project really gets up to speed in 2018, thanks to a combination of river-based construction and tunnelling works, and a significant amount of Tideway-related traffic, including barges transporting tunnel spoil downriver.

Nothing is left to chance; the VTS team constantly looks ahead. That means predicting if there is going to be higher traffic levels and a risk of congestion on

the river, and planning around this. It also means rejigging slots if a ship’s arrival time changes. Everything is based on fact, and the VTS team work closely with the various terminal and wharf operators to ensure a smooth flow of traffic.

Time is definitely money for ship operators and efficiency is vital to avoid delays or difficulties. But safety of navigation takes top priority every time.

The PLA has two VTS Centres – the Port Control Centre in Gravesend and the Thames Barrier Navigation Centre in Woolwich. From here, the VTS area is closely watched and controlled, around the clock, every day, all year. Each VTS Centre is led by a duty officer with the delegated powers of the harbour master, supported by a team of VTS officers and shipping coordinators.

All the PLA’s VTS personnel are fully trained to International Association of Lighthouse Authorities (IALA) and Maritime and Coastguard Agency (MCA) standards.

- The PLA has a network of 18 radars, which provide the VTS team at Gravesend

with a bird’s eye view of activity on the busy River Thames. There is an ongoing programme to switch the network across to solid state coherent radars.

- The PLA is investing £1 million in a project to replace its radar at Northfleet, Kent. A new radar tower is being built on Tarmac’s site, which offers an excellent line of sight along two busy reaches of the Thames. Construction of the tower will be followed by installation and commissioning of the radar and communications equipment.
- The PLA benefits from having its own highly sophisticated VTS simulator, which is regularly updated and expanded. This facility supports training and is also important in preparing and planning for unusual or particularly challenging ship calls.

*Training for the future – trainee pilots busy in the PLA ships bridge simulator.*





# Green filter

**The PLA has published the first ever Air Quality Strategy for a UK port, seeking to reduce emissions but also enable the growth of the port and city.**

The PLA made headlines in 2017 by becoming the first UK port to offer a ‘Green Tariff’ to encourage and support ship owners that are committed to improving their environmental performance.

London was the first port in the UK to offer this kind of discount on port charges for vessels with lower emissions, and the response has been overwhelmingly positive.

In 2017, the PLA built on its green credentials once again, by publishing the draft of the first ever Air Quality Strategy for a UK port. This document is the result of a comprehensive, determined and detailed analysis of emissions from marine sources within the tidal River Thames; the strategy has been developed in the light of projected growth in river use over the next 20 years, and concerns about air quality on urban centres.

The aim is to reduce emissions; but at the same time, to facilitate the future growth of both port and city.

Published in December for consultation, the draft strategy features 19 proposals, including...

- Exploring shoreside power
- Trialling new emissions-reducing technology with MBNA Thames Clippers
- Running an ‘Expo’ to share emerging best practice with Thames operators

A Five Year Action Plan also includes continued research and studies, through from 2018 to 2022.

“The studies that led to the draft strategy included developing the first port-wide emissions inventory for the tidal Thames,” says PLA environment manager Tanya Ferry. “The strategy sets out where we are, shows that there is a lot more work required in order to improve, and demonstrates that there are still some questions to answer before we take detailed action.

“We know that air quality is a real issue and concern for people – it is a big political and social issue. The Department for Transport has declared its interest and will be able to learn from some aspects of our work. The PLA is leading the way

in this, driving forward action in the UK. Once we have the results of the consultation, we will move ahead from there.”

The PLA carried out a technical review in 2016 to collate what was known about air quality and marine/vessel-sourced emissions, and identified where there were gaps in the information available.

Is shore power always a good solution? Not necessarily. Is LNG the answer, or does it increase emissions? While freight by water reduces carbon dioxide and congestion on the roads, what is the actual figure and how does marine traffic measure up in comparison?

“We identified these challenges and, in response, we put the Green Tariff in place,” says Tanya Ferry. “We have followed up with analysis of the priorities – for example, looking at emissions from the three ship tiers the PLA owns, considering cruise traffic, and evaluating how shore power could be provided and the potential savings. That has led to more questions – for example, grid power. What type of vessels could plug into

shore power? How do the potential savings balance out with the investment required?”

The Air Quality Strategy research also involved real-time monitoring of exhaust from inland freight, and comparing this model to lorries used to move freight to/ from the same sites.

“We analysed the exhaust emissions in terms of NOX, CO2 and particulates and also did an analysis of exposure i.e. how far away people would be from a ship,” says Tanya Ferry. “This gives a more useful picture, because in the model of the river, people are further away and less affected when compared to traffic in the streets.”

There has also been analysis of systems that could help to reduce emissions – for example, a significant fuel saving can be made by pushing, rather than pulling, barges. AIS data has been used to evaluate a baseline of emissions from vessels using the Thames.

Finally, face-to-face workshops have taken place with stakeholders including the DfT, Maritime and Coastguard Agency, Essex and Kent county councils, port operators, and the general public.

*A river for wildlife – a short eared owl hunting at Thameside Nature Park.*







*Spreading the word – partners launching the new Seals and Porpoises in the Thames publication.*

**The disastrous impact of the huge volumes of plastics in our seas, and the injury and death they bring to marine wildlife, is finally getting the attention that it should**

#### Marine mammals

‘Leave them alone’ is the clear message to people who happen to spot a seal or dolphin in the Thames or on the foreshore. “We are seeing a steady increase in the number of marine mammals making their way upriver into London; that is a good indication that the river is far cleaner than it was a few years ago, but it raises concerns about the animals’ welfare,” says Tanya Ferry. “People want to interact with these creatures, often because they are concerned for their health. So we have done some work, with partners, to explain that seals on the foreshore are actually absolutely fine and there is no reason why they can’t stay there. We don’t want the public going up to them – for their own safety and also for animal welfare reasons. The risk is that if you interfere, you end up with a distressed animal or get stuck yourself. “There is a need for a conversation about what is appropriate. Our advice is to leave it be, and let the creature enjoy the river with us.”

#### Environment & Heritage Conference

The annual Tidal Thames Environment Conference has been set up as part of the Thames Vision’s goal to achieve the cleanest River Thames since the Industrial Revolution. The inaugural conference was held in January 2017, with the second conference arranged for January 2018. The event has a clear aim – to highlight the positive collaboration of the PLA and other organisations on the Thames, to consider lessons learned relating to the tidal Thames, and to report on progress towards delivering the Vision’s environmental objectives. The 2018 conference focus was on the Future, looking at the role of Behaviour Change, Citizen Science and Education.

#### Green Tariff

Cleaner, greener ships, based on an Environmental Shipping Index (ESI) score of 30 or above, benefit from a 5% reduction in port charges under the PLA’s Green Tariff system.

“We are really pleased with the number of ships that have qualified for the Green Tariff – but, of course, we would like to see more,” says Tanya Ferry. “We may also look to step up the incentive for ships with even higher ESI scores in the future.

“The response to the Green Tariff has been very positive. Obviously we can’t make changes and improvements without ships changing too – but we would like to encourage ships to take up the incentive and improve where they can.”

Other UK ports are following this with interest; air quality is a growing issue across the board, and they are considering what they are able to deliver that might be similar.

#### A sea of plastics

David Attenborough’s Blue Planet II television series propelled the issue of discarded plastics in the world’s oceans to the top of the agenda – and not before time. The disastrous impact of the huge volumes of plastics in our seas, and the injury and death they bring to marine wildlife, is finally getting the attention that it should. And in December 2017, a United Nations resolution called for greater action ‘to prevent and significantly reduce pollution of all kinds’ by 2025.

The Cleaner Thames campaign was launched by the PLA in partnership with Thames21, the Thames Litter Forum, Royal Holloway – University of London, Natural History Museum and Tideway. This was in direct response to the rise of plastic waste – bags, bottles, coffee cups, cartons – that find its way into the river, where it can break up, move downriver, and head out to sea, to end up in the stomachs of birds, fish and animals.

The campaign has used everything from artworks to visits to river-side businesses, in order to raise the profile of

this issue and get across the old fashioned ‘don’t drop litter’ message.

Tanya Ferry was a member of eXXpedition Round Britain, which saw an all-female crew sail around the UK in August and September 2017, collecting scientific samples and data on plastics and chemicals in UK waters.

The vessel arrived on the Thames on August 30 – and local activities to raise awareness were kicked off by a discussion panel made up of crew members, a scientist and young environmental activists, Kids against Plastics.

The panel was chaired by marine expert and explorer Paul Rose, who presented BBC Inside Out: Plastic Seas and launched the Cleaner Thames campaign in 2015.

“The eXXpedition research on the Thames helped to improve our knowledge of microplastics and toxics, and how it compares with other marine environments around the country,” says Tanya Ferry. “Even before the laboratory analysis it was clear to the crew that the Thames is much worse”

The PLA removes up to 300 tonnes of rubbish from the River Thames every year

– and much of this is plastic, adding up to the equivalent of 24,000 discarded water bottles.

The rubbish removed is either caught in one of the PLA’s ‘driftwood’ collectors in the river, or collected from the foreshore, but inevitably not everything can be intercepted.

“We are looking at expanding our passive collectors, but they can only collect a proportion; they are positioned where most of the rubbish collects but there are also areas where it collects right at the edges. We take as much as we can – there is a huge cost involved and this goes far beyond our statutory responsibilities. And clearly, educating people not to discard their litter in the first place is the best approach. It is about getting people engaged and helping them to understand the impact of their actions – how litter dropped in the road in London and surrounding towns can cause serious pollution of the ocean,” Tanya Ferry concludes.

#### Fisheries group

The PLA is now on the board of the North Thames Fisheries Local Action Group (NTFLAG), a three-year project funded by the European Maritime and Fisheries Fund (EMFF) to help improve the environment of Leigh for the fishermen.

The FLAG is managed by Thames Estuary Partnership, working with the Marine Management Organisation (MMO), which administers the EMFF in England, and with local and national partners, including local fishermen and cocklers, councils and the PLA.

The area covered by this project stretches from Thurrock to Shoeburyness, with a focus on Leigh-on-Sea, which has been a fishing port for more than 1,000 years and is now the last of its kind on the North Thames.

The NTFLAG goal is to create a sustainable fishing and cockling industry and active port, in and around Leigh-on-Sea, for many years to come. Among its priorities is the environmental monitoring of the Thames Estuary, with independent research to show how the environment is changing and how that might be affecting fish stocks.

“This is an exciting and positive project,” says Tanya Ferry.



The PLA's new Asset Management process will allow the tracking and cost-effective maintenance of all its assets.

# Backstage team

A successful, thriving Port of London relies on its backstage support – and that includes civil and marine engineering, radar and communication services, diving, salvage, mooring maintenance, hydrographic surveys, underwater inspections, wharf services, boat lifting, load-out services, storage, driftwood and rubbish clearance, maintenance of aids to navigation and pollution response.

The ships, barges, tugs, cranes and cargo are the highly visible part of the port. What goes on behind the scenes isn't always noticed, and yet this is what underpins everything else, along the full 95-mile stretch of the tidal Thames.

Current investment ranges from the construction of the new Northfleet radar tower to upgrading power supplies at Barrier Garden Pier so that, when alongside, PLA workboats can hook up to shore power and thereby reduce emissions. Crew accommodation and facilities have been upgraded at Royal Terrace Pier, and a major refurbishment programme has been started at Richmond Lock and Pier.

The new boat lift at Denton Wharf has proved very efficient, allowing better use of the yard, and one of the sheds has been altered, with larger doors, so that boats can be brought under cover for repairs.

The survey vessel *Yantlet* will be converted for traffic duty when a replacement hydrographic survey vessel arrives in the Spring; and a replacement pilot launch for Gravesend is likely to be ordered for delivery early in 2019. The PLA subsidiary Estuary Services has also placed an order for a new pilot boat, which should be in service by March 2018.

Ongoing work includes repairing damage caused by trees to river banks, and installing extra moorings for the Tideway project.

## Apprentices

The PLA took on four apprentices in 2017 and their training is under way. "This is the first time for many years that we have four apprentices at the same time," says the PLA's director of marine operations, Peter Steen. "We have two marine apprentices and two engineering apprentices – one electrical, one mechanical. Our marine and engineering team is going from strength to strength."

"We are also working with Port Skills and Safety to develop new Trailblazer Apprenticeship standards for marine roles, including pilots and port marine operations officers."

## Asset management

During 2017, the survey vessel *Maplin* was lifted out of the water and its hull was washed. Why was that important? Because once it was back in the water, the vessel's fuel consumption dropped back and its performance improved. And that was no surprise.

The PLA has been moving forward with implementing an Asset Management system as part of a wider ERP (enterprise resource planning) development – and the results are already beginning to show. The essence is that in order to achieve the best possible efficiency and cost effectiveness, first you need to know precisely what you have. Then you can start measuring and analysing how it performs.

The PLA's engineering directorate embarked on establishing an Asset Management process in 2016 and by the end of 2017, an initial asset register was complete.

"This will enable us to track the whole life of our assets," says Peter Steen. "We will start with the two biggest areas we look after – buildings and vessels – and will gradually expand the system out in 2018 to cover absolutely all the assets, including radar towers and radars, light-

houses and beacons on the river, and the river bed itself.

"We will enter all of that information into the system; this will produce work orders and schedules and enable us to track and analyse how much money we spend on each bit of kit or, in the case of surveying and dredging, a particular part of the river bed."

The engineering team has worked closely with the PLA's finance team as the drive continues to move away from paper towards a fully digital system. All inspections and condition surveys will feed back into the system: "This will generate an overall condition score for every asset, which will guide us on where we should be spending our money or prove in fact any patterns of failure," says Peter Steen.

Engine monitoring systems are being fitted to all of the PLA's vessels; these report back on fuel and oil consumption, rev count, running hours etc., so that an engine's performance can be measured.

"This is already in use – it enabled us to pick up a drop in performance of the *Maplin*," says Peter Steen. "We responded by taking the vessel out of the water and cleaning the hull, then putting the vessel straight back into efficient use."

New boat lift - greater capacity and flexibility at Marine Services Denton Wharf base.







The expertise of the hydrographic team has led to the UKHO decision to incorporate the PLA's electronic charts directly without redrawing.

# Depth of knowledge

Hydro flagship – survey vessel *Maplin* alongside.

The expertise of the Port of London Authority's hydrographic team reaches amazing depths – and heights. And that expertise is critical to shipping. How else would vessels have the confidence to make their way to and from their berths in the River Thames without worrying that they might hit unexpected obstructions, shifting sandbanks, a build-up of sediment or even a piece of unexploded ordnance on the river bed?

The PLA's hydrographic team has long been recognised as being ahead of the field – and during 2017, a very important announcement served to confirm that status.

For decades, the PLA has sent its survey data to the UK Hydrographic Office, which would use this to produce its own paper charts and, more latterly, digital charts. However, from the end of 2017, the hydrographic team will send the 'finished product' – electronic navigation charts which will be directly incorporated into the UK national charting portfolio.

"Our safety of navigation surveys are now being accepted by the UKHO. So ships coming upriver will have PLA-generated charts on their electronic chart

screens," says port hydrographer John Pinder. "We are proud to be the first port in the UK to have our charts used without being redrawn by the UKHO. To meet this accreditation, we proved that we have a resilient and robust system in place, which links into our quality management system. We are one of the first in the world to achieve this and it is a major step forward. This is down to the expertise and capability in our team – digital electronic chart processors are difficult to find."

The PLA has invested in ESRI (Environmental Spatial Research Institute) software and the hydrographic department is working to make its data available throughout the organisation digitally. "We are moving away from paper charts, which will be phased out gradually."

All of the PLA's electronic charts will be available to stakeholders, international shipping and pilots. As every PLA pilot now carries a tablet IT device, the timing of this advance in electronic charting ties in perfectly.

"We are very much going down the digital route," says John Pinder. "We have been using sophisticated digital techniques for gathering data for the past 20 years – and now we are moving to make it available to everyone."

As a conservancy authority, the PLA is responsible for a 95-mile stretch of the

River Thames. Across a 400 square mile area of river and seabed, water depths, tidal heights and tidal flows must all be accurately measured and predicted. To meet that requirement, the hydrographic team surveys the entire river, bank to bank, on a rolling programme over five to 15 years, depending on the characteristics of a particular area. In short, the work never, ever stops.

There are about 90 navigational significant areas which are subject to greater change and these are surveyed more frequently – once a month in some cases.

## New vessels

Two years ago, the PLA took delivery of the 17-metre *Maplin*, a purpose-built new hydrographic survey vessel. Since then, the catamaran has certainly earned its keep – being busy with safety of navigation surveys and also seismic survey work such as 3DChirp imaging and analysis.

In 2018, the *Maplin* will be joined by another new arrival. The 14-metre *Thame*, a former wind farm supply and crew



**High-resolution multibeam echo sounder (MBES) technology enables the surveyors to detect and monitor even small changes, and alert mariners immediately**

transport boat, has been converted into a hydrographic survey boat to meet the PLA's specific needs and will be operational early in 2018.

"*Thame* is only five years old and in excellent condition; converting this high-quality boat is much faster than building from scratch, which typically involves a 15-month lead-in period, as well as engineering time," says John Pinder. "There are considerable savings in both costs and time, and it's also environmentally friendly to be upcycling a boat."

*Thame* will replace the survey boat *Yantlet*, which will be retired after more than two decades of service. LiDAR (laser) surveying equipment installed on *Yantlet* will be moved across to *Thame*. The *Maplin* has similar LiDAR kit onboard.

**Seeing the unseen**

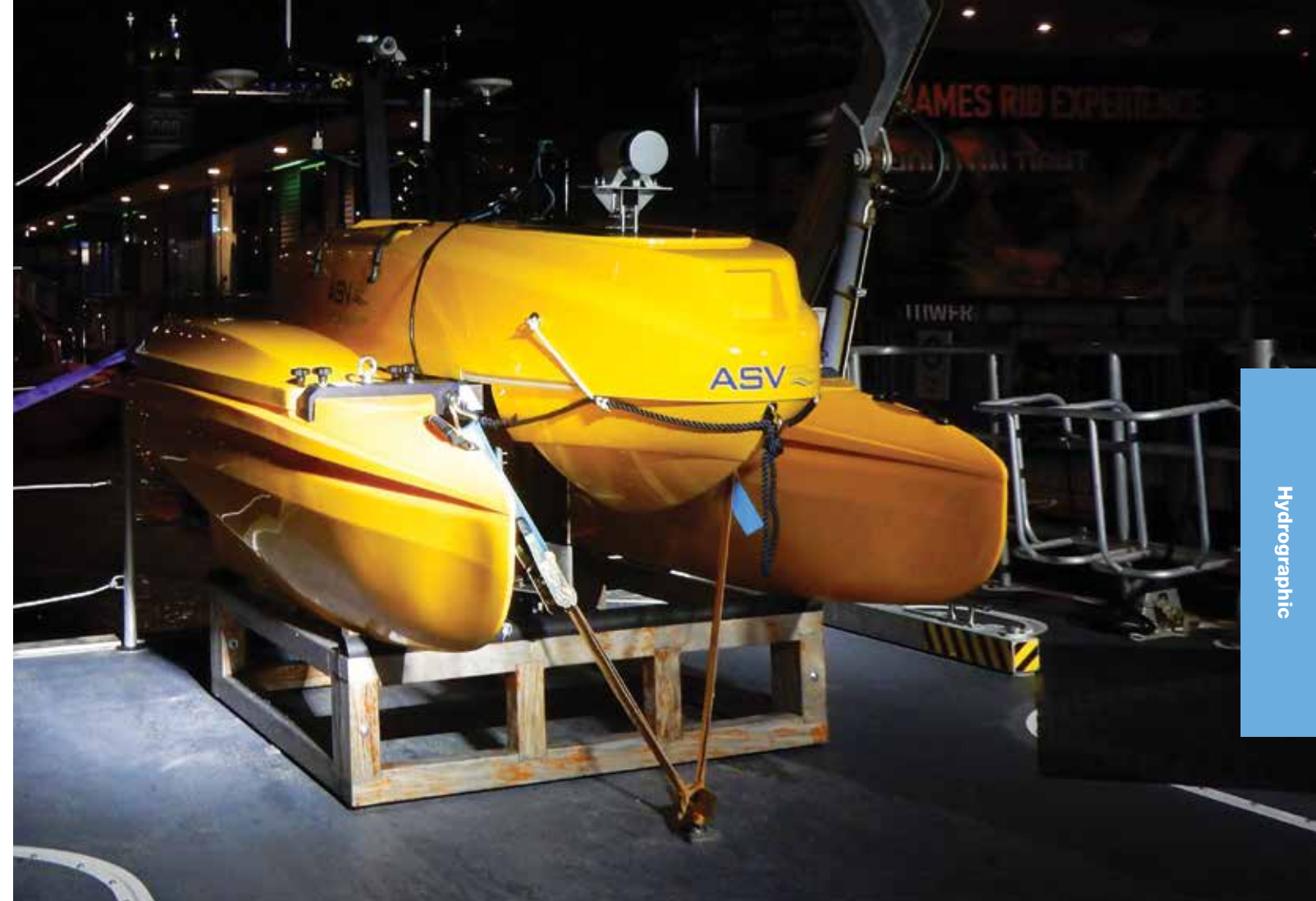
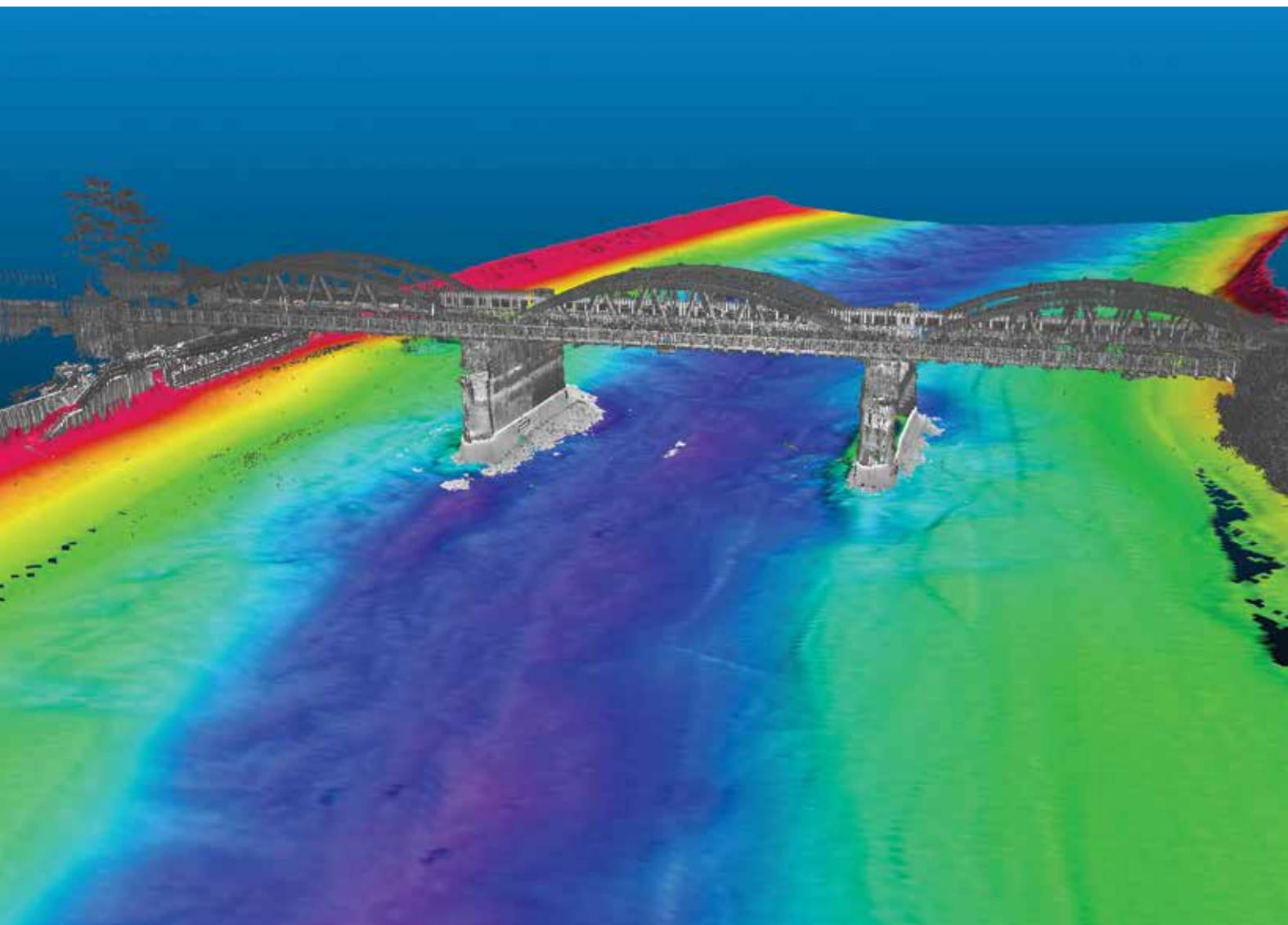
The quality of the PLA's hydrographic team's surveying and analytical work is crucial for the confidence and safety of all river users. In short, they provide the 'eyes' that can see through the murky depths to the river bed, to confirm water depths and identify where storms, shifting sand banks and tidal flows may have reduced those depths at critical points in the river.

Such is the pinpoint accuracy of the survey equipment, the team can detect items as small as 12 centimetres in size, and identify whether it's a piece of iron or wood, or even a tyre. As a result, they can be very specific in their instructions to divers for the item's safe inspection and removal.

High-resolution multibeam echo sounder (MBES) technology enables the surveyors to detect and monitor even small changes, and alert mariners immediately. Side-scan sonar and LIDAR surveying, GeoChirp 3D and high-resolution photography are also used and the team continues to examine, adopt and develop new survey techniques.

In recent months, trials have been carried out using drones for difficult-to-access areas. "We are also looking seriously at robotic surveys for sandbanks and danger areas which can't be easily accessed by normal manned boats," says John Pinder. "*Maplin* was designed to

Barnes Railway Bridge area surveyed by vessel based Sonar and Laser.



Hydrographic

carry an ASV (autonomous surface vessel) on board, and we are continually looking at more efficient ways of collecting data."

And this isn't only about below water – the range of technology enables the team to survey structures above water too, so that the condition of bridges, jetties and other infrastructure can be inspected for damage or wear.

**Commercial support work**

As well as serving the needs of the PLA as the statutory harbour and conservancy authority, the hydrographic department works closely with port and terminal operators on a commercial basis, carrying out surveys, sampling and monitoring sediment quality, and providing data to support them in their operations and developments.

The work carried out in support of the Tideway project has been huge, and now the team will also be providing support services as plans for the new Thames Crossing move forward.

In addition, the department has carried out a large amount of work in support of Forth Ports' expansion at the Port of Tilbury – so-called Tilbury2 – which takes in a large amount of the former power station land and river frontage.

**East Mouse Channel**

The charmingly named East Mouse Channel is now open for business. Ongoing conservancy work by the hydrographic team shows which sections of the river are naturally getting deeper or shallower, and survey work has demonstrated that the East Mouse Channel is deep enough to provide an alternative route into the Thames for smaller vessels.

"We have opened up East Mouse Channel from Barrow Deep, providing a channel seven metres deep which requires no dredging regime," says John Pinder.

**Tidal monitoring**

The hydrographic department monitors and controls 16 tide gauges strategically located along the Thames – and this is particularly important for larger, deeper ships that are reliant on short tidal windows for access.

The PLA's daily tide predictions stretch ahead five years, enabling ship operators to plan schedules according to the water depth available. The team produces a Tidal Booklet entirely from in-house information and software.

The Thames has an incredibly fast tidal flow and this is also carefully measured and predicted; understanding how fast the tide flows is also extremely important for safe navigation.

Thames innovators – an autonomous survey vessel is the latest kit trialled by the hydro team.



Tilbury2 will deliver much-needed additional capacity,  
acting as a satellite of the present port.

# Making room for more... Port of Tilbury

Scandinavian product unloaded at  
one of Tilbury's dedicated paper terminals,  
Enterprise Distribution Centre.

The Port of Tilbury is already recognised as one of the most multipurpose, flexible, dynamic, successful ports in the UK. And there is more – much more – to come.

Towards the end of 2017, the port formally submitted its application to the Planning Inspectorate for a development consent order (DCO) to build a new terminal next door. Tilbury2 is to be built on a 152-acre site which was part of the former Tilbury Power Station, and the opportunities are vast.

The Port of Tilbury, owned by Forth Ports...

- Has doubled the size of its business in the past decade;
- Is forecasting doubling the volumes across its quays, from 16 million tonnes to 32 million tonnes, over the next ten to 15 years;
- Expects to triple the direct employment, from 3,500 to 12,000 jobs, in the same timeframe.

Tilbury has been praised by International Trade Secretary Liam Fox as 'a great example of an ambitious, successful operation which is growing to deliver the

capacity businesses need to export products from the UK across the world'.

"As an international economic department, we will continue to champion the growth of our maritime sector, and we would certainly encourage local businesses to make the most of the fantastic connections Tilbury has to offer," he said.

Tilbury is a port with worldwide trading links, a leading position in many essential commodities, however the port is now approaching capacity. The Port and its customers require the increased capacity that Tilbury2 will provide, says Charles Hammond, chief executive of the Forth Ports Group. It is also a port which is continuously creating jobs and is very active in the community. "The Port of Tilbury is an example of the Government's Industrial Strategy in action and also a business that is well positioned to meet and take advantage of the challenges posed by Brexit," he says.

"Tilbury2 will deliver much-needed port capacity to support businesses importing and exporting to and from Europe and across the globe at a crucial time for the UK."

Expected to be operational in the second quarter of 2020, Tilbury2 will act as a satellite of the present port. It will

provide a ro-ro ferry terminal for containers and trailers, a facility for importing, processing, manufacturing and distributing construction materials, and a storage area for a variety of goods, including export/import cars. There will be new national strategic rail and road connections into the site.

Expansion is needed in particular to meet rising demand for construction materials and aggregates, and for imported and exported cars. The port also needs to accommodate an increase in freight volumes carried by ro-ro ferry, including consumer goods, food, drink and other perishables, and steel.

This is not one of those development proposals that languishes on a shelf waiting for action. Tilbury2 is going through the planning process as a nationally significant infrastructure project and it progressed exceptionally quickly during 2017, says Peter Ward, commercial director of the Port of Tilbury. Consultations were extensive, and completed in July.

"The planning process is moving very fast for Tilbury2; having submitted the plans to the Planning Inspectorate, we will





now go through the examination process in 2018. That is a major move forward.”

That examination of the proposals will continue through 2018, and a decision by the Secretary of State is expected in the first quarter of 2019. If the application is successful, development work would begin very quickly.

And meanwhile, part of the site has been used as temporary storage for Hyundai cars, whose numbers continue to grow through the port.

The Tilbury2 site has an existing deep-water jetty on the river – this will be extended both upstream and downstream, to provide one berth for aggregate vessels and two for ro-ro vessels. The new site will bring the port’s total footprint to 1,100 acres – the current port has 56 operational berths, 31 independent operating terminals and a total of 10.2 kilometres

of quayside, including deepwater berths outside the locks.

Tilbury2 is central to the Port of Tilbury’s £1 billion investment programme for 2012-20. That programme includes the construction of the new 2.2 million square foot Amazon warehouse on the port’s London Distribution Park. The largest warehouse in the UK, it was completed at the end of August 2017, opening in time for the peak pre-Christmas season.

“Of course, Amazon chose its location because of the port – goods are coming in via P&O’s ferry service and through the container terminal,” says Peter Ward. “We are talking to Amazon about how we can help to improve its supply chain and take costs out – including the possibility of moving things upriver.”

**P&O Ferries**

P&O Ferries had a record-breaking year on its Tilbury-Zeebrugge route in 2017, carrying more freight on the service than in any other year since it was launched a decade earlier.

The integrated ferry and logistics company carried 185,908 freight units between January and December 2017, an increase of 4.3 per cent on 2016, its previous best 12-month period.

“These outstanding volumes show the growing popularity of the route from the continent to Tilbury and underline its importance as a gateway to Britain,” said Nick Pank, P&O Ferries’ head of freight - North Sea.

“Given the strategic location of Tilbury – which is the closest port to London and has 18 million people living within 75 miles – the vast majority of the goods we carry

are consumables such as wines, spirits, dairy, water and a wide range of other supermarket products,” he said.

“Freight customers like the route because we can load and unload our ships in just four hours, thereby enabling them to get out of the port gates and on to the road quicker than if they travel with any of our competitors. The time it takes for our customers to drop off and collect units at the Port of Tilbury is also exceptional – for a trailer it is 20 minutes and for a lift unit it is 30 minutes.”

P&O Ferries operates two ferries on the route, the 20,000 gt sister ships *Norstream* and *Norsky*, sailing 24 times a week in total on the eight hour crossing.

**Community focus**

A key part of the Port of Tilbury’s Tilbury2 expansion is an ‘Active Travel Plan’ focusing on improving connectivity around Tilbury. The port has already provided a small recreational and wildlife park next to the Amazon warehouse, as part of its Section 106 agreement. This has included a walkway and ecology area, with the success obvious in the number of water voles that have colonised the site already. The footpath enables local people to cross the road safely to the Asda supermarket.

In October 2017, the port presented its plans to Thurrock Council for connecting the town of Tilbury to the riverside through enhanced cycleways and walkways.

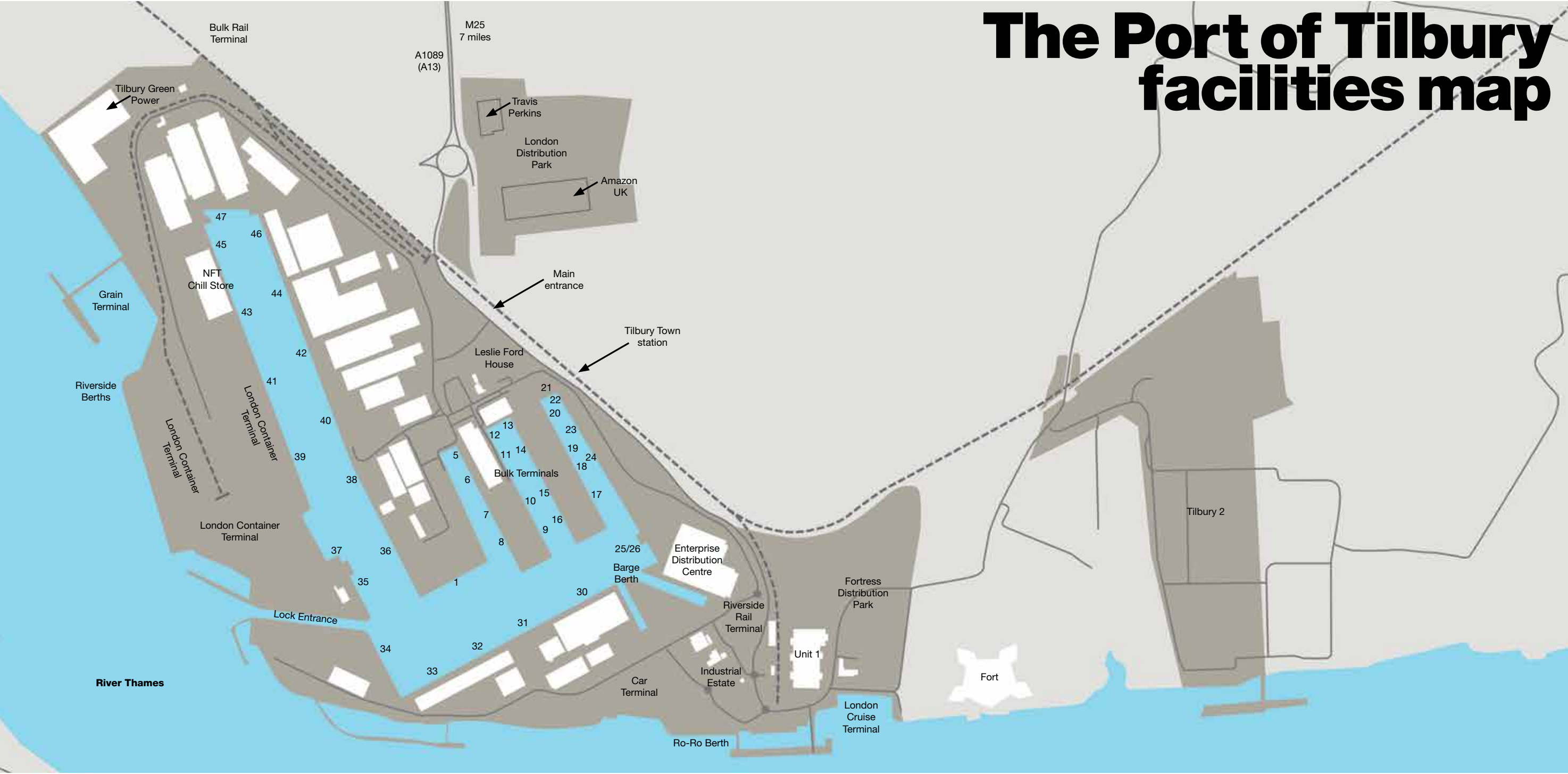
The port has also agreed funding of £350,000 for the Tilbury-Gravesend ferry over five years as part of the development

of the London Distribution Park, recognising that as Tilbury2 creates more jobs, the demand for the ferry service will increase.

Tilbury supports many community projects in the area and is proud to be part of its local communities, says Charles Hammond. “Many of our workforce are part of local families who have worked in the port for generations.”

The Port of Tilbury Logistics Academy is renowned locally for its support of careers advice and skills development programmes – the academy team sits on advisory boards and attends community events to promote the transport and logistics industry.

The port also hosted Opportunity Thurrock at the Cruise Terminal.







Thousands of students from local schools attended the careers event promoting local employment and education opportunities.

Amongst other community initiatives, Tilbury supports the Orsett Show, several sports clubs and schools, local hospices and other charities.

#### Rail freight

A new rail terminal for handling bulk cargoes is now in operation at the port. The former Freightliner facility was reconfigured during 2017 to create Tilbury's first dedicated bulk materials rail terminal. It is now being used for regular movements of recycling glass to Ardagh Group's recycling plant in Cheshire and elsewhere in the UK, as well as for carrying aggregates by train.

"Bringing together glass recycling with movements by train creates an environ-

mentally superior process," says Peter Ward. "In time, we hope to grow the port's rail freight offering across a range of bulk materials, with associated growth in rail movements."

Amongst the bulk cargoes handled at the port, building materials are a particularly big growth sector, he adds. In the past few months, new customer Euroag has started bringing in lightweight aggregates.

"We are seeing a growth in blast furnace and power station ash imports – that is because of a shortage in the UK as coal is no longer burned."

#### Even more multipurpose

The Port of Tilbury is the UK's top port for handling forest products, construction materials, paper, grain and recyclables, and has a strong market presence in bulk commodities, ro-ro, cars and cruise vessels. The port's London Container Terminal handles both shortsea and deepsea services; it is the fourth busiest port in the UK for containers, and the only UK port with a dedicated onsite chill store directly adjacent to the container terminal

serving the population of the South East of England.

Multipurpose? Certainly. Up for more diversification? Of course. Tilbury is preparing to handle liquid bulks for the first time. Praxair is to import CO2 through a new terminal now under construction at 7 and 8 Berths. To be delivered in pressurised vessels, the CO2 is in demand for brewing and producing carbonated drinks. Initially Praxair will store it in a dockside vessel, while a permanent facility is built.

The Port of Tilbury continues to support significant infrastructure construction projects in London. In the second half of 2017 the Thames Tideway project utilised the Port of Tilbury as a marine mobilisation base for a significant amount of equipment that was being moved up and down the River Thames as part of the construction works and the port has worked closely with many of the contractors, allowing the Port of Tilbury to act as consolidation centre for the delivery of materials to the construction sites.

An expansion of the Port of Tilbury's grain terminal is under way, on the back of a new long-term storage agreement with grain customers.

#### Cruise

In September 2017, the Port of Tilbury handled its largest ever cruise vessel, Tui Cruises' *Mein Schiff 3*. The 99,430 gt ship carries up to 2,506 passengers.

"This has really put us on the map," says Paul Dale, asset and site director at the Port of Tilbury. "We have invested heavily in our historic London Cruise Terminal and have continued to attract ever higher numbers of ship calls and passengers. We saw more than 100,000 cruise passengers pass through our terminal in 2017."

Built in the 1930s, the terminal is a Grade II listed building, famous for being the departure point for thousands of Britons emigrating to Australia and the Commonwealth before the advent of affordable air travel.

The terminal and its unique floating landing stage are also a familiar sight

on the screen, having been used as the backdrop for many films and television dramas.

Investment in recent years has included refurbishing the floating part of the terminal, as well as extensive work on the building and facilities.

Major users of London Cruise Terminal include Cruise & Maritime Voyages and Fred. Olsen Cruises. Most cruises departing from Tilbury head north for Scandinavia, the Baltics and Russia, or south to the Azores and the Caribbean.

#### Entertainment resort partnership

A new Entertainment Resort is to be built on the Swanscombe Peninsula on the other side of the River Thames – and the Port of Tilbury will play a crucial role in the work.

Tilbury has signed a Memorandum of Understanding with London Resort Company Holdings (LRCH) which will see the port and its facilities used as the main location for storage, loading, discharge, barge operations and other services in connection with the development and construction of the resort in Kent.

"We have always spoken of our commitment to make use of the Thames

during both construction and operation," said Humphrey Percy, CEO of LRCH. "Reaching an MoU with the Port of Tilbury underlines this commitment."

Charles Hammond says: "The Port of Tilbury is ideally located as a hub for LRCH's proposed construction project. We are committed to encouraging the increased use of the River Thames for major construction projects. By using the river, there is not only a reduction in the road miles impact, but it also helps to reduce congestion on the road network. At Tilbury, LRCH will benefit from our expertise in warehouse consolidation, handling services and waterborne transportation."

The Entertainment Resort will feature a theme park, hotels and indoor entertainment.





DP World London Gateway has opened Berth 3 and welcomed the global container shipping consortium THE Alliance.

# East-West, North-South

DP World London Gateway has gone from strength to strength since opening for business in 2013 – and 2017 was another major turning point for the UK's newest deepwater container port.

The port's third berth was completed and opened, and the year also saw a series of investment announcements by DP World and its partners. DP World London Gateway Port also announced that it had achieved a 28% reduction in its carbon emissions. However, the biggest headlines came in March, when it was revealed that the global container shipping consortium THE Alliance would concentrate all of its mainline UK calls at DP World's facilities, including London Gateway and Southampton.

Up to that point, London Gateway had been winning numerous North-South services and also building up its reputation by handling a large number of ad hoc Asia-Europe vessels. The announcement by THE Alliance meant the port would welcome its first regular Asia-Europe services.

THE Alliance brings together Hapag Lloyd, K-Line, MOL, NYK Line and Yang Ming. As the UK port of call for the consortium's FE3 string, DP World London Gateway is handling some of

the world's largest containerships, on East-West trades, on a regular basis. In addition, THE Alliance has chosen DP World London Gateway as its UK port of call for three important transatlantic services.

"This means we now offer the widest choice to shippers on North-South and East-West trade lanes," says Chris Lewis, DP World's UK CEO. "DP World in the UK offers unrivalled choice, flexibility and resilience to its shipping line customers."

Following on from THE Alliance, there were further new services to come. In July, it was announced that CMA CGM and Seatrade's new service linking Northern Europe with the United States, Central America, the Pacific Islands, Australia and New Zealand would call at DP World London Gateway.

At the end of March 2017, DP World London Gateway formally opened Berth 3, in time for THE Alliance's arrival. The berth is equipped with some of the largest quay cranes in the world; weighing 2,000 tonnes each, they are 138 metres tall at their highest point, the same height as the London Eye.

Built on the site of the former Shell Haven oil refinery, DP World London Gateway will ultimately provide six berths along 2,700 metres of quay, with depth alongside of 17 metres and annual capacity of 3.5 million teu.

The port is completely integrated with the DP World London Gateway Logistics Park, which provides nearly one million square metres of supply chain and distribution space for retailers and logistics firms.

Developments in 2017 included...

- One of the UK's fastest-growing super-market groups, Lidl UK, opened a new 187,000 square foot distribution facility on the logistics park.
- Dixons Carphone started operating out of Plot 3010, a 316,000 square foot joint venture development with Prologis.
- Phase two of the DP World London Gateway Logistics Centre was completed, providing 180,000 square feet of new warehousing and office space on the Logistics Park. The facility is ideal for high-spec cross-dock distribution and warehousing.
- UPS began operating out of its state-of-the-art parcel sorting hub in time for Black Friday. The development, which at full tilt will be able to process 35,000 packages an hour, is the parcel firm's largest ever infrastructure investment outside the United States.
- ATL Haulage Contractors, an Essex logistics provider, entered into an agreement with DP World London Gateway for a 2.64 acre haulage yard providing parking for up to 80 trucks.
- Pentalver started work on an expansion of its container facility at the port.
- Wincanton, one of the UK's largest logistics companies, announced plans for a haulage base at the port.
- SH Pratt Group announced it would open a multi-temperature product handling facility.
- Solent Stevedores announced plans to open an off-dock empty container storage yard at the port.

Aerial view of London Gateway Port.





*Slick operator – London Gateway is the UK's most modern container terminal.*

**DP World London Gateway confirmed as one of the fastest growing container ports in the world**

**League tables**

The rapid rise in container volumes being handled through DP World London Gateway was recognised by two prestigious 'top 100 container ports' publications in 2017. In the 'league tables' published by World Port Development/the International Journal for Port Management and by Lloyd's List, DP World London Gateway was confirmed as one of the fastest growing container ports in the world. The Port of London was placed 66th overall by Lloyd's List.

**Go Green Week**

DP World London Gateway Port took part in Go Green Week in September 2017, a global environmental campaign that takes place in ports all over the world. The theme for 2017 was 'Be a Climate Mate', with activities arranged and awareness raised around the impacts of climate change. DP World London Gateway encouraged its 500-strong team to be even more environmentally friendly, by promoting car share initiatives and green car leasing and provoking thought on how team members can be good 'climate mates' at work and at home. "We will continue to drive down carbon emissions and invest in innovative, green solutions to maintain and enhance the precious environment and community around us," says Chris Lewis.

The port also continued on its path of community involvement and support, hosting a networking event for Essex business to mark the launch of its new office development and welcoming 51 girls from nine local schools on a visit for International Women in Engineering Day.

**Future Skills award**

DP World London Gateway won the 'Future Skills' award at the SHD Logistics Awards in September.

The award recognised DP World London Gateway's Global Education Programme, which sees community investment focused around raising the aspirations of local young people and seeks to inspire them to embark on engineering, IT and logistics careers.

DP World London Gateway's strategy includes protecting the environment,

looking after its people and ensuring their safety, whilst being the very best corporate partner to the community and inspiring young people to work at the port and logistics park.

Through the Global Education Programme, staff from across the workforce spend time in local schools, teaching young people about the trade and logistics sector, its importance and the careers that exist in the industry.

To tie in with this stream of work, DP World London Gateway was also proud to sponsor the Thurrock Education Awards – an event organised by Thurrock Council, celebrating the great and good of education in the borough.

**Environment**

DP World London Gateway has demonstrated its firm commitment to the environment from day one of its development on former oil refinery land.

In the past two years, this has included the creation of the Salt Fleet

Flats Reserve, 65 hectares of intertidal habitat, made up of 59 hectares of mudflat, important for wading birds, and six hectares of saltmarsh.

The reserve, on the south bank of the River Thames, just north of Cooling, was required as a condition of DP World receiving its planning permission for London Gateway.

This was to compensate for habitat that was likely to be lost during construction of the deepsea terminal. However, DP World has more than compensated, creating 12 more hectares than required.

Stanford Wharf Nature Reserve, on the north bank of the river, was created in 2010, providing 27 hectares of intertidal mudflat habitat.

In 2016, DP World London Gateway Port was awarded The Planet Mark for demonstrating its commitment to carbon emissions reduction – based on the port management's commitment to reduce the

terminal's emissions by 2.5% per standard container.

However, what has been achieved has far outstripped that target. In September 2017, it was confirmed that the port had reduced its carbon emissions per teu by 28% in 2016.

As well as increased efficiencies and economies of scale due to the significant increase in container volumes, this remarkable reduction in carbon footprint was achieved through the introduction of hybrid-electric shuttle carriers, better recording and tracking of energy use, and reduced energy consumption in buildings.

The drive for sustainability continues; port technology supplier Kalmar is trialling the world's first ever fully electric shuttle carrier at DP World London Gateway, and solar panels have recently been fitted to the top of terminal tractors to assist with electric power to the tractor cabs.



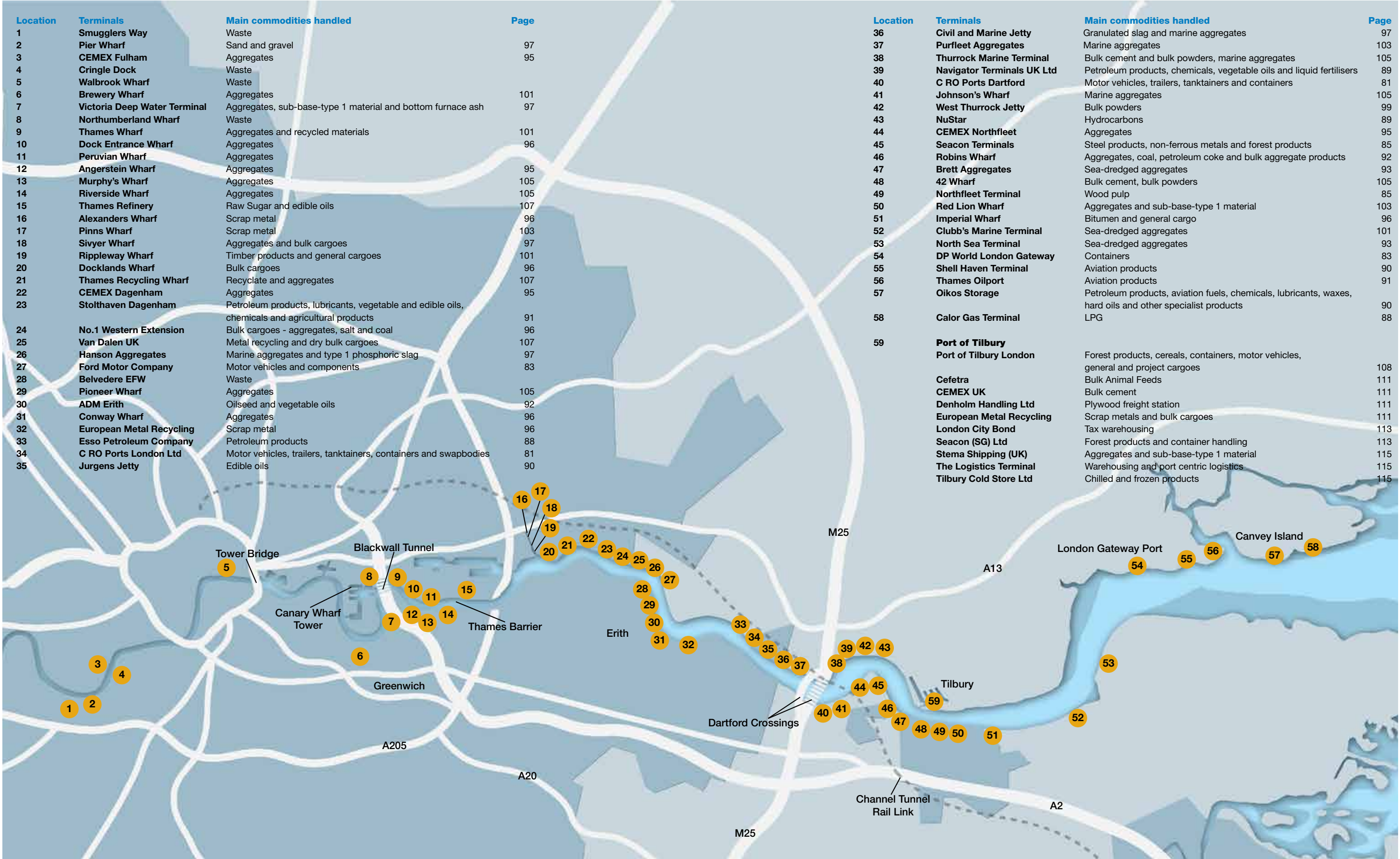
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# The Port of London terminal location map







SHIPS / TERMINALS / TRAILERS / CONTAINERS / TRAINS / BARGES



## Unit loads

### C RO Ports London Ltd

The C Ro Ports London Ltd ro-ro terminal at Purfleet handles cars and trailers in conventional ro-ro style as well as handling containers by using three rubber tyred gantry cranes and a fleet of reachstackers and other ancillary port equipment.

Annual throughput at the 90-acre site is around 200,000 containers, 250,000 trailers and 250,000 cars.

C Ro Ports is a division of shipping group CLdN. Its sister company, the European shortsea ro-ro specialist CLdN ro-ro SA, runs three daily ro-ro ferry sailings each way between Purfleet and Zeebrugge and nine weekly sailing's between Purfleet and Rotterdam.

In 2017, CLdN welcomed the 8,000 lane metre *Celine*, the first vessel in a series of 'super ro-ros', built at the Hyundai Shipyard in Korea. The new ships' innovative design offers flexible deck configuration, enabling them to cater for a mix of trailers, containers, high and heavy cargoes, cars, vans and trucks.

C Ro Ports London, which invested heavily in replacement pontoon and linkspan infrastructure five years ago, has expanded again to cater for the larger vessels.

C RO Ports London is on the north side of the Thames, close to the QEII Bridge and the M25 motorway. Just-in-time operations are becoming more and more important for its customers and the terminal focuses on providing the best vehicle turnaround times possible in order to protect delivery schedules.

The terminal has 800 trailer bays, along with spaces for 800 container/tank units and 6000 cars. There are two working berths all dredged to eight metres, an in-house engineering workshop and a transit shed. The terminal is rail linked, with its own sidings accommodating both container and car traffic.

An on-site pre-delivery inspection (PDI) and vehicle enhancement centre prepares cars for customer delivery plus a range of services, including the installation of navigation systems, security system upgrades, racking, painting, body kits and spoilers.

Among the manufacturers using Purfleet to transport vehicles are General Motors (Vauxhall and Opel), BMW, Mercedes and Tesla.



### C RO London Ltd Purfleet

London Road, Purfleet,  
Essex RM19 1RP  
Tel: (01708) 865522

[www.cobelfret.com](http://www.cobelfret.com)

#### Contacts

Joost Rubens, Director  
Email: [Joost.RUBENS@croports.com](mailto:Joost.RUBENS@croports.com)

Tel: (01708) 865522

Barry Day, Terminal Manager

Email: [barry.day@croports.com](mailto:barry.day@croports.com)

Tel: (01708) 865522

Map reference 34

#### Berths

2 Ro-Ro Berths each 200+ metres long.  
(Stern ramp onto floating Pontoon).

1 Lay-by berth 175 metres.

New build vessels handled on both  
upper and lower berths.

#### Depth of Water

13.38 metres MHWS  
(6.8 metres at Chart Datum).

#### Cranes/Capacity

3 x 40-tonne - Rubber tyred gantry  
cranes (within Terminal).

#### Terminal Equipment

31 Terminal tractors

4 x 45-tonne Reachstackers

2 x 45-tonne Combilift

Various Forklifts 1 x 32-tonne

1 x 40-tonne mobile crane attachment  
for Reachstacker

#### Access

Within minutes of the M25 and A13.

Two double rail sidings with direct entry  
to the main Railtrack network.

#### HM Revenue & Customs Sufferance

Fully approved (except Tobacco, Frozen  
Meat, Fresh Meat, Chilled Meat).

Customs office within the terminal open  
(office hours) Monday through to  
Saturday (inclusive).

#### Cargo Accommodation

90 acres available for handling/storage  
of Trailers/Tanktainers/Containers/  
Swapbodies and Automobiles.

Space on terminal for 800 trailers,  
650 containers/ tanks and 6,000 cars.

Covered transhipment/restow area of  
3,000 square metres.

38 Plug-in facilities for temperature  
controlled cargoes.

Automobile enhancement/PDI facility.

Fully Computerised Terminal Location  
system.

### C RO Ports Dartford Ltd

The C RO Ports Dartford Ltd  
terminal, on the south side of the  
Thames and just minutes from the  
QEII Bridge. The site is 45 acres  
and has two berths dredged to  
11 metres.

### C RO Ports Dartford Ltd Dartford

London Road, Purfleet,  
Essex RM19 1RP  
Tel: (01708) 865522

[www.cobelfret.com](http://www.cobelfret.com)

#### Contact

Joost Rubens  
Email: [Joost.RUBENS@croports.com](mailto:Joost.RUBENS@croports.com)

Tel: (01708) 865522

Map reference 40

#### Berths

2 Deep water Ro-Ro Berths.

#### Length

Each berth can take vessels up to  
236 metres in length.

#### Depth of Water

17.66 metres MHWS  
(11.1 metres at Chart Datum).





## UPLANDS Engineering

### Marine and Engineering Specialists

#### Head Office

Uplands Engineering Limited, High Street Road  
Waterham, Faversham, Kent ME13 9EJ  
Telephone: 01227 751033  
Email: [info@uplandsengineering.co.uk](mailto:info@uplandsengineering.co.uk) or  
[stevehitch@uplandsengineering.co.uk](mailto:stevehitch@uplandsengineering.co.uk)

#### Workshop with berth

Chatham Docks, Building 35, Berth 2  
Gillingham Gate, Chatham Docks  
Chatham, Kent ME4 4SW  
Telephone: 01634 793939  
Email: [stevebrisley@uplandsengineering.co.uk](mailto:stevebrisley@uplandsengineering.co.uk) or  
[james@uplandsengineering.co.uk](mailto:james@uplandsengineering.co.uk)

[www.uplandsengineering.co.uk](http://www.uplandsengineering.co.uk)

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For more information about course dates please visit:

[www.mandusc.com](http://www.mandusc.com)

Email: [training@mandusc.com](mailto:training@mandusc.com)

Tel: 020 7101 4951 Mob: 07838 152451



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## Making UK ports safer by improving skills and raising standards

Port Skills & Safety Limited  
First Floor, 30 Park Street  
London, SE1 9EQ

020 7260 1790



#### London Gateway Port Ltd

##### No1 London Gateway

Stanford-le-Hope,  
Essex SS17 9DY  
Tel: (01375) 648300  
Email: [lgcommunications@dpworld.com](mailto:lgcommunications@dpworld.com)  
[www.londongateway.com](http://www.londongateway.com)

##### Contacts

Mr James Leeson,  
Port Commercial Manager  
Email: [james.leeson@dpworld.com](mailto:james.leeson@dpworld.com)  
Tel: (01375) 648346  
Mr Andy Browning,  
Supply Chain Manager  
Email: [andy.browning@dpworld.com](mailto:andy.browning@dpworld.com)  
Tel: (01375) 648608  
Map reference 54

##### Berths

3 deepwater berths (expanding to 6).

##### Length

1,400 metres (expanding to 2,700 metres).

##### Specialisations

Deep-sea container terminal close to major cargo centres. Portcentric warehousing with Europe's largest logistics park adjacent to the port.

##### Depth

17 metres Berth pockets.

##### Environment

ISO 14001 Certified.

##### HM Revenue & Customs

Comprehensive HMRC offices and staff on site with full examination facilities available.

##### Other facilities

Bunkering permitted through shipping agent.

##### Security

Independent manned guarding service fully compliant with ISPS.

#### Ford Motor Company

About 800,000 diesel engines were manufactured in 2017 at Ford's Dagenham Engine Plant, production is planned to increase further in 2018. The vast majority are shipped from Ford's Dagenham Jetty to the company's vehicle assembly plants throughout Europe.

To support power train and vehicle manufacture, the Dagenham Jetty handles 50,000 trailer movements per year between the UK and continental Europe. In addition to freight, more than 250,000 finished Ford vehicles are imported, with a further 10,000 third party vehicles exported to Germany, Belgium and the Netherlands.

On behalf of Ford, Cobelfret operates vessels on the Dagenham/Vlissingen service, with two arrivals into Dagenham per day. As well as handling Ford's own business, the Dagenham Jetty moves third party business. Trailers are shipped for a variety of customers, as Cobelfret and Ford look to maximise both shipping and port operations.

Although Ford operates its own in-house freight forwarding department, it remains committed to seeking additional third party freight business and any opportunity to export finished vehicles to the continent for other UK-based manufacturers.

#### Ford Motor Company Ltd

##### Dagenham

Transport Operations,  
Dagenham, Essex RM9 6SA  
Tel: (020) 8526 2710  
Fax: (020) 8526 1758  
[www.ford.co.uk](http://www.ford.co.uk)

##### Contact

Kris Mouldsdaie,  
Manager Jetty Operations  
Email: [kmouldsaie@ford.com](mailto:kmouldsaie@ford.com)  
Tel: (020) 8526 2710  
Fax: (020) 8526 1758  
Map reference 27

##### Berths

1 Ro-Ro berth.

##### Length

241 metres.

##### Depth of Water

11.45 metres MHWS  
(6.4 metres at Chart Datum).

##### Cargo Accommodation

Trailer parks.

Car parks.

##### Access

Thames Avenue from A13.

##### HM Revenue & Customs Suffrance

PACE plus full T1 Clearance.

##### Specialisation

Unaccompanied trailers -  
Ford Motor Company Components and Third Party vehicles.

##### Annual Volumes

25,000 trailers imported,  
25,000 trailers exported,  
290,000 cars imported,  
22,000 cars exported.

##### Sailings

2 Ro-Ro sailings per day  
to/from Vlissingen.

Vessels owned and operated by  
Cobelfret Ferries - Service is under  
contract with Ford Motor Company  
Agents: Cobelfret Ferries UK Ltd

For other Terminals handling  
unit loads see...

London Container Terminal  
page 109, map reference 59.





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## Forest products

### Kimberly-Clark

Kimberly-Clark imports wood pulp for its own use and for third parties through the Northfleet Terminal near Gravesend.

About 75,000 tonnes of wood pulp is imported through the facility each year for processing into paper products at Kimberly-Clark's adjacent Northfleet Mill manufacturing plant, which produces Andrex bathroom tissue. Enquiries for third party handling are welcome, although capacity is currently limited.

Having successfully handled some third party shipments of aggregates in the past two years, the terminal welcomes further enquiries. The terminal also provides short-term layby facilities for third party vessels.

### Kimberly Clark Ltd Northfleet Terminal Gravesend

Crete Hall Road, Northfleet,  
Kent DA11 9AD  
Tel: Admin desk (01474) 336304 or  
Supervisor (01474) 336314  
Fax: (01474) 336303  
[www.kimberly-clark.com](http://www.kimberly-clark.com)  
Contact  
Greg Marshman, Wharf Supervisor  
Email: [greg.marshman@kcc.com](mailto:greg.marshman@kcc.com)  
Tel: (01474) 336314  
Fax: (01474) 336303  
Operations Desk  
Tel: (01474) 336304  
Fax: (01474) 336303  
Map reference 49

### Berths

1 Deep Water Jetty.  
1 Barge Bay.

### Length

187.45 metres.  
Maximum length of ship that can be  
moored 183 metres.

### Depth of Water

15.66 metres MHWS  
(9.3 metres at Chart Datum).

### Cargo Accommodation

Open storage area -  
9,000 square metres.  
800 square metres warehouse.

### Access

Close to A2 (Pepper Hill interchange),  
20 minutes from Dartford Crossing  
(M25).

### HM Revenue & Customs Sufferance Approval for Forest Products (Wood pulp and Lumber).

### Specialisation

Handling, storage and distribution of  
wood pulp for Kimberly-Clark Limited  
and Third Party Customers.



### Seacon

Seacon specialises in the carriage and handling of forest products from the near continent, by offering customers a 'mill to delivered' service. The company operates 2,000-ton coasters, its own forest products terminal at Tower Wharf, Northfleet, and a dedicated haulage fleet based on site.

Forest products represent about 25% of the cargo throughput at Tower Wharf, where over 20,000 square metres of warehousing is available for these commodities. The terminal is equipped for handling all forest products and enjoys excellent road links to the A2 and M25.

Seacon has specifically developed trade with paper customers by working in close collaboration with other covered terminal operators on the continent.

In 2018, Seacon will start work on an expansion of its Tower Wharf site, and it is also investing in its haulage fleet, terminal equipment and security fencing. This will open up opportunities for handling building products and serving key construction projects in the area.

### Seacon Terminals Ltd Tower Wharf Northfleet

Tower Wharf, Northfleet,  
Kent DA11 9BD  
Tel: (01474) 320000  
Fax: (01474) 329945  
Email: [cargo@seacon.co.uk](mailto:cargo@seacon.co.uk)  
[www.seacon.co.uk](http://www.seacon.co.uk)  
Contacts  
James Roth, Chairman  
Tel: (01474) 320000  
Fax: (01474) 329945  
Russell Lennon, Asset Manager  
Tel: (01474) 320000  
Fax: (01474) 329945  
Map reference 45

### Berths

2 - (1 covered).

### Length

Vessels up to 200 metres.

### Depth of Water

17.61 metres MHWS  
(11.2 metres at Chart Datum).

### Cranes

3 x 40-tonne gantry cranes operating on  
covered berth.

2 x 20-tonne harbour mobile crane on  
main jetty.

Mobile cranes up to 500-tonnes.

### Cargo Accommodation

32,700 square metres of covered  
storage space. 22 acre site.  
2,200 square metres temperature  
controlled warehouse for sensitive  
products/operations, i.e. unwrapping.

### Access

Well located for national distribution  
being only approximately two miles from  
the M25 allowing ease of access from  
the berth to the UK motorway network.

### Equipment

Full range of forklifts and clamps for  
handling steel products, non-ferrous  
metals and forest products. Container  
ramps for stuffing and unstuffing  
containers.

### HM Revenue & Customs Sufferance

Approved Customs warehouse allowing  
for the deferment of VAT and Duty on  
goods in store.

### Specialisation

Seacon arranges distribution for all  
products utilising its fleet of modern units  
and specialist trailers for the relevant  
commodities. In addition, Seacon  
arranges haulage in collaboration with its  
national network of sub-contractors to  
all parts of the UK and Eire with short  
notice and just in time requirements  
being a speciality.

For other Terminals handling  
forest products see...

**Port of Tilbury**  
page 109, map reference 59.

## LINKFLOTE PONTOONS

**VolkerBrooks is the only European manufacturer/supplier of the road transportable Linkflote pontoon system, which is fully compatible with Uniflote pontoons.**

Services include:

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- Spud pontoons
- Winches
- Access ramps
- Timber mats and decking
- Floating bridges
- Ferries and barges







Steel and general cargoes

**CMP Thames Ltd**  
**Britannia Terminal**  
**Northfleet**  
Botany Road, Off Lower Road  
Northfleet, Kent, DA11 9BB  
Tel: (01474) 320899  
Fax: (01474) 323572  
Email: sales@cmp-thames.com  
**www.cmp-thames.com**  
Contact  
George Stillwell  
Email: george@cmp-thames.com  
Tel: (01474) 320899  
Fax: (01474) 323572  
Mob: (07507) 793584

**Berths**  
4 Berths.  
**Length**  
250 metres.  
**Depth of Water**  
1.80 metres MHWS.  
**Cranes/Capacity**  
Various - up to 170-tonne Crawler.  
Floating cranes.  
**Access**  
Few minutes M25 and M2 motorways.  
**Specialisation**  
Marine Construction/piling  
Jetty maintenance.  
Diving and Sub-sea Engineering.  
Offshore Renewables  
Marine Plant/Machinery  
Owner-Operators of: Jack up Barges,  
Crane Barge/Pontoons, Work boats/  
Modular Pontoons.  
All craft available for hire.  
40m wide slipway on berth.

**Seacon Terminals**  
Volumes through Seacon Terminals' facilities total about 500,000 tonnes a year, comprising steel coils, structural steel, non-ferrous metals and forest products.  
The company operates its own fleet of 2,000 dwt ships handling cargoes mainly from northern European ports, with a particular emphasis on working with other covered berth facilities for steel and newsprint.  
An all-weather covered berth at the Seacon Terminal in Northfleet allows the discharge of steel and paper under cover using up to three 40-tonne gantry cranes. There is also a deepwater berth for vessels up to 50,000 dwt, serviced by two 20-tonne mobile harbour cranes, with direct transfer to the main storage areas.  
A total of 34,000 square metres of warehousing is available for all commodities, all serviced by gantry cranes or fork/clamp trucks.  
Seacon's terminal is well located for national distribution, being only

approximately two miles from the M25, allowing ease of access from the berth to the UK motorway network.  
Seacon arranges distribution for all products, using its fleet of modern units and specialist trailers for the relevant commodities. In addition, Seacon arranges haulage in collaboration with its national network of subcontractors to all parts of the UK and Eire, with short notice and just-in-time requirements being a speciality.  
Seacon is expanding its operations at Tower Wharf through the acquisition of a neighbouring one-acre site, and it is also investing in its haulage fleet, terminal equipment and security fencing. This will open up opportunities for handling building products and serving key construction projects in the area.

**Seacon Terminals Ltd**  
**Tower Wharf**  
**Northfleet**  
Tower Wharf, Northfleet,  
Kent DA11 9BD  
Tel: (01474) 320000  
Fax: (01474) 329945  
Email: cargo@seacon.co.uk  
**www.seacon.co.uk**  
Contacts  
James Roth, Chairman  
Tel: (01474) 320000  
Fax: (01474) 329945  
Russell Lennon, Asset Manager  
Tel: (01474) 320000  
Fax: (01474) 329945  
Map reference 45  
**Berths**  
2 - (1 covered).  
**Length**  
Vessels up to 200 metres.  
**Depth of Water**  
17.61 metres MHWS  
(11.2 metres at Chart Datum).  
**Cranes**  
3 x 40-tonne gantry cranes operating on covered berth.  
2 x 20-tonne harbour mobile crane on main jetty.  
Mobile cranes up to 500-tonnes.

**Cargo Accommodation**  
32,700 square metres of covered storage space. 22 acre site.  
2,200 square metres temperature controlled warehouse for sensitive products/operations, i.e. unwrapping.  
**Access**  
Well located for national distribution being only approximately two miles from the M25 allowing ease of access from the berth to the UK motorway network.  
**Equipment**  
Full range of forklifts and clamps for handling steel products, non-ferrous metals and forest products. Container ramps for stuffing and unstuffing containers.  
**HM Revenue & Customs Sufferance**  
Approved Customs warehouse allowing for the deferment of VAT and Duty on goods in store.  
**Specialisation**  
Seacon arranges distribution for all products utilising its fleet of modern units and specialist trailers for the relevant commodities. In addition, Seacon arranges haulage in collaboration with its national network of sub-contractors to all parts of the UK and Eire with short notice and just in time requirements being a speciality.





## Liquid bulks

### Calor Gas Terminal

The Calor Gas Terminal on Canvey Island handles a throughput of circa 150,000 tonnes of liquefied petroleum gas (LPG) a year and plays a major role in the success of Calor as the leading distributor of LPG. It has a dedicated jetty, which allows for refrigerated LPG imports from VLGCs of up to 250 metres loa, with the product being stored in eight separate insulated tanks at -42 degrees centigrade.

LPG imports are distributed inland by road tanker and via a recently modified 8 km underground LPG pipeline that connects the Canvey Terminal to Calor's Coryton Filling Plant – giving an important environmental advantage by reducing the number of road tanker movements in and out of the terminal.

The new access road to the terminal, opened in October 2014 at a cost of £1 million following

agreement between Calor, Oikos and the PLA, has significantly improved the amenity for the local residents as all LPG road tankers are now being routed away from the built-up areas on Canvey and use the Roscommon Way extension for access to the terminal. An additional road tanker loading facility has been constructed to further enhance the capacity available for tanker loading to meet peak winter demand and ensure supply security to customers.

Some LPG is re-exported by ship via pressurised LPG carriers to many European countries, ranging from the France to Poland.

The Canvey Terminal helps to ensure the continuity of supply to Calor's UK customers and its strategic location provides Calor with access to a network of world-wide LPG suppliers. The terminal also plays a key role in the international storage and supply strategies of Calor's parent company, SHV, which operates LPG business throughout Europe, Asia and South America.

**Calor Gas Ltd**  
**Calor Gas Terminal**  
**Canvey Island**  
Canvey Terminal, Thames Road  
Canvey Island, Essex SS8 0HR  
Tel: (01268) 511511  
Fax: (01268) 694011  
Email: decooper@calor.co.uk  
**www.calor.co.uk**  
Contact  
Dean Cooper, Terminal Manager  
Email: decooper@calor.co.uk  
Tel: (01268) 511511  
Fax: (01268) 694011  
Map reference 58

**Storage Capacity**  
35,000 tonnes of Refrigerated LPG storage comprising six 5,000 tonne capacity and two 2,500 tonne capacity storage tanks.

*The storage tanks are capable of storing LPG at -42 degrees centigrade.*

**Access Sea**  
1 Jetty.  
**Length**  
Vessels up to 250 metres loa on 97 metres jetty head.

**Depth of Water**  
12 metres at Chart Datum.

**Access Road**  
M25 via A13/A127.  
**HM Revenue & Customs**  
Bonded Storage.

**Further Information**  
Road tanker facility available between 0700 hours-1900 hours.  
Jetty for re-export, capable of loading up to 250 tph into fully refrigerated, semi-refrigerated or pressurised ships.

**Esso Petroleum Company Ltd**  
**Purfleet**  
Purfleet Fuels Terminal, London Road, Purfleet, Essex RM19 1RS  
Tel: (01708) 682100  
Fax: (01708) 682111  
Email: purfleet.shipping.ops@exxonmobil.com  
**www.esso.co.uk** and **www.exxonmobil.com**  
Contact  
Paul Masson, Terminal Manager  
Tel: (01708) 682107  
Fax: (01708) 682111  
Map reference 33

**Berths**  
1.  
**Fuels Jetty**  
**Length**  
Maximum length 180 metres (maximum SDWT 26,500 tonnes).

**Depth of Water**  
17.83 metres MHWS (11.2 metres at Chart Datum).  
108,000 tonnes.

**Access Road**  
M25 via London Road.

**Access Fuels**  
Red Gate.

**Types of Storage**  
Fuels - High and Low flash petroleum products.  
**Other Facilities**  
The plant is pipeline and marine fed.  
**Fuels**  
Fleet of road vehicles for petroleum distribution using bottom loading facilities linked to a vapour recovery system.

### Navigator Terminals UK Ltd

Operating at four independent bulk liquid storage locations in Thames, North Tees, Seal Sands and Windmill, Navigator provides excellent import and export coverage for the UK.

Navigator's strengths lie in a combination of tank terminals at strategic locations for its customers; a strict policy with regards to safety, health, environment and quality; experienced and well-trained employees; a worldwide recognised quality based on the most stringent industrial standards; and a solid track record in strategic cooperation with third parties and partnerships with customers.

An expert in the storage and handling of petroleum products, Navigator Terminal Thames offers fuel component blending and automated truck loading (ATL) facilities. Coupled with Navigator's own efficient stock management system, this allows customers to provide safe, on-time and cost-effective fuel logistics for their end users.

The Thames terminal consists of 86 tanks with a storage capacity of 378,000 cubic metres. There will be continued major investments during 2018 and subsequent years, to make further improvements in efficiency and flexibility.

Onsite facilities include three vapour recovery systems that capture and reprocess gasoline vapours, LPG gasoline blending capabilities and process control systems via automatic tank gauging and modern tank radar technology.

The petroleum loading bays are fully automated and configured with injection systems capable of delivering both gasoline and diesel additives, plus bio-ethanol and bio-diesel blend streams.

Navigator Terminal Thames is classified as a strategic location for the continued supply of road fuels in the UK. The terminal has more than 64 dedicated road loading points, including fully automated bottom loading facilities and remote ordering and access to the site. To assist road hauliers in the area, Navigator also has road tanker parking and office facilities at the terminal.

The emphasis at the fully computerised facility is on minimising road tanker turnaround times. An ERP computer system provides customers with real-time stock information via secure Internet access. The terminal's location only a few minutes from Junction 30/31 of the M25 gives customers excellent access to the UK's national road network.

**Navigator Terminals Ltd**  
**Navigator Terminals Thames**  
**West Thurrock**  
Oliver Road, West Thurrock, Grays, Essex RM20 3ED  
Tel: (01708) 863399  
Email: mail@navigatorterminals.com  
**www.navigatorterminals.com**  
Contacts  
Stephen Lowdon, Commercial Manager UK  
Tel: (01642) 543615  
Daren Kirby, Terminal Manager  
Tel: (01708) 683608  
Sarah Morgan, Sales Manager UK  
Tel: (01708) 683698  
Map reference 39

**Berths**  
3.  
**Depth of Water**  
16.56 metres MHWS (10.0 metres at Chart Datum).

**Capacity**  
378,000 cubic metres.  
86 tanks, ranging from 50 to 10,500 cubic metres; mild steel, coated.

**Access Road**  
Fully automated road vehicle bottom loading facilities available.  
Closely situated to Dartford Crossing and M25 (Junction 30/31).  
Loading/discharging facilities for sea and road.

**Specialisation**  
High and low flash petroleum products.  
**Other Facilities**  
HM Revenue & Customs bonded storage.  
Blending, marking, dyeing and additive injection facilities.  
Internal floating roofs and vapour recovery systems on motor spirit tanks.  
64 dedicated road loading points.  
Heating.  
QMS 9001:2015 and EMS 14001:2015.  
COMAH TOP Tier Accreditation.  
Land available for development.

### NuStar Terminals

Nustar Terminals Ltd is the UK subsidiary of Nustar LP, which operates more than 80 bulk liquid storage terminals, 9,200 miles of pipelines that store and distribute crude oil, refined products and specialty liquids. The partnership's combined system has more than 96 million barrels of storage capacity, and NuStar has operations in the United States, Canada, Mexico, the Netherlands, including St. Eustatius in the Caribbean, and the United Kingdom, making NuStar one of the largest independent terminal operators in the world.

The Grays terminal specialises in the storage and delivery of hydrocarbons and has storage capacity of 310,000 cubic metres in 53 tanks ranging from 1,700 to 20,800 cubic metres.

Recently, NuStar has invested £30 million, installing new loading gantries and refurbishing both jetties; one jetty has a depth of 10.6 metres and the other has now been dredged to 12.8 metres alongside at low water and is capable of receiving vessels in excess of 60,000 DWT. As part of the investment, NuStar has increased the number of loading bays and installed a second vapour recovery unit, which will significantly enhance the throughput capability of the terminal.

Close access to the M25 London orbital motorway provides customers with a fast and efficient means of receiving products in London, the South East and nationwide.

Nustar has an ongoing investment programme at the terminal in order to maintain its excellent safety and service levels. Fully automated bottom loading facilities, backed up by a computerised preloading authorisation system, are key to the terminal's highly efficient distribution operation.

**NuStar Terminal Ltd**  
**NuStar Grays Terminal**  
**Grays**  
London Road, Grays, Essex RM17 5YZ  
Tel: (01375) 896100  
Fax: (01375) 390174  
Email: neil.stennett@NuStarEnergy.com  
**www.NuStarEnergy.com**  
Contacts  
Graham Jenkins, Senior Account Manager Europe  
Email: graham.jenkins@nustarenergy.com  
Tel: (0151) 331 1707  
Mob: (07801) 657939  
Neil Stennett, Terminal Manager  
Email: neil.stennett@nustarenergy.com  
Tel: (01375) 374775  
Fax: (01375) 390174  
Map reference 43

**Storage Capacity**  
311,000 cubic metres.

**Access Sea**  
2 Jetties.

**Access Road**  
Easy access to M25 and motorway network.

**Length**  
228 metres - unrestricted beam and four docklines.

**Depth of Water**  
10.6 metres at Chart Datum.

**Other Facilities**  
In the UK, NuStar operates six wholly-owned bulk liquid storage terminals. The company has excellent geographic coverage of the UK with terminals in Belfast, Eastham (Merseyside), Runcorn, Grangemouth, Clydebank and Grays. NuStar's terminal at Grays on the north bank of the Thames has a storage capacity of 311,000 cubic metres. There are 51 tanks ranging from 1,700 to 20,800 cubic metres. The terminal has a vapour processing unit to comply with European Union Emission Control Regulations. The terminal currently stores Hydrocarbons only.

The facility has two jetties (Nos. 1 and 2) with a depth of 10.6 metres at low water, maximum length of 228 metres, unrestricted beam and four docklines. Products are distributed to customers via rapid and efficient loading of vehicles through fully automated bottom loading facilities and computerised pre-loading authorisation. The terminal's Thames-side location is excellent for receiving product from UK refineries and European markets. At the same time it is able to supply products to London and the South East using the easy accessible surrounding motorway network.



Oikos Storage Ltd

Oikos Storage Ltd is a bulk liquid storage terminal strategically sited on Canvey Island at the mouth of the Thames estuary. At this prime location, the Oikos Storage Terminal is unique in the UK in having access to both the CLH Pipeline System (CLH-PS), formerly the Government Pipeline and Storage System (GPSS), and the UK Oil Pipeline System (UKOP), allowing aviation fuel and road fuels to be pumped directly into both systems.

A top tier COMAH site, the Oikos terminal handles the import and export of the full range of liquid bulks, including aviation fuel, gasoline, diesel, marine bunker fuels and other petroleum products and chemicals.

The third phase of a major investment programme is now under way at the terminal, at a cost of £65 million; this will provide additional 80,000 cubic metres of new gasoline licensed tankage, new road loading gantries and a new jetty, all being commissioned in late 2108.

The existing Jetty 1 has three marine loading arms and four import lines, each capable of discharging at up 750 cubic metres per hour, and can accommodate vessels of up to 55,000 DWT vessels with 12.5 metres draft.

The new Jetty 2 will initially have two 16-inch marine loading arms, each discharging up to 3,000 cubic metres per hour via two 24-inch import pipelines, It will be capable of receiving vessels of up to 120,000 DWT and 14.5 metres draft.

The new road loading facilities will be capable of loading both aviation fuel and ground fuels via dedicated systems.

The terminal operates on a 24/7/364 basis and has dual carriageway connections to the A13, A127 and M25

Preliminary work is now under way to identify the scope of the next phase of the terminal's devel-opment.

Oikos Storage Ltd  
Canvey Island

Hole Haven Wharf, Haven Road,  
Canvey Island, Essex SS8 0NR  
Tel: (01268) 682206  
Fax: (01268) 510095  
Email: info@oikos.co.uk  
**www.oikos.co.uk**  
Contact  
Colin Horton, Managing Director  
Tel: (01268) 682206  
Fax: (01268) 510095  
Map reference 57

Storage Facilities

300,000 cubic metres in tanks ranging from 10 to 20,350 cubic metres.  
100 tanks some lagged, coiled and with floating rooves for storage of all petroleum, products, aviation fuels, chemicals, lubricants, hard oils and other specialist products.  
ISO 9002 accredited.

Access Sea

1 Jetty.

Length

300 metres LOA maximum.

Depth of Water

12.5 metres at Chart Datum.

Access Road

M25/A13/127 via a new dual carriageway road.

Access Pipeline

Direct connections to UKOP and GPSS pipeline systems.

Top and bottom road loading facilities.

Waste Licences

Licensed by Essex County Council and the Environment Agency for the transportation, receipt, storage and treatment of liquid waste, slop oils and oil/water mixtures, ship's washings etc. Advanced oil/water separation and water purification plant.

HM Revenue & Customs

Bonded Storage.

A designated COMAH top tier site.

Pura Foods

Pura Foods Ltd has operated Jurgens jetty at Purfleet since the ADM group acquired Van den Bergh Oils in August 2003.

The jetty receives approx 300,000 tonnes of edible oils per year, including sunflower, rape-seed, palm and coconut. Packed and bulk oils are delivered to a wide range of food manufacturing factories around the UK and overseas.

The jetty's outer berth has a minimum depth of 8.25 metres alongside and accommodates vessels up to 40,000 dwt.

Pura Foods Ltd

Jurgens Jetty  
Purfleet

Jurgens Jetty, London Road,  
Purfleet, Essex RM19 1SD  
Tel: (01708) 894259  
Fax: (01708) 894264  
Email: gavin.chapman@adm.com  
**www.admworld.com**  
Contact  
Gavin Chapman, Logistics Manager  
Email: gavin.chapman@adm.com  
Tel: (01708) 894259  
Fax: (01708) 894264  
Map reference 35

Berths

2.

Length

Outer

100 metres (with mooring dolphins) able to accommodate ship lengths of circa 180 metres.

Inner

Barge berth - 50 metres.

Depth of Water

Outer

15.68 metres MHWS

(9.1 metres at Chart Datum).

Inner

Barge berth - 9.3 metres MHWS

(2.72 metres at Chart Datum).

Access

Close connection to national motorway system.

Specialisation

Edible Oil refiners.

Comments

Various discharge line facilities and segregated line systems.

Shell Haven Terminal

Ideally located on the north bank of the River Thames, downstream of London Gateway and close to the M25, Shell Haven Terminal is a key hub for the import and supply of aviation fuel (Jet A-1).

Shell Haven's modern jetty and import facilities, commissioned in 2011, allow vessels up 250 metres in length and 135,000 tonnes (summer deadweight) to be safely and quickly accommodated. The terminal's central control building, built in 2011, accommodates all site operations in a single modern facility.

Shell Haven Terminal is the largest aviation fuel import terminal in the UK, delivering aviation fuel via two pipeline systems to the UK's South East and Midlands airports and via its road gantry to the region's tanker-fed airports.

Shell UK Oil Products Ltd

Shellhaven Terminal  
Shellhaven

Barkers Boulevard, Coryton  
Stanford-le-Hope, Essex SS17 9GA  
Tel: Central Control (01375) 644395  
**www.shell.co.uk**  
Contact  
Matt Hudson, Terminal Manager  
Email: Matthew.Hudson@shell.com  
Map reference 55

Berths

1

S-jetty: Ship Length

250 metres.

Depth of Water

15 metres at Chart Datum.

Access

A13/M25.

Other Facilities

Jetties liable to siltation; regular surveys and dredging of berths. Facilities in operation 24 hours.

Specialisation

Aviation products.



Stolthaven Dagenham

Stolthaven's global network of terminals provides high-quality storage and distribution services to customers worldwide. Stolthaven Dagenham handles a wide range of bulk liquids, including fuels, chemicals, bitumen, agricultural and food products. The terminal has gone through a major refurbishment project and is now a modern and versatile facility with tank capacities ranging from 60 to 11,000 cubic metres.

Capabilities include laboratory services, blending, dilution and product heating. Following a dredging project in 2015, the deepwater jetty receives vessels of up to 10.5 metres draft and it is the closest terminal to London of its type, providing easy access into the A13 and M25 motorways.

The close relationship with Stolt Tankers and Stolt Tank Containers enables Stolthaven to provide its customers with integrated transportation solutions that reduce costs and increase operating efficiencies, all within an environ-ment of assured safety, quality and environmental protection.

Stolthaven Dagenham Ltd  
Dagenham

Thunderer Jetty, Choats Road,  
Dagenham, Essex RM9 6PU  
Tel: (020) 7076 0893  
**www.stolt-nielsen.com**  
Contact  
Sergio Almeida, General Manager  
Email: s.almeida@stolt.com  
Tel: (020) 7076 0847  
Fax: (020) 8593 1632  
Map reference 23

Berths

Jetty for ocean-going vessels.  
Inner barge berth for fuel and gas oils and vegetable oils.

Depth of Water

16.18 metres MHWS

(10.5 metres at Chart Datum).

Thames Oilport

Thames Oilport is now open as a deepwater fuel terminal on the site of the former Coryton refinery.

Diesel throughput and supply began in 2017 following significant refurbishment and renovation works to modernise the old refinery infrastructure.

Chris Brookhouse, Chief Executive of Thames Oilport explained: "We are turning the former refinery into a modern import terminal capable of meeting fuel demand in the South East and other parts of the UK. The pace of activity has increased significantly this year, with ships arriving regularly to bring fuel to site, a variety of customer trucks collecting fuel, and fuel tanker drivers based at their new depot here. This is great news for the local economy and for the UK's fuel supply network."

Recent works have included upgrades to automated road-loading facilities, work on new additive systems and a new control system, which together allow for tankage to be used for diesel and gasoil throughput and truck loading as well as for storage.

In addition, connections to the UKOP pipeline have been commissioned, so that diesel imported into the facility by ship can be supplied onwards by pipeline to other parts of the UK.

Thames Oilport is owned by Greenery (two thirds) and Shell (one third).

Thames Oilport Ltd  
Stanford-le-Hope

The Manorway, Stanford-le-Hope,  
Essex SS17 9LQ  
Tel: (01375) 647165  
Email: info@thamesoilport.co.uk  
Contact  
Julian Douse, Terminal Manager  
Tel: (01375) 647165  
Email: julian.douse@thamesoilport.co.uk  
www.greenery.com  
Map reference 56

Storage capacity

300,000 cubic metres.

Access Sea

3 jetties accommodating the following maximum vessel dimensions:

LOA Up to 350 metres.

Beam up to 73 metres.

Displacement up to 300,000 tonnes.

Max dredge depth 14 metres.

Access Road

Excellent access to M25/motorway network via upgraded road system.

Specialisation

Road and heating fuels.

Other Facilities

Fully refurbished road loading facilities, including automated bottom loading and pre-loading.  
Multi-additive system.  
UKOP pipeline connection.

For other Terminals handling liquid bulks see...

Thames Refinery

page 107, map reference 15.



Dry bulks

Aggregate Industries

Aggregate Industries is at the frontline of the construction and infrastructure industries, producing and supplying an array of construction materials. With more than 330 sites and over 4,100 dedicated employees, it is home to everything from aggregates, asphalt, ready-mixed concrete and precast concrete products. It also produces, imports and supplies materials for cement and has national road surfacing and contracting services. It offers a full range of products which will help its customers work sustainably, safely, professionally and profitably.

Aggregate Industries is a member of the global building materials and solutions company LafargeHolcim, which has 90,000 employees in over 80 countries. Certified with The Responsible Source™, thanks to its continued innovation and investment, the company offers a varied portfolio of sustainable solutions that complement its typically traditional products.

With operations in the centre of London and the Thames Gateway areas, Aggregate Industries is well placed to serve construction projects at the heart of the nation. Through its London-based ready-mixed concrete business London Concrete, it has supplied construction projects such as the Shard, the Olympic Park and Crossrail.

As a quarrying company, Aggregate Industries owns sites across the UK and has major operations in Scotland, the East Midlands and Somerset, from which it moves construction aggregates across the country and to London by ship and rail. The company operates the world's largest self-discharging aggregate carriers, which carry up to 97,000 tonnes. Along the Thames, it operates a fleet of tugs and barges through Bennett's Barges.

Bennett's Barges transports hundreds of thousands of tonnes of aggregate products from the Isle of Grain depot to its Thames customers, saving more than six million lorry miles each year. It has a reputation for taking on the South East's most technically complicated maritime projects. In 2012, Bennett's Barges was at the forefront of the Queen's Diamond



Jubilee pageant. The specially refitted tug Stephen B and barge *Ursula Katherine* underwent extensive redesign to carry the floating belfry containing the eight Jubilee Bells.

Aggregate Industries is committed to use of the river for transporting freight through the capital without adding to road use, helping to reduce carbon emissions for a cleaner environment in the capital. Away from the rivers and canals, aggregates are transported by rail wherever possible into depots and terminals, hauled by energy-efficient locomotives.

At Blackfriars Bridge, Bennett's Barges assisted in transporting more than 80,000 tonnes of material to and from the site by water – not a single lorry load being put on London's roads.

Aggregate Industries is looking to work on future London development projects that are committed to using the waterways, such as the Thames Tideway Tunnel, the Northern Line extension and the ongoing programme of flood defence works in the Thames Estuary.

**Aggregate Industries (UK) Ltd**  
**(c/o North Kent Roadstone Ltd)**  
**Robins Wharf**  
**Northfleet**  
Grove Road, Northfleet, Kent DA11 9AX  
Tel: (01474) 330400  
**www.aggregate-uk.com**  
Contact  
Dave Handley  
Email: dave.handley@aggregate.com  
Tel: (01474) 330420  
Map reference 46

**Berths**  
1.

**Length**  
Ships/barges up to 100 metres length.

**Depth of Water**  
9.01 metres MHWS  
(2.6 metres at Chart Datum).

**Cargo Accommodation**  
Open Storage.

**Access**  
Close connection to A2 and M25.  
**HM Revenue & Customs Sufferance**  
Limited Approval.  
**Specialisation**  
Aggregates and Bulk Aggregate Products.  
Discharge by grab at 200 tph or self-discharging at 800 tph.  
7 day week working berth.  
Onward transportation arranged.

**Archer Daniels Midland Erith Ltd**  
**ADM Erith Ltd**  
**Erith**  
Church Manorway, Erith, Kent DA8 1DE  
Tel: (01322) 443000  
Fax: (01322) 437536  
**www.admworld.com**  
Contact  
Derek Humphrey  
Tel: (01322) 443000  
Fax: (01322) 437536  
Map reference 30

**Berths**  
2.

**Outside Berth**  
Rapeseed discharge, Vegetable Oil discharge/outloading.

**Inside Berth**  
Rapeseed Meal outloading.

**Length**  
**Outside Berth**  
121 metres (including dolphin).  
**Inside Berth**  
56 metres (accommodate vessels up to 85 metres).

**Depth of Water**  
**Outside Berth**  
13.58 metres MHWS  
(6.8 metres at Chart Datum).

**Inside Berth**  
9.18 metres MHWS  
(2.4 metres at Chart Datum).

**Access**  
A2 and M25.  
**Specialisation**  
Oilseed processors and vegetable oil refiner.  
Able to handle both crude and refined vegetable oils.

Brett Aggregates

More than one million tonnes of sea-dredged aggregates from specific areas of the North Sea, the mid-Channel and off the southern UK coast around the Isle of Wight are landed each year at Alpha Jetty, Brett Aggregates' main terminal in the Port of London.

Rail and river export accounts for the onward transit of more than 40% of Brett's output from the terminal, with several trains departing every day.

An onsite block-making plant utilises imported aggregates to produce a number of concrete products for Brett Landscaping and Building Products.

The site has very significant capacity for receipt of spoil from construction projects and is able to receive imported spoil by river and by rail. Imported spoil is used to build a bird reserve in a partnership project with the RSPB.

Brett Aggregates also has terminals at Northfleet, Ridham, Whitstable and Ramsgate, and other facilities outside the Thames Estuary, all of which handle bulk

materials including minerals, and supply goods and services into the construction industry in the South East market.

Brett will be opening a state-of-the-art concrete plant at Peruvian Wharf in 2018, which will supply the full range of high-specification concrete mixes using both primary and secondary aggregates to the local area around Silvertown and to major projects in the rapidly developing East London area.

The Peruvian site enables these aggregates to be delivered to the point of concrete production sustainably by river and without moving aggregates by road, reducing the carbon footprint of the concrete produced and helping to reduce pollution and congestion on London's roads, while delivering the critical construction materials for development and regeneration.

**Brett Aggregates Ltd**  
**North Sea Terminal**  
**Cliffe**  
North Sea Terminal, Salt Lane, Cliffe, Kent ME3 7SX  
Tel: (01634) 220631  
**www.brett.co.uk**  
Contact  
Jason Tomlins, Area Production Manager  
Tel: (01634) 220631  
Email: Jason.Tomlins@brett.co.uk  
Map reference 53

**Berths**  
1.

**Length**  
149 metres.  
**Depth of Water**  
11.4 metres MHWS  
(5.2 metres at Chart Datum).

**Cargo Accommodation**  
Open Storage with access to rail head facility.  
**Access**  
A2/M2/M25.  
**HM Revenue & Customs Sufferance**  
Limited Approval.  
**Specialisation**  
Sea-Dredged Aggregates.  
Other cargoes could be accommodated.  
Barge load-out facility.

**Brett Aggregates Ltd**  
**Northfleet**  
Grove Road, Northfleet, Kent DA11 9AX  
Tel: (01474) 536043  
**www.brett.co.uk**  
Contact  
Derek Knight, Area Production Manager  
Email: derek.knight@brett.co.uk  
Tel: (01474) 536043  
Map reference 47

**Berths**  
1.  
**Length**  
Ships/barges up to 100 metres length.

**Depth of Water**  
9.01 metres MHWS  
(2.6 metres at Chart Datum).

**Cargo Accommodation**  
Open Storage.  
**Access**  
Close connection to A2 and M25.  
**HM Revenue & Customs Sufferance**  
Limited approval.  
**Specialisation**  
Sea-Dredged Aggregates.





## Partnering with PLA

for

## Continuous Through-Life Innovation



### CEMEX UK

CEMEX is a global building materials solutions company with leading market positions in aggregates, cement and ready-mixed concrete. Its London terminals, including a plant at the Port of Tilbury, supply many major construction projects in South East England.

The company operates four wharves on the river. It supplies several of its concrete plants with aggregates by river barges, reducing lorry deliveries into central London. Materials are supplied by barge to the CEMEX Fulham site for use in the onsite concrete plant, as well as to other CEMEX customers along the river, while Northfleet Wharf, Dagenham and Angerstein Wharf handle imports of sea-dredged aggregates from CEMEX UK Marine.

A new wharf has been developed at Dagenham, making this the closest aggregate production north of the river to central London, with production capacity of 500,000 tonnes a year.

The CEMEX concrete products factory at Northfleet produces a wide range of block paving, concrete blocks and bricks. The multipurpose facility is CEMEX's largest concrete products factory in the UK, producing more than 1.5 million square metres of finished product per year. It has

a prime location by the Thames which enables it to maximise both the amount of dredged raw material it can use and the amount of material that is brought in by boat, as opposed to road.

CEMEX's 1.2 million tonne capacity cement grinding and blending plant at the Port of Tilbury is the only cement grinding plant in South East England. As well as CEM1 Portland cement, the main product manufactured at the facility is blended cement, which incorporates by-products from other industries to make cements for use in all types of concrete applications, including housing, hospitals, schools and roads. Blended cements enable every tonne of clinker, an intermediate cement product, to go further, lessening the overall impact of manufacture and delivering a more sustainable operation.

The plant is situated directly on the quayside, with 10 metres water depth and the ability to handle ships up to 25,000 tonnes. It is well positioned to take advantage of CEMEX UK's extensive network of London wharfs and depots, all of which are connected by river and rail to further minimise emissions and relieve the pressure on congested roads.

The high-efficiency, low-energy facility is CEMEX's first vertical cement mill and uses 20-40% less energy than traditional horizontal mills.

Building materials are being supplied to high-profile projects around the country including Crossrail, the Thames Tideway Tunnel and Mersey Gateway.

### CEMEX UK Materials Angerstein Wharf Greenwich

CEMEX House, Coldharbour Lane,  
Thorpe, Egham, Surrey TW20 8TD  
Tel: (01932) 568833  
[www.cemex.co.uk](http://www.cemex.co.uk)  
Contact  
Glyn Richards,  
Area Operations Manager for SE Region  
Tel: (01932) 568833  
Fax: (01932) 583611  
Map reference 12

#### Berths

1.

#### Length

100 metres.

800-tonne barge facility.

#### Depth of Water

10.97 metres MHWS

(3.9 metres at Chart Datum).

#### Cargo Accommodation

Open storage.

#### Access

A2.

**HM Revenue & Customs Sufferance**  
Limited Approval.

**Specialisation**  
Aggregates Handling.

### CEMEX UK Materials CEMEX Dagenham Dagenham

CEMEX House, Coldharbour Lane,  
Thorpe, Egham, Surrey TW20 8TD  
Tel: (01932) 568833  
[www.cemex.co.uk](http://www.cemex.co.uk)  
Contact  
Glyn Richards,  
Area Operations Manager for SE Region  
Tel: (01932) 568833  
Fax: (01932) 583611  
Map reference 22

#### Berths

1.

#### Length

110 metres.

#### Depth of Water

10.28 metres MHWS

(3.3 metres at Chart Datum).

#### Cargo Accommodation

Open storage.

#### Access

A13.

**HM Revenue & Customs Sufferance**  
Limited approval.

**Specialisation**  
Aggregate handling with conveyor  
loading of all suitable materials.

### CEMEX UK Materials Northfleet Wharf Northfleet

CEMEX House, Coldharbour Lane,  
Thorpe, Egham, Surrey TW20 8TD  
Tel: (01932) 568833  
[www.cemex.co.uk](http://www.cemex.co.uk)  
Contact  
Glyn Richards,  
Area Operations Manager for SE Region  
Tel: (01932) 568833  
Fax: (01932) 583611  
Map reference 44

#### Berths

1 Riverside.

#### Length

100 metres.

#### Depth of Water

10.31 metres MHWS

(3.9 metres at Chart Datum).

#### Access

A2/M2/M25.

#### Discharge

27" ship to shore pipe.

**HM Revenue & Customs Sufferance**  
Limited.

**Specialisation**  
Sand and gravel discharges and  
processing.  
Sea-Dredged Aggregates.

### CEMEX UK Materials CEMEX Fulham Fulham

CEMEX House, Coldharbour Lane,  
Thorpe, Egham, Surrey TW20 8TD  
Tel: (01932) 568833  
[www.cemex.co.uk](http://www.cemex.co.uk)  
Contact  
Glyn Richards,  
Area Operations Manager for SE Region  
Tel: (01932) 568833  
Fax: (01932) 583611  
Map reference 3

#### Berths

1.

#### Length

46 metres.

#### Depth of Water

5 metres MHWS.

#### Cargo Accommodation

Open/Bin Storage/Silo Storage.

#### Access

Central London/A217.

**HM Revenue & Customs Sufferance**  
Limited Approval.

**Specialisation**  
Aggregate Handling/Concrete Production/  
Bulk Cement Handling.



**Docklands Wharf Ltd Barking**  
72-76 River Road, Barking,  
Essex IG11 0DS  
Tel: (020) 8594 9970  
Email: docklandswarf@msn.com  
Contact  
Michael Duke  
Tel: (020) 8594 9970  
Map reference 20

**Berths**  
1 NAABSA Berth.  
**Length**  
160 metres.  
**Depth of Water**  
5.91 metres MHWS.  
**Cargo Accommodation**  
4 Acres Open Storage.  
**Access**  
Close connection to national motorway system by upgraded A13 and A406.

**Cranes**  
3 x 5-tonne Sennobogen.  
Heavy lift crane on demand for loads of up to 300-tonne.  
**Equipment**  
50-tonne weighbridge.  
**HM Revenue & Customs Sufferance**  
Limited Approval.  
**Specialisation**  
Bulk Cargoes of scrap metals.  
Grab discharge of bulk material.  
24 hour wharf operation.

**ELG Haniel Metals Ltd Alexanders Wharf**  
12-14 River Road,  
Barking, Essex IG11 0DG  
Tel: (020) 8591 8444 or (020) 8594 7211  
Fax: (020) 8594 0786  
**www.elg.co.uk**  
Contact  
David Cook  
Email: cook@elg.co.uk  
Tel: 0771 350 5534  
Map reference 16

**Berths**  
1.  
**Length**  
40 metres  
**Depth of Water**  
5.20 metres MHWS  
**Cargo Accommodation**  
2 acre site.  
**Access**  
Half mile to national motorway system and the upgraded A13.  
**HM Revenue & Customs Sufferance**  
Limited approval  
**Specialisation**  
Scrap metal recycling

**Euromix Concrete Dock Entrance Wharf Silvertown**  
Dock Road, Silvertown,  
London E16 1AF  
Tel: (020) 7473 8222  
Email: info@euromixconcrete.com  
**www.euromixconcrete.com**  
Contact  
Paul Betts, General Manager  
Email: paulbetts@euromixconcrete.com  
Tel: (01245) 464545  
Map reference 10

**European Metal Recycling Ltd Erith**  
Manor Road, Erith, Kent DA8 2AD  
Tel: (01322) 336970 or (0845) 2661854  
Fax: (01925) 713470  
Email: ukinfo@emrgroup.com  
**www.emrgroup.com**  
Contact  
Bob Garwood, Chief Executive Officer  
E-mail: bob.garwood@emrgroup.com  
Tel: (01925) 715443  
Mob: (07970) 082801  
Map reference 32

**Berths**  
1 NAABSA Berth.  
**Length**  
200 metres.  
**Depth of Water**  
4.53 metres MHWS.  
**Cargo Accommodation**  
9 acres.  
**Access**  
4 miles from Dartford Crossing and short distance from A2.  
**HM Revenue & Customs Sufferance**  
Limited Approval.  
**Specialisation**  
Largest processor and handler of ferrous and non-ferrous scrap in UK.  
Demolition, site and factory clearance.  
Extensive transport fleet.

**Eurovia Roadstone No.1 Western Extension Dagenham**  
Dagenham Dock, Chequers Lane,  
Dagenham, Essex RM9 6QD  
Tel: (020) 8593 2245  
Fax: (020) 8593 7668  
**www.eurovia.co.uk**  
Contact  
Paul Warwick, Manager  
Email: paul.warwick@eurovia.co.uk  
Tel: (020) 8593 7666  
Fax: (020) 8593 5401  
Map reference 24

**Berths**  
1 *Riverside*  
**Length**  
100 metres.  
**Depth of Water**  
5.48 metres MHWS.  
**Cargo Accommodation**  
2 x 5 acres of open storage with bulk loading by shovels.  
2 x 60-tonne weighbridges.  
**Access**  
Close connection to M25 and Central London via A13 and A406.  
**Cranes/Capacity**  
1 Stothert & Pitt.  
Grab discharge 3/5-tonne capacity.  
**HM Revenue & Customs Sufferance**  
Limited Approval.  
**Specialisation**  
Licensed to handle coal off-loading and storage of bulk cargoes such as aggregates, salt, etc.  
Facility available 24 hours per day, 7 days a week.  
NAABSA berth.



**FM Conway Aggregates & Asphalt Conway Wharf Erith**  
Conway House, Vestry Road  
Sevenoaks, Kent TN14 5EL  
Tel: (01732) 600700  
Fax: (01732) 600990  
Email: enquiries@fmconway.co.uk  
**www.fmconway.co.uk**  
Contact  
Tim Metcalf, Director  
Email: tim.metcalf@fmconway.com  
Tel: (0800) 276 1122  
Fax: (01732) 600990  
Mob: (07887) 642996  
Map reference 31

**Berths**  
1.  
**Maximum length of ship**  
110 metres.  
**Depth of Water**  
10 metres at MHW.  
**Cargo accommodation**  
4.2 acres.  
**Access**  
Facility 200m from Church Manor Way with access to Bronze Age Way (A2016).  
**Specialisation**  
Aggregate handling. Third party cargoes considered. Lorry access to jetty head.  
**Equipment**  
360 degree hydraulic dock crane with 500 tph ship to shore conveyor system to 8 covered aggregate holding bays.

**FM Conway Ltd Imperial Wharf Gravesend**  
Conway House, Vestry Road  
Sevenoaks, Kent TN14 5EL  
Tel: (01732) 600700  
Fax: (01732) 600990  
Email: enquiries@fmconway.co.uk  
**www.fmconway.co.uk**  
Contact  
Tim Metcalf, Director  
Email: tim.metcalf@fmconway.co.uk  
Tel: (0844) 880 9249  
Fax: (020) 8636 8827  
Mob: (07887) 642996  
Map reference 51

**Berths**  
2.  
**Maximum length of ship**  
85 metres.  
**Depth of Water**  
8.5 metres at Chart Datum.  
**Access**  
Via A2  
**Specialisation**  
General Cargo Handling.  
Bulk Liquids

**H Sivyer (Transport) Ltd Sivyer Wharf Barking**  
24-28 River Road,  
Barking, Essex IG11 0DG  
Tel: (020) 8778 1384  
Head Office  
3 Herringham Road  
London SE7 8NJ  
**www.sivyergroup.com**  
Contact  
Mr J Zahedi  
Mob: (07527) 386 001  
Email: wharf@sivyergroup.com  
Map reference 18

**Berths**  
1 open berth.  
**Length**  
220 metres. Capacity for two vessels.  
**Depth of Water**  
5.51 metres MHWS.  
**Cranes**  
Available on request.  
**Cargo Accommodation**  
3.5 acres total size.  
74,500 square foot under cover.

**Access**  
Close to A13, A406, M11 and M25.  
**Equipment**  
Forklifts, Tractor Units, Trailers.  
**HM Revenue & Customs Sufferance**  
Limited approval.  
**Specialisation**  
BULCH - Bulk cargo handlers  
WHSSST - Warehousing and storage  
AGSU - Aggregate/concrete suppliers  
RDHAU - Road Haulage  
**Other Facilities**  
50-tonne x 18 metres (MOT) Approved Weighbridge.  
**Throughput**  
In excess of 80,000 tonnes/year.  
**Commodities**  
Recycled aggregate, virgin aggregate, ready mixed concrete, concrete logo blocks, top soil and haulage logistics.

**Hanson**  
Hanson is investing over £100 million in its London-based operations with a major upgrade of the Victoria Deep Water Terminal, including development of a precast concrete factory to make tunnelling segments for the Tideway project, which is expected to take six years to complete. There will also be investment in new aggregates processing equipment at Dagenham depot and the introduction of two new dredgers to transport marine-dredged sand and gravel into the capital.

Hanson operates three facilities on the Thames – a marine wharf, asphalt plant and rail depot at Dagenham; a wharf and ready-mixed concrete plant at Victoria Deep (Greenwich); and a wharf and ready-mixed concrete plant at Wandsworth.

Volumes of marine-dredged sand and gravel through the aggregates hub at Dagenham were flat in 2017 as the London construction market cooled a little in the wake of the Brexit vote and the ensuing political instability. Investor confidence in the commercial sector remains fragile but some large infrastructure projects such as the Thames Tideway super sewer continue to absorb large quantities of sand, gravel and limestone to make ready-mixed and precast concrete, so the future for the business remains bright.

Looking ahead to 2018, construction markets in London and the South East are expected to remain flat, with a decline in commercial and office activity offset by greater demand from public-funded infrastructure and road maintenance projects.

The Thames is crucial to Hanson's operations, enabling the company to deliver materials close to where they are needed, eliminating thousands of road miles. Around 600,000 tonnes a year of marine-dredged sand and gravel from the eastern English Channel and the North Sea are landed at Dagenham Wharf. A barge-loading facility is used for the onward transportation of sands, gravels and limestone up the Thames to the ready-mixed concrete plants at Greenwich and Wandsworth.

Rail also plays a key part in the distribution chain. Crushed limestone from the Mendips and hardstone from South Wales is imported into the Dagenham terminal to feed the site's two asphalt plants, which make road surfacing materials for local roads, trunk routes and the motorway network. There is also a ready-mixed concrete plant on the site. Sand, gravel and crushed rock is exported by rail to depots at Acton, Brentford, Theale and Bow. From there it is transferred to Hanson's network of ready-mixed concrete plants located within the M25.

The Dagenham terminal, which receives vessels 24 hours a day, also incorporates a recycling depot and a bagging facility supplying bagged aggregates to the DIY and small construction sector.

Hanson is also investing £70 million in two new 3,000 cubic metre capacity trailing suction hopper dredgers for its marine aggregate fleet. Due to enter into service in 2019, they will be used to bring sand and gravel from the North Sea and Eastern English Channel into dedicated wharves on the Thames and Medway rivers.

Equivalent in size to Hanson's existing A-Class vessels, carrying up to 5,500 tonnes of sand and gravel, the new vessels will provide major improvements in fuel consumption, reliability and CO2 emissions.

**Hanson Aggregates Dagenham**  
Chequers Lane, Dagenham,  
Essex RM9 6QD  
Tel: (020) 8984 1900  
Fax: (020) 8984 7212  
**www.hanson.co.uk**  
Contact  
Steve Chidgey,  
East London Unit Manager  
Email: Steve.Chidgey@hanson.biz  
Tel: (020) 8984 1900  
Fax: (020) 8984 7212  
Map reference 26

**Berths**  
1.  
**Length**  
150 metres.  
**Depth of Water**  
14.05 metres MHWS  
(7.2 metres at Chart Datum).  
**Barge Loading Facility**  
4 Dolphins - approximately 25 metres in length.  
**Depth of Water**  
10.05 metres MHWS  
(3.2 metres at Chart Datum).  
**Cargo Accommodation**  
Marine Aggregates plus possibility of handling other aggregates on site.  
**Access**  
Close connection to M25 via A13 and A406.

**HM Revenue & Customs Sufferance**  
Limited Approval.  
**Specialisation**  
Marine Aggregates dredging and processing.  
Receiving hopper and discharge conveyor 2,000 tph for self-discharging vessels.  
Barge loading feeder conveyor 600 tph, for all suitable materials for home or export.

**Hanson Aggregates Victoria Deep Water Terminal Greenwich**  
c/o The Weighbridge, Tunnel Avenue,  
Victoria Deep Water Terminal,  
Greenwich, London SE10 0QE  
Tel: (020) 8858 8161  
Fax: (020) 8858 6285  
Contact  
Steve Chidgey,  
East London Unit Manager  
Email: Steve.Chidgey@hanson.biz  
Tel: (020) 8984 1900  
Fax: (020) 8984 7212  
Map reference 7

**Berths**  
2.  
**Length**  
259 metres total length.  
**Depth of Water**  
12.73 metres MHWS  
(5.6 metres at Chart Datum).  
**Cargo Accommodation**  
7 hectares of open storage.  
**Access**  
Direct access to A102(M) - Blackwall Tunnel South Side.  
Direct links to A2, M2 and M25.  
**HM Revenue & Customs Sufferance**  
Limited Approval.

**Specialisation**  
Accommodation for both self-discharging vessels and land grab crane discharge.  
Aggregates, Sub-Base-Type 1 Material.

**Hanson Cement Civil and Marine Jetty West Thurrock**  
London Road, West Thurrock,  
Essex RM20 3NL  
Tel: (01708) 864813  
Fax: (01708) 865907  
**www.hanson.biz**  
Contact  
Warren Scott, Works Manager  
Tel: (01708) 864813  
Fax: (01708) 865907  
Map reference 36

**Berths**  
2 Dolphins each berth.  
2 dedicated to self-discharging slag bulkler and North Sea dredgers.  
**Depth of Water**  
11.98 metres MHWS  
(5.4 metres at Chart Datum).  
**Cargo Accommodation**  
Granulated Slag and Marine Aggregates.  
**Access**  
A13/M25.  
**HM Revenue & Customs Sufferance**  
Limited Approval.  
**Specialisation**  
Slag Grinding.  
2 Receiving Hoppers, 1,800 tph. Civil & Marine Ltd and Hanson Aggregates Marine discharge conveyors for self-discharging vessels.

**Hanson Concrete Pier Wharf Wandsworth**  
Pier Terrace, Jews Road,  
Wandsworth, London SW18 1TB  
Tel: (020) 8870 3333  
Fax: (020) 8871 2212  
**www.hanson-aggregates.com**  
Contact  
Greg Burton,  
District Operations Manager  
Email: greg.burton@hanson.biz  
Tel: (07977) 251225  
Fax: (01252) 843259  
Map reference 2

**Berths**  
1.  
**Length**  
40 metres.  
**Depth of Water**  
6.08 metres MHWS.  
**Cargo Accommodation**  
Processed sand and gravel for concrete.  
**Access**  
Close connection to South Circular Road.  
**HM Revenue & Customs Sufferance**  
Limited Approval.  
**Specialisation**  
Grab/Excavator discharge for on-site Premix concrete plant.





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# Experience with Professionalism

## Marine Construction & Marine Civil Engineering

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CMP Thames Ltd utilise project teams bringing knowledge, contacts and experience, providing an expert service for all aspects of marine construction.

Our skills cover all aspects of marine works:

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- Specialist subcontract works
- Principal Contractor role
- Pier and Jetty Construction and maintenance
- Marine and Land Piling
- Cofferdams
- Pre-cast and Reinforced Concrete Structures
- Heavy Timber and Steelworks
- Marine Plant Hire

**Head Office  
Marine Construction Office  
and Wharf:**  
Botany Road, off Lower Road,  
Northfleet,  
Kent,  
DA11 9BB

Email: [george@cmp-thames.com](mailto:george@cmp-thames.com)

Tel: 01474 320899

**Southern Office:**  
Unit 3, Stag Business Park  
164-166 Christchurch Road,  
Ringwood,  
Hampshire  
BH24 3AS

E-mail: [sales@cmp-thames.com](mailto:sales@cmp-thames.com)

Tel: 01425 205268



[www.cmp-thames.com](http://www.cmp-thames.com)

## Industrial Chemicals

Industrial Chemicals Limited has operated in the Thurrock area since 1976 and purchased its 80-acre site at the former West Thurrock Power Station some 20 years ago.

The company employs more than 300 people and handles in excess of one million tonnes of materials per annum, with sales of over 300,000 tonnes of finished materials and products.

Industrial Chemicals operates chemical manufacturing plants throughout the UK and supplies products to the detergent, paper, water treatment and chemical industries on a global basis. These customers range from large international blue chip companies to small family businesses.

Investments at the jetty in recent years have included the installation of a Siwertell mobile screw unloader for environmentally friendly discharge of bulk dry powder shipments. In addition, a rail-mounted travelling quay crane was commissioned to handle bulk,

general and container cargoes. The crane has a lift capacity of 48 tonnes at 16 metres, and 16 tonnes at 25 metres. Additional investment has seen the installation of a pipeline on the jetty and construction of new tank capacity on the main site to facilitate the handling and storage of liquid bulk products.

Although West Thurrock Jetty saw a slight decrease in the volume of products handled across the Jetty in 2017 when compared to 2016, handling 120,000 tonnes and 134,000 tonnes respectively, the signs are extremely promising for the Jetty in 2018 with several new commodities for in-house processing under consideration. Situated only two miles from Junction 30/31 of the M25 London orbital motorway and close to the Dartford Crossing, with deep water and sufficient storage land, the facility offers an ideal location for serving end-markets both north and south of the Thames for third-party customers.

Industrial Chemicals has an onsite approved weighbridge as well as 24/7 security operations across the whole site.

## Industrial Chemicals Ltd West Thurrock Jetty West Thurrock

Stoneness Road, West Thurrock,  
Essex RM20 3AG  
Tel: (01708) 258510

[www.icgl.co.uk](http://www.icgl.co.uk)

**Contacts**  
Charles Carver, Director  
Email: [ccarver@icgl.co.uk](mailto:ccarver@icgl.co.uk)  
Tel: (01375) 389000  
Ken Giles, Terminal Manager  
Email: [kgiles@icgl.co.uk](mailto:kgiles@icgl.co.uk)  
Tel: (07800) 976112  
John Carr, Business Development Manager  
Email: [jcarr@icgl.co.uk](mailto:jcarr@icgl.co.uk)  
Tel: (07711) 640101  
Map reference 42

### Berths

1 Deep-Water Berth.

### Length

213 metres (291 metres including accessible mooring dolphins).

### Depth of Water

12.23 metres MHWS  
(5.7 metres below Chart Datum).

### Access

HGV Vehicle direct access via fixed link bridge approach road to the Jetty.  
National roads approximately 2 miles via non-residential roads from junction 30/31 M25.  
Queen Elizabeth II Bridge North or South Opportunities.  
A13-2 miles. A406-15 Miles.  
UK Border Agency Wharf Approval

## Specialisation

Imports of raw materials for in-house processing.

Third Party work opportunities  
Export/Imports.

Lay-by work undertaken.

### Cargo Accommodation

Mostly open hard standing, covered subject to availability and agreement.

### Equipment

Siwertell Mobile Screw Unloader 250 tph (subject to density).

Travelling Rail Mounted Quay Crane, 48 tonnes @ 16 metres;

16 tonnes @ 25 metres,

Grab Fitted, plus general cargo and container options.

Mobile Ship-Loading Conveyor 500 tph.

Full support services also offered.  
On site approved Weighbridge.

### Commodities

Dry Bulks, Liquid Bulks, Bulk Powders and Products, General and Container Cargoes.



Dry bulks



# CREATING NEW HORIZONS



Boskalis Westminster has over 80 years' experience providing innovative and competitive solutions in the UK. Creating new horizons from feasibility study, design and execution to maintenance and operational services.



## CLIFFE POOLS

Located in the Lower Thames Estuary, when fully consented, Cliffe Pools will have the capacity to receive 1.5 million tonnes of dredging and construction materials for beneficial re-use.

Delivery by river or by rail.

A sustainable solution for infrastructure, wildlife and people.



### J Clubb Ltd Clubb's Marine Terminal Gravesend

Church Hill, Wilmington,  
Dartford Kent DA2 7DZ  
Tel: (01322) 225431  
Fax: (01322) 289932  
Email: sales@jclubb.co.uk  
**www.jclubb.co.uk**  
Contacts  
Jon Lovett, Commercial Director  
Tel: (01322) 225431  
Fax: (01322) 289932  
Shaun Jury, Operations Manager  
and PFSO  
Tel: (01322) 225431  
Fax: (01322) 289932  
Simon Clubb, Managing Director  
Tel: (01322) 225431  
Fax: (01322) 289932  
Map reference 52

#### Berths

2 including:

New transhipment berth available for delivery of all grades of finished aggregates in barges and coasters with loading capacity of 600 tonnes per hour shore to ship automatic conveyor. Ideal for delivery of aggregates to London wharves or coastal locations and major city projects. The sustainable alternative to road deliveries by HGV.

#### Length

100 metres.

#### Depth of Water

11.41 metres MHWS  
(5.1 metres at Chart Datum).

#### Cargo Accommodation

Bulk storage of aggregates -  
30,000 tonnes.

#### Access

A2/M2/M25.

#### HM Revenue & Customs Sufferance

Limited Approval.

#### Specialisation

Sea-Dredged Aggregates.

Self-discharge vessels only - ship to shore conveyor.

### JJ Prior Ltd Brewery Wharf Deptford

Prior House, Ballast Quay Road,  
Fingringhoe, Colchester, Essex CO5 7DB  
Tel: (01206) 729412  
Fax: (01206) 729551  
Email: sales@jjprior.co.uk  
**www.jjprior.co.uk**  
Contact  
Jonathan Dix, General Manager/Director  
Tel: (01206) 729412  
Fax: (01206) 729551  
Map reference 6

#### Berths

1.

#### Length

43 metres.

#### Depth of Water

5.23 metres MHWS.

#### Cranes

4.25-tonne Bulk Handling.

#### Cargo Accommodation

Open and Bin Storage.

#### Access

Central London/A2.

#### HM Revenue & Customs Sufferance

Limited Approval.

#### Specialisation

Aggregates.

### Keltbray Group Holdings Ltd Thames Wharf Canning Town

Dock Road, Silvertown,  
London E16 1AF  
Tel: (020) 7476 4076  
Fax: (020) 7474 3338  
Email: reception@keltbray.com  
**www.keltbray.com**  
Contact  
Cliff Burton, Managing Director  
Email: cliff.burton@keltbray.com  
Tel: (020) 7643 1000  
Fax: (020) 7643 1064  
Map reference 9

#### Berths

1.

#### Length

185 metres.

#### Depth of Water

5.91 metres MHWS.

#### Cargo Accommodation

Open Storage 1 Hectare.

#### Access

Close connections to national motorway network, A13, A406 and Blackwall Tunnel.

#### Cranes

Bulk Grabbing Cranes.

#### HM Revenue & Customs Sufferance

Approved Customs.

#### Specialisation

Main commodities handled - waste, construction materials, aggregates and recycled materials.

#### Other Facilities

50-tonne Weighbridge.

### McGrath Group Rippleway Wharf Barking Creek

54-58 River Road, Barking,  
Essex G11 0DW  
Tel: (0845) 548 5500  
Fax: (020) 8594 7205  
Email: info@mcgrathgroup.co.uk  
**www.mcgrathgroup.co.uk**  
Contacts  
Pat McGrath  
Tel: (0845) 548 5500  
Fax: (020) 8533 1769  
Tara Donaghy,  
Tel: (0845) 548 5500  
Fax: (020) 8533 1769  
Map reference 19

#### Berths

1 Open Berth.

#### Length of Berth

250 metres.

#### Depth of Water

5.0 metres MHWS.

#### Cranes

2 Sumitomo Cranes.  
Liebherr Hydraulic Dock Cranes with grabs.

#### Cargo Accommodation

Total Site 10 Acres.

2.5 Acres under cover.

#### Access

Close to A13, A406, M11 and M25.

#### HM Revenue & Customs Sufferance

Approved Customs.

#### Specialisation

Aggregates, Timber Products and General Cargoes.



## Marine ingenuity

Van Oord is a leading international contractor specialising in dredging, marine engineering and offshore projects (oil, gas and wind). Van Oord has a permanent office in the UK from where all projects are managed for both the UK and Ireland. Within our group we employ 4,550 well-trained professionals and own a comprehensive fleet of marine equipment, which includes a range of Trailing Suction Hopper Dredgers and Water Injection Dredgers to meet the varying requirements of our Thames based clients.


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Dredging and Marine Contractors

Van Oord | Bankside House | Henfield Road | Small Dole | West Sussex BN5 9XQ  
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### Pinns Wharf Ltd Barking Creek

18 River Road, Barking, Essex IG11 0DH  
Tel: (020) 8594 4200  
Fax: (020) 8594 4550  
Contact  
David Slattery  
Email: [pinnswharf@dial.pipex.com](mailto:pinnswharf@dial.pipex.com)  
Tel: (020) 8594 4200  
Fax: (020) 8594 4550  
Map reference 17

**Berths**  
2.

**Length**  
140 metres overall.

**Depth of Water**  
5.41 metres MHWS.

**Cranes**  
3 x mobile cranes.

**Equipment**  
360 degree Fuchs machines for grab use.

**Cargo Accommodation**  
4 acre site.  
Open storage.

**Access**  
1 mile from A406, connecting to national road system (M11).  
12 miles from M25.

**HM Revenue & Customs Sufferance**  
Ferrous scrap handling.

**Specialisation**  
Privately owned scrap export facility.  
Own weighbridge - 50-tonne capacity.

### Purfleet Aggregates Ltd West Thurrock

London Road, West Thurrock, Grays, Essex RM20 3NL  
Tel: (01708) 865410  
Fax: (01708) 865419  
Contact  
Steve Chidgey, Area Manager  
Tel: (020) 8984 1900  
Fax: (020) 8984 7212  
Map reference 37

**Berths**  
2 Dolphins each berth  
2 dedicated to own dredgers.

**Depth of Water**  
11.98 metres MHWS  
(5.4 metres at Chart Datum).

**Cargo Accommodation**  
Marine Aggregates.

**Access**  
A13, A127 and M25.  
**HM Revenue & Customs Sufferance**  
Limited Approval.

**Specialisation**  
Marine Aggregates dredging and processing.  
2 Receiving Hoppers, 1,800 tph.  
Civil & Marine Slag Cement Ltd and Hanson Aggregates Marine joint-venture discharge conveyors for self-discharging vessels.

### Stema Shipping (UK) Ltd

Stema has two operations on the Thames handling sand, gravel and aggregates – at Red Lion Wharf in Northfleet and at the Port of Tilbury. The company had a very busy 2017, recording a another record year for import of aggregates through their Thames terminals.

Red Lion Wharf, which is owned by Stema, has a 220-metre jetty with depth alongside of seven metres and six acres of open storage for imported aggregates. About 1,150,000 tonnes of sand, gravel and aggregates from Stema's own quarries in Norway, and sand from Denmark, are imported through this facility. Of this, about 250,000 tonnes goes back out by barge, and the company is looking at ways of increasing this.

At Tilbury, Stema operates at 1 Berth, where it has 10.5 metres water depth and a 2.75 acre site. At present it handles about 500,000 tonnes at Tilbury.

Jelsa Quarry with an output of 11 million tonnes a year is now the largest coastal aggregates quarry in the world. The company took delivery of three new self-discharging 32,000 dwt vessels in 2010. A key strength for Stema is its fully independent supply of aggregates with an integrated supply chain from quarry through to delivery to the end user.

### Stema Shipping (UK) Ltd

**Red Lion Wharf Northfleet**  
Red Lion Wharf, Crete Hall Road, Northfleet, Kent DA11 9AA  
Tel: (01375) 857890  
Fax: (01375) 857456  
[www.mibau-stema.de/en/](http://www.mibau-stema.de/en/)

Contact  
Martin Johansen  
Email: [enquiries@stema.uk.co.uk](mailto:enquiries@stema.uk.co.uk)  
Tel: (01375) 857890  
Fax: (01375) 857456  
Sales  
Email: [enquiries@stema.uk.co.uk](mailto:enquiries@stema.uk.co.uk)  
Tel: (01375) 857890  
Fax: (01375) 857456  
Map reference 50

**Berths**  
1.

**Length**  
240 metres.

**Depth of Water**  
14.06 metres MHWS  
(7.7 metres at Chart Datum).

**Cargo Accommodation**  
6 acres of open storage (in use).

**Access**  
Easy access to A2 and M25.

**Specialisation**  
Accommodation for self-discharging vessels - minimum 45 metres outreach of self-discharging equipment required.  
Aggregates & Sub-Base-Type 1 Material.



- 300,000 m3 storage
- Fixed and Floating Roof Tanks available
- Deep water jetty facilities
- Connection to both UKOP and CLH pipeline systems
- Fuel component blending
- Excellent road connections
- Bottom Loading Road Facility-under construction 2018



For further information contact:

### Oikos Storage Limited

Hole Haven Wharf  
Haven Road  
Canvey Island  
Essex SS8 0NR  
Tel: 01268 682206  
Fax: 01268 510095  
Email: [info@oikos.co.uk](mailto:info@oikos.co.uk)  
[www.oikos.co.uk](http://www.oikos.co.uk)







**Tarmac**  
Tarmac, a CRH company, is the UK's leading sustainable building materials and construction solutions business. The company has over 150 years of experience and directly employs around 6,900 people across a nationwide network of over 400 sites. Its solutions span aggregates, asphalt, cement, lime, readymix concrete, road contracting services, building products and recycling services. Its innovative products and solutions not only help to safely deliver the infrastructure needed to grow the UK economy today but also help to create a more sustainable built environment for the country's long term future. Tarmac has a number of operations along the tidal Thames, at Northfleet, Charlton, Erith, Thurrock and Greenhithe. Between them, these sites distribute millions

of tonnes of cement, marine-dredged sand and gravel, and crushed rock aggregate throughout London and the South East by road, rail and water. The business has contributed to a number of prestigious projects from its wharves on the Thames, including the Channel Tunnel terminus at King's Cross/St Pancras, the Emirates Stadium, Canary Wharf, the Millennium Dome, the Olympic athletes' village, Crossrail and the M25. Murphy's Wharf, on the Greenwich peninsula, for example, is ideally placed to supply east and central London, being located on the south of the River Thames and near the Blackwall Tunnel. It is believed to be the largest marine aggregate terminal in Europe in terms of output, capable of operating 24/7 and complemented by an onsite concrete plant which supplies ready-mix concrete into the local market. Nearly half of all material made at the facility is transported to customers by rail. During 2013, a new rail loading facility and primary screens were installed to expand this capability. The sites at Riverside Wharf (Charlton), Mulberry Wharf

(Belvedere) and Pioneer Wharf (Erith) complement the Murphy's Wharf operation, providing additional capacity and flexibility to supply the Kent and south/east London markets. The sites at Greenwich (Brewery Wharf) and Silvertown (Dock Road Wharf) both produce ready-mix concrete using aggregates transported to them by barge. Greenhithe processes sea-dredged sand and gravel for use in building projects across the region. Tarmac's cement and aggregates distribution hub at West Thurrock combines a deepwater wharf with rail-loading facilities and excellent access to the local road network. The wharf allows ships to discharge at all times, regardless of the tide. The material is processed on site ready for onward distribution by road or rail. In 2015, Tarmac invested in new processing facilities at Thurrock for marine-dredged aggregates boosting both production capability and reliance at this location. Northfleet is a notable success story. The former cement plant has been demolished and the

company is planning for a new operation that will enable it to supply essential construction materials to and from the site by river, road and rail. A cement import cement terminal is operational at Northfleet and planning permission has been granted for an aggregates terminal to make use of the site's deepwater wharf (42 Wharf) and its proximity to London. Tarmac has made a major investment in reconnecting its rail freight facilities at Northfleet to the main north Kent line. The new line was used up to 2014 to transport excavated material from the Crossrail tunnels in London, reducing HGV movements out of the capital. At Northfleet, the excavated material was then transferred to ship for the final part of its journey along the Thames to enhance the RSPB nature reserve at Wallasea Island in Essex.

**Tarmac Trading Ltd**  
**West Thurrock**  
Oliver Close, West Thurrock  
Grays, Essex RM20 3EE  
Tel: (01708) 864857  
Fax: (01708) 864987  
**www.tarmac.com**  
Contact  
Paul Tovey, Area Production Manager  
Email: paul.tovey@tarmac.com  
Tel: (07702) 632091  
Map reference 38

**Berths**  
1.  
**Length**  
190 metres.  
**Depth of Water**  
15.5 metres MHWS  
(8.5 metres at Chart Datum).  
**Cargo Accommodation**  
Marine Aggregates only.  
**Access**  
To national road network via A13 and M25.  
**HM Revenue & Customs Sufferance**  
Limited Approval.  
**Specialisation**  
Marine Aggregates dredging and processing.  
Receiving hoppers and 1,600 tph discharge conveyors for self-discharging vessels.  
Cargo Hauliers (Marine Aggregates only).  
Use as lay-by berth permitted.

**Tarmac Trading Ltd**  
**Johnson's Wharf**  
**Greenhithe**  
Crossways Boulevard, Greenhithe, Kent DA9 9AD  
Tel: (01322) 386561  
Fax: (01322) 381189  
**www.tarmac.com**  
Contact  
Paul Tovey, Area Production Manager  
Email: paul.tovey@tarmac.com  
Tel: (07702) 632091  
Map reference 41

**Berths**  
2 Dolphins  
1 dedicated to own dredgers.  
**Depth of Water**  
11.16 metres MHWS  
(4.6 metres at Chart Datum).  
**Cargo Accommodation**  
Marine Aggregates only.  
**Access**  
Connection to national road system A2/M2/M25.  
**HM Revenue & Customs Sufferance**  
Limited Approval.  
**Specialisation**  
Marine Aggregates dredging and processing.  
2 Receiving hoppers and 2,000 tph discharge conveyors for self-discharging vessels.

**Tarmac Trading Ltd**  
**42 Wharf**  
**Northfleet**  
Northfleet Works, The Shore, Northfleet, Kent DA11 9AN  
Tel: (01474) 531500  
Fax: (01474) 531541  
**www.tarmac.com**  
Contacts  
John Cox, Operations Manager  
Email: john.cox@tarmac.com  
Tel: (01708) 685300  
Fax: (01708) 685301  
Steven Quinn, Manufacturing Manager  
Email: steven.quinn@tarmac.com  
Tel: (01708) 685300  
Fax: (01708) 685301  
Map reference 48

**Berths**  
1.  
**Length**  
298.7 metres.  
**Depth of Water**  
16.06 metres MHWS  
(9.7 metres at Chart Datum).  
**Access**  
To national road network via A2 and M25.  
**Equipment**  
Kovako Ship Unloader  
**HM Revenue & Customs Sufferance**  
Limited Approval.  
**Specialisation**  
Bulk Powder Import.  
Export Cement.

**Tarmac Trading Ltd**  
**Murphy's Wharf**  
**Charlton**  
Lombard Wall, Charlton, London SE7 8SH  
Tel: (020) 8858 3444  
Fax: (020) 8858 9261  
**www.tarmac.com**  
Contacts  
Steven Wallis, Area Operations Manager  
Email: steven.wallis@tarmac.com  
Tel: (07860) 260492  
Map reference 13  
**Berths**  
1 - Mainly dedicated to own dredgers.  
**Length**  
143 metres (43 metres walkway).  
**Depth of Water**  
10.87 metres MHWS  
(3.8 metres Chart Datum).  
**Access**  
A2/M2/M25.  
**HM Revenue & Customs Sufferance**  
Limited Approval.  
**Specialisation**  
Aggregates.  
Receiving hopper and discharging conveyors 2,200 tph to receive self-discharging vessels.  
On-site Readymix concrete plant.

**Tarmac Trading Ltd**  
**Pioneer Wharf**  
**Erith**  
Church Manorway, Erith, Kent DA8 1DE  
Tel: (01322) 444710  
Fax: (01322) 438032  
**www.tarmac.com**  
Contacts  
Steven Wallis, Area Operations Manager  
Email: steven.wallis@tarmac.com  
Tel: (07860) 260492  
Map reference 29

**Berths**  
1 - Mainly dedicated to own dredgers.  
**Length**  
160 metres (43 metres walkway).  
**Depth of Water**  
13.58 metres MHWS  
(6.8 metres Chart Datum).  
**Access**  
A2/M /M25.  
**HM Revenue & Customs Sufferance**  
Limited Approval.  
**Specialisation**  
Aggregates.  
Two separate receiving hoppers and conveyors 1,800 tph to receive self-discharging vessels.

**Tarmac Trading Ltd**  
**Riverside Wharf**  
**Charlton**  
Charlton Plant, Riverside Wharf, Herringham Road, Charlton, London SE7 8SJ  
Tel: (020) 8858 3444  
Fax: (020) 8858 9261  
**www.tarmac.com**  
Contacts  
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Email: Chris.Ashley@tarmac.com  
Tel: (07702) 779548  
Fax: (020) 8858 9261  
Kevin Riley, Plant Supervisor  
Email: kevin.riley@tarmac.com  
Tel: (020) 8858 3444  
Fax: (020) 8858 9261  
Map reference 14

**Berths**  
1.  
**Length**  
40 metres - can accommodate ships up to 70 metres, normally handles cargoes up to 1,400 tonnes.  
**Depth of Water**  
5.77 metres MHWS.  
**Cranes**  
1 x 200 tph - minimal tracking.  
**Equipment**  
Loading shovels.  
**Cargo Accommodation**  
Minimal open storage only.  
**Access**  
Close to A2, A102(M) and A13 (via Blackwall Tunnel).  
**HM Revenue & Customs Sufferance**  
Limited Approval.  
**Specialisation**  
Site storage for aggregates only for the manufacture of road coating materials. This facility is able to off-load aggregates to a riverside receiving hopper only, which is then transferred via conveyors to stockpile bays. Vessels above 1,000 tonnes need to be moved along the berth as discharge takes place.

**Tarmac Trading Ltd**  
**Thurrock Marine Terminal**  
**West Thurrock**  
West Thurrock, Grays, Essex RM20 3EE  
Tel: (01708) 685300  
**www.tarmac.com**  
Contacts  
Paul Tovey, Area Production Manager  
Email: paul.tovey@tarmac.com  
Mob: (07702) 632091  
Map reference 38  
**Berths**  
1.  
**Length**  
190 metres.  
**Depth of Water**  
14.78 metres MHWS  
(9.2 metres at Chart Datum).  
**Cargo Accommodation**  
4 x 10,000-tonne storage silos.  
**Access**  
To national road network via A13 and M25.

**Equipment**  
Kovako Pneumatic Ship Unloader  
**HM Revenue & Customs Sufferance**  
Limited Approval.  
**Other Facilities**  
Bagging plant; blending plant; private weighbridges; despatch department; general offices.  
**Specialisation**  
Marine Aggregates dredging and processing.  
Receiving hoppers and 1,600 tph discharge conveyors for self-discharging vessels  
Import, sale and distribution by road of bulk cement throughout UK.  
Blending of specialised cement-based products.  
Use as lay-by berth permitted.





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### T & L Sugars

The T & L Sugars Thames Refinery at Silvertown is one of the largest cane sugar refineries in the world. The 18 hectare site can process 160 tonnes of raw sugar an hour, with an annual capacity of up to 1.1 million tonnes per annum. There is bulk storage for 65,000 tonnes, together with 2,000 tonnes of storage capacity for palletised refined sugar for export.

The 161-metre raw sugar jetty has a guaranteed minimum depth of 10 metres at low water and receives up to 50 vessels each year in a range of sizes from 4,000 to 58,000 dwt.

Raw sugar is imported by Tate & Lyle Sugars from a variety of suppliers. Some of these are granted preferential access to the EU under agreements with the ACP (Africa, Caribbean and Pacific), LDC (Least Developed Countries) and MFN (Most Favoured Nations), and under the terms of Free Trade Agreements with Central and South American suppliers, together with sugar from world market suppliers such as Brazil.

Refined sugar and specialist products are transported directly to domestic retail and industrial customers from the site, either packed or as bulk dry and liquid products, and are also exported by ship or container worldwide. The 48-metre export jetty alongside the refinery can handle vessels of more than 3,000 dwt.

The raw sugar jetty is equipped with two cranes, each with a capacity of 16 tonnes, installed in 2007. These, together with current stevedoring arrangements, ensure that raw sugar discharge at the refinery is a world-class operation.

Since 2008, Tate & Lyle Sugars has supported many farmers' organisations to become Fairtrade certified. Today Tate & Lyle Sugars sources Fairtrade sugar from thousands of small-scale cane farmers in different groups in four countries.

### Tate & Lyle Sugars

**Thames Refinery  
Silvertown**  
Thames Refinery, Silvertown,  
London E16 2EW  
Tel: (020) 7476 4455 or (020) 7540 1271  
Fax: (020) 7473 4716  
[www.tateandylesugars.com](http://www.tateandylesugars.com)  
Contact  
Bob Woods, Port Operations Manager  
Tel: (020) 7540 1271  
Map reference 15

#### Berths

Raw Sugar Jetty (Imports).  
Refined Jetty (Exports).  
Shore Berth (Imports).

#### Raw Sugar Jetty

**Length**  
161 metres.

#### Depth of Water

17.03 metres MHWS  
(10.0 metres at Chart Datum).

#### Refined Jetty

**Length**  
48 metres.

#### Depth of Water

8.73 metres MHWS  
(1.7 metres at Chart Datum).

#### Shore Berth

#### Length

180 metres.

#### Depth of Water

3.03 metres MHWS.

#### Cargo Accommodation

Raw Sugar in Bulk: 72,000 tonnes.

Export Refined Sugar.

Palletised: 2,000 tonnes.

Edible Oils (Storage & Distribution):

12,000 tonnes.

#### Access

A406, A13, M11, M25.

#### HM Revenue & Customs Sufferance

Sugar. Edible oils.

#### Specialisation

Sugar refiner.

#### Equipment

2 x 25 tonnes NDC grabbing cranes

16 tonnes grab capacity each.

#### Agents

Kentships, Thames Refinery,

Silvertown, London E16 2EW

Tel: (020) 7540 1401 or

(020) 7540 1188

Fax: (020) 7540 1330

Email: [kentships@asr-group.com](mailto:kentships@asr-group.com)

#### Imports from

Fiji, Caribbean, Africa, Central and South America.

#### Exports to

World-wide.

### Thames Recycling

**Barking**  
78 River Road, Barking,  
London IG11 0DS  
Tel: (020) 8594 1002  
Mobile: (07860) 396808  
Fax: (020) 8594 7035  
[www.gregorydemolition.co.uk](http://www.gregorydemolition.co.uk)  
Contact  
Dean Gregory, Managing Director  
Tel: (020) 8594 1002  
Mobile: (07860) 396808  
Map reference 21

#### Berths

1.

#### Length

200 metres plus 3 dolphins  
for 3 x 7,000 ton vessels.

#### Depth of Water

4 metres minimum.

#### Terminal Equipment

New conveyors for aggregates  
and cements installed.

#### Access

15 minutes into central London by  
main A406 and 10 minutes to M25  
and Dartford Bridge.

#### Cargo Accommodation

5 acres to accommodate 100,000 tonnes  
of aggregates.

#### Specialisation

The company recycles C&D aggregate  
and materials and will import aggregates  
for the London market via the new on-site  
concrete production plant.

**Van Dalen Ltd  
Dagenham**  
[www.vandalenrecycling.nl](http://www.vandalenrecycling.nl)  
Map reference 25

## Medtow Marine Ltd

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- Work-Safety Boats

Contact: **David Birthright** Mobile: **07831 168996** Fax: **01732 761957** Email: [medtowmarine@yahoo.co.uk](mailto:medtowmarine@yahoo.co.uk)



For other Terminals handling  
dry bulks see...  
**Stema Shipping (UK)**  
page 115, map reference 59.



Port of Tilbury

The Port of Tilbury is the largest multipurpose deep water port on the River Thames.

Due to the Port's proximity to Greater London and the South East (i.e. 70% of Britain's population is within a 120 mile radius of Tilbury), Tilbury delivers lower supply chain costs and a lower carbon footprint for its customers using its developed multi-modal transport platforms.

The Port handles 16 million tonnes per annum, with Tilbury projected to double that throughput to 33 million tonnes over the next 15-20 years.

The port handles over 3,000 ships per year and over 10,000 road vehicles are handled per day.

With its own dedicated Crown Police Force, the port has full International Security (ISPS) compliance and has recently received full AEO accreditation from HMRC both in terms of security and customs procedures.

Port of Tilbury London Ltd

**Tilbury**  
Leslie Ford House, Tilbury,  
Essex RM18 7EH  
Tel: (01375) 852200  
Fax: (01375) 855106  
Email: joanne.stroud@potll.com  
**www.forthports.co.uk/ports/tilbury**  
**www.londondistributionpark.com**  
Contacts  
Port of Tilbury London Limited (POTLL)  
Mr Paul Dale, Asset and Site Director  
Email: paul.dale@potll.com  
Mr Peter Ward, Commercial Director  
Email: peter.ward@potll.com  
Mr John Speakman, Senior Asset Manager (Property)  
Email: john.speakman@potll.com  
London Container Terminal (LCT)  
Mr Ross McKissock, Asset Manager  
Email: ross.mckissock@londoncontainerterminal.com  
Map reference 59

Asset Areas

The Port of Tilbury's cargo handling activities are divided into six operational areas. Each asset is equipped with modern facilities capable of handling the full range of cargo types.

London Container Terminal

This provides fast and efficient container movements and is equipped to handle all container types.

Conventional

Offers a range of import and export commodities in forest products, car handling, ro-ro, general cargo and ferry services. This reflects the flexibility and diversity of the asset.

Grain/Bulks

Are specialists in handling all types of grain cargo and other bulk commodities (Aggregates, Animal Feeds) and equally provide high speed tipping facilities for road vehicles as well as storage and blending facilities.

London Paper Terminal

The natural distribution point for paper products of all kinds.

Enterprise Distribution Centre

Is a state-of-the-art automated handling and warehouse facility designed to provide world-class handling facilities for imported paper products.

Cruise Terminal

A purpose-built cruise facility accommodating cruise calls to London with supporting passenger and baggage facilities along with suitable event and conference facilities.

Access/Transport Links

Closest multi-purpose port to London.

Road

A1089/A13/M25 - just seven miles from M25 motorway.

Rail

Three Rail Terminals - direct rail link to national rail network. Tilbury Town railway station is situated adjacent to the port offering regular passenger services to Central London.

Sea

34 operational berths with dedicated shipping agents/barge facilities/7.5km of Quay.

HM Revenue & Customs

There are resident HM Revenue & Customs officers and staff. Customs approval varies from berth to berth, but all have full approval for the commodities and services that they handle. Full examination facilities are available.

Other Facilities

Lorry parks.  
Refuelling haulage facilities.  
Commercial office properties.  
5 million square feet of warehousing within the port including a major new chilled warehouse under NFT management.





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Port of Tilbury

**Cefetra Ltd**  
**Dry Bulk Terminal**  
King George V Dock  
Glasgow G51 4SE  
Tel: (0141) 445 5721  
Fax: (0141) 445 5723  
[www.cefetra.co.uk](http://www.cefetra.co.uk)

**Contacts**  
Michael Brennand  
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Paul Mooney  
Email: [mooney@cefetra.co.uk](mailto:mooney@cefetra.co.uk)  
Tel: (07714) 136293  
Sarah Bell  
Email: [bell@cefetra.co.uk](mailto:bell@cefetra.co.uk)  
Tel: (07769) 697238  
Map reference 59

**Berths**  
5/6.

**Quay Length**  
180 metres.

**Depth of Water**  
10.5 metres.

**Cargo Accommodation**  
60,000 tonnes covered storage.

**Specialisation**  
Import/export of animal feedstuffs.

**CEMEX UK**  
**Cement Grinding Facility**  
**Tilbury**  
Port of Tilbury, Tilbury, Essex RM18 7LA  
Tel: (01375) 856221  
Fax: (01375) 856618

**Contacts**  
Gavin Cowen, Plant Director  
Tel: (01375) 856617  
Fax: (01375) 856618  
Kevin Hockley, Maintenance Manager  
Tel: (01375) 843502  
Fax: (01375) 856618  
Tony Drake, Operations Manager  
Tel: (01375) 856268  
Fax: (01375) 856618  
Map reference 59

**Berths**  
4: Berths 7-10.

**Length**  
285 metres.

**Authorised Depth of Water**  
10.5 metres.

**Cargo Accommodation**  
Terminal: 8.5 acres.

**Equipment**  
Loesche Vertical Grinding Mill for cement grinding.

Controlled overhead loading of road powder tankers from the terminal.  
White Cement Bagging Plant.  
4,500-tonne White Cement Silo.

**Specialisation**  
Import, sale and distribution by road of bulk cement and cementitious products throughout South-East England.

**Other Facilities**  
Private weighbridge; despatch department; general offices.

**Denholm Handling Ltd**  
**Tilbury**  
1 & 3A Berth, Port of Tilbury  
Essex RM18 7EH  
Tel: (01375) 857741  
Fax: (01375) 857743  
[www.denholm-handling.co.uk](http://www.denholm-handling.co.uk)

**Contacts**  
Terry Quilter,  
Site and Operations Manager  
Email: [terry.quilter@denholm-handling.co.uk](mailto:terry.quilter@denholm-handling.co.uk)  
Tel: (01375) 852033  
Fax: (01375) 857743  
Map reference 59

**Equipment**  
3 x 5.5 tonne capacity Forklift trucks for container working including clamps.

Internal Dock shutters/trailers for container transfers and cargo transfers within the port.

Mobile container unloading ramps.  
Various counterbalance forklift trucks.

**Undercover Cargo Accommodation**  
66,000 square feet.

**Outside Cargo Storage**  
120,000 square feet.

**Specialisation**  
Multi-user dedicated terminal for containerised Plywood and other Forest products.  
Unpacking of Brick and Indian stone products.

**European Metal Recycling Ltd**  
**Tilbury**  
13-20 Berth, Tilbury, Essex RM18 7EH  
Tel: (01375) 844525  
Fax: (01925) 713470  
Email: [ukinfo@emrgroup.com](mailto:ukinfo@emrgroup.com)  
[www.emrgroup.com](http://www.emrgroup.com)

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Tel: (01322) 336970  
Mob: (07970) 082848  
Jay Davy, Commercial Manager  
Tel: (01322) 356277  
Mob: (07989) 994521  
Map reference 59

**Berths**  
Suitable for 4 vessels up to 55,000 DWCC

**Length**  
960 metres.

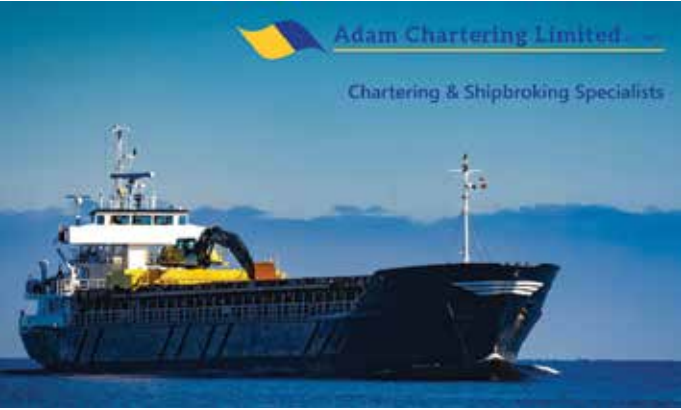
**Authorised Depth of Water**  
10.5 metres.

**Cargo Accommodation**  
Open storage for handling varying kinds of scrap metal and other bulk cargoes.

**Equipment**  
Range of equipment for handling scrap metal and other bulk cargoes, including 3 gantry cranes with lifting capacities ranging from 20-30 tonnes.

**Specialisation**  
Largest scrap handling dock in south east England.





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From our UK offices, our extensive experience enables us to offer a comprehensive range of services for dry cargo, container and project cargo chartering as well as specialist knowledge of forestry products, building construction materials, fertilisers, grain, minerals, coal, salt, dry bio fuels and recycled products.

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Tel: +44 (0)1245 359191 Fax: +44 (0)1245 359161  
Email: info@adamchart.co.uk [www.adamchartering.co.uk](http://www.adamchartering.co.uk)

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AUTHORITY

[www.pla.co.uk](http://www.pla.co.uk)

**London City Bond Ltd**  
**Tilbury**  
29-30 Berth, Port of Tilbury,  
Tilbury, Essex RM18 7EH  
Tel: (0845) 4989918  
Fax: (0843) 6593625  
Email: [sales@lcb.co.uk](mailto:sales@lcb.co.uk)  
**www.lcb.co.uk**  
Contacts  
Brian Davis, Director  
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Tel: (01375) 853700  
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Email: [sales@lcb.co.uk](mailto:sales@lcb.co.uk)  
Tel: (01375) 853700  
Fax: (01375) 487110  
Map reference 59

**Berths**  
Berths 29 and 30.  
**Length**  
350 metres.  
**Depth of Water**  
11.2 metres (non-tidal).  
**Cranes**  
10-tonne and 15-tonne SWL shore cranes.  
**Equipment**  
Full range of mechanical handling equipment.  
**Cargo Accommodation**  
32,500 square metres quayside temperature controlled storage facility plus 7,875 square metres insulated ambient shed.  
5 Acre Site.  
**Specialisation**  
High Security Tax Warehousing and Distribution.  
Full Import/Export HMRC Approved. Advanced IT and Supply Chain Management.  
National Distribution for Picked Orders.  
No Trading Interest.  
**Normal Hours of Working**  
06.00-17.00 Monday to Friday.  
Extended evening and weekend opening subject to demand.

**Seacon (SG) Ltd**  
**Tilbury**  
Tela House, 47C Berth,  
Port of Tilbury, Essex RM18 7EH  
Tel: (01375) 488600  
Mobile: (07469) 700648  
Email: [mphillips@seacon.co.uk](mailto:mphillips@seacon.co.uk)  
**www.seacon.co.uk**  
Contacts  
Martin Phillips, Commercial Manager  
Email: [mphillips@seacon.co.uk](mailto:mphillips@seacon.co.uk)  
Tel: (01375) 488600  
Mob: (07469) 700648  
Map reference 59

**Specialisation**  
Forest products  
Storage, handling and distribution  
Shunting, cross-docking  
15,000 square metres  
Fully integrated EDI-capable WMS.  
**Normal Hours of Working**  
07.00-17.00 Monday to Friday.







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Tilbury Freeport

Essex RM18 7NN

Telephone: 01375 850100

Fax: 01375 851830

Email: [agency@mkshipping.co.uk](mailto:agency@mkshipping.co.uk)

[www.mkshipping.co.uk](http://www.mkshipping.co.uk)

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- Health & safety courses
- Fire fighting and enclosed space awareness
- GWO/RUK wind farm transfers training
- First aid training
- Maritime apprenticeships including BML
- Bespoke training to suit your needs



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Coastguard  
Agency

Maritime education  
programme approved  
by the MCA



**01322 629600**

[www.northkent.ac.uk/nmtc](http://www.northkent.ac.uk/nmtc)

NMTC, North Kent College,  
Gravesend, Kent, DA12 2JJ

**NKC**  
NORTH KENT  
COLLEGE



### Stema Shipping (UK) Ltd

#### Tilbury

1 Berth, Port of Tilbury,

Tilbury, Essex RM18 7JT

Tel: (01375) 857890

Fax: (01375) 857456

[www.mibau-stema.de/en/](http://www.mibau-stema.de/en/)

#### Contacts

Martin Johansen

Email: [enquiries@stema.uk.co.uk](mailto:enquiries@stema.uk.co.uk)

Tel: (01375) 857890

Fax: (01375) 857456

Sales

Email: [enquiries@stema.uk.co.uk](mailto:enquiries@stema.uk.co.uk)

Tel: (01375) 857890

Fax: (01375) 857456

Map reference 59

#### Berths

1 In-Dock Berth.

Depth Alongside: 10.5 metres (non-tidal).

#### Length

202 metres.

#### Equipment

Loading Shovel, Grab Crane -

available on demand

#### Cargo Accommodation

2.03 acres of open storage area.

Weighbridge facility.

#### Specialisation

Accommodation for self discharging vessels. Aggregates, Sub-Base-Type 1 Material.

### The Logistics Terminal

#### Tilbury

46A Berth, Shed 46D & E, Tilbury Docks

Tilbury, Essex RM18 7HS

Tel: (01375) 843269

Fax: (01375) 856911

Email: [ops@tterminal.co.uk](mailto:ops@tterminal.co.uk)

[www.tterminal.co.uk](http://www.tterminal.co.uk)

#### Contact

Mike Brown, Managing Partner

Email: [mike.brown@tterminal.co.uk](mailto:mike.brown@tterminal.co.uk)

Fax: (01375) 856911

Map reference 59

#### Cargo Accommodation

General import/export Bonded

warehouse - ambient temperature.

Fully secured with CCTV and night

patrols. Collection, de-vanning and

restitution of containers.

#### Specialisation

Port Centric logistics provider.

Secure bonded warehousing.

Customs clearance and T1 forms.

24 hour secure storage with full stock

control.

Onward delivery of de-vanned products,

including palletised and non-palletised

loads.

Full distribution service.

Full container collection and restitution

service.

#### Equipment

On-site fork lift equipment.

Specialist equipment (including reel

clamps, extended forks).

Ramps.

### Tilbury Cold Store Ltd

#### Tilbury

Berth 29, Port of Tilbury,

Tilbury, Essex RM18 7SX

Tel: (01375) 844266

Fax: (01375) 844335

Mobile: (07970) 052962

[www.tilburycoldstore.com](http://www.tilburycoldstore.com)

#### Contacts

Kelly Dennis, Office Manager

Email: [kelly.dennis@tilburycoldstore.com](mailto:kelly.dennis@tilburycoldstore.com)

Tel: (01375) 844266

Fax: (01375) 844335

Simon Dunne, Operations/Site Manager

Email: [simon.dunne@tilburycoldstore.com](mailto:simon.dunne@tilburycoldstore.com)

Tel: (01375) 844266

Fax: (01375) 844335

Map reference 59

#### Berths

Berth 29.

#### Storage Facilities

45,951 cubic metres, (1,624,000 cubic

feet) quayside temperature controlled

storage facilities comprising five

chambers and a temperature controlled

marshalling area.

Storage capacity of 10,000 pallets.

#### Services

include post-stevedore handling,

container stuffing/unstuffing, storage,

order picking, freezing, tempering,

packing, labelling and stock control.

The facilities are EC and Customs

approved.

Inspection and distribution facilities are

also available.



# Shipping Services



Direct ports of call and service details **119**



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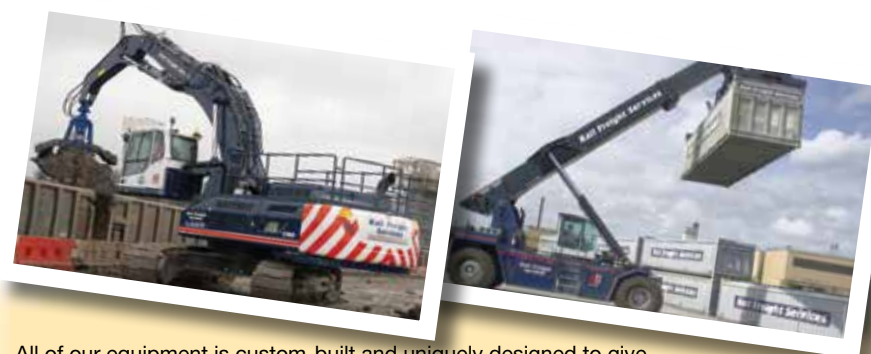
Our vessels are very versatile and can practically carry any general cargo including Sto-Ro, containers, trailers, cassettes, mobile cargoes and project cargoes as well as IMDG-classified goods and temperature-controlled goods.

For information, please contact:

Transfennica (UK) Ltd  
+44 1375 363 900  
info.uk@transfennica.com

RFS  
Rail Freight Services  
Tel: 020 8896 9192  
www.railfreightservices.co.uk

Rail Freight Services is the premier company for the loading and unloading of railway wagons and water-borne vessels, being able to service a huge variety of contracts operating within time constraints, rail and tide timetables



All of our equipment is custom-built and uniquely designed to give maximum benefit to customers in efficiency whilst ensuring the highest levels of safety in operation for all project needs, enabling them to cater for all bulk handling requirements regardless of budgets, time constraints and locations.

**Rail Wagon Unloading.** RFS are able to discharge all types of bulk commodities from various types of rail wagon used on the network today, typically aggregates, coal, waste, scrap and finished products e.g. block bricks within the required timetable.

**Train & Lorry Loading.** In addition to the grab equipment which is suitable for train and lorry loading, RFS also run a fleet of front ended loading shovels fitted with weigh-loaders and ticket printers guaranteed to +-2%.

**Intermodal Bulk Handling.** Some products need to be isolated for various reasons, and are maybe best suited to travel in a container. RFS own and operate equipment suitable for loading 20T, 30T and 40T containers to and from lorries and trains.

**Ship Loading & Unloading.** RFS operate long-reach equipment with power-turn clamshell grabs and high rise cabs, ideal for loading or unloading bulk community products from ships or barges of up to 6,000 tonnes capacity for a quayside. In addition RFS own and operate 5 grain elevators which have a combined loading rate of 1,500tph.

**Ancillary Services.** RFS own and operate a range of forklifts, lorries, screening equipment and mobile weighbridges which are available as part of your logistics solution if required.



Sailings to/from Europe	Destination/Line	Agent	Terminal	Service/Cargo
Belgium	Alianca	Alianca UK	LG	LO, C
	Andrew Weir Shipping Ltd	Andrew Weir Ship Management Ltd	LG	LO, C
	Atlantic Container Line	Atlantic Container Line	LG	LO, C
	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	CMA CGM	CMA CGM (UK) Shipping Ltd	LG	LO, C
	Cobelfret Ferries NV	CidN Roro Agencies Ltd	C RO	RO
	Cosco	Cosco Shipping Lines (UK) Ltd	LCT	LO, C
	Deutsche Afrika-Linien	MK Shipping Ltd	LG	LO, C
	EUKOR Car Carriers Inc	MK Shipping Ltd	POTL	RO, E, I
	Grimaldi Lines	Grimaldi Agencies UK Ltd	POTL	LO, RO, C, E, I
	Grimaldi Lines	Grimaldi Agencies UK Ltd Hamburg Sud	LCT	LO, C
	Hamburg Sud	John Good Shipping	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C
	Hugo Stinnes Schiffahrt GmbH	VM Liner Ltd	LG	LO, C
	K-Line	K-Line (Europe) Ltd	LG	LO, C
	MACS	John Good Shipping	LCT	LO, C
	Maersk Line	MK Shipping Ltd	LG	LO, C
	Marfret	Independent Maritime Agencies Ltd	LG	LO, C
	Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LCT	LO, C
	Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LG	LO, C
	MOL Europe	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C
	National Shipping Co of Saudi Arabia (NSCSA)	DKT Allseas	LCT	LO, C
	National Shipping Co of Saudi Arabia (NSCSA)	DKT Allseas	POTL	RO, E, I
	Nile Dutch	JSA Global	LCT	LO, C
	NYK	NYK	LG	LO, C
	OPDR	John Good Shipping	LCT	LO, C
	P&O Ferries Holdings Ltd	P&O Ferries Holdings Ltd	POTL	RO, C
	Seacon	Seacon Terminals Ltd	ST	LO, I
	Seago Line	Seago Line	LCT	LO, C
	Seatrade	Seatrade UK	LG	LO, C
	Transfennica Ltd	Transfennica (UK) Ltd	POTL	LO, RO, FR, C, E
	UASC	UASC UK Ltd	LG	LO, C
	WEC Lines	JSA Global	LG	LO, C
	Yang Ming	Yang Ming (UK) Ltd	LG	LO, C
Canary Islands	Andrew Weir Shipping Ltd	Andrew Weir Ship Management Ltd	LG	LO, C
	Deutsche Afrika-Linien	MK Shipping Ltd	LCT	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LG	LO, C
	Hugo Stinnes Schiffahrt GmbH	VM Liner Ltd	LG	LO, C
	Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LG	LO, C
	OPDR	John Good Shipping	LCT	LO, C
	WEC Lines	JSA Global	LG	LO, C
France	Alianca	Alianca UK	LG	LO, C
	Andrew Weir Shipping Ltd	Andrew Weir Ship Management Ltd	LG	LO, C
	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	CMA CGM	CMA CGM (UK) Shipping Ltd	LG	LO, C
	Cosco	Cosco Shipping Lines (UK) Ltd	LCT	LO, C
	Hamburg Sud	John Good Shipping	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C
	Hugo Stinnes Schiffahrt GmbH	VM Liner Ltd	LG	LO, C
	K-Line	K-Line (Europe) Ltd	LG	LO, C
	MacAndrews	MK Shipping Ltd	LCT	LO, C
	Maersk Line	MK Shipping Ltd	LG	LO, C
	Marfret	Independent Maritime Agencies Ltd	LG	LO, C
	Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LG	LO, C
	MOL Europe	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C
	Nile Dutch	JSA Global	LCT	LO, C
	NYK	NYK	LG	LO, C
	OPDR	John Good Shipping	LCT	LO, C
	Seacon	Seacon Terminals Ltd	ST	LO, I
	Seatrade	Seatrade UK	LG	LO, C
	Streamlines	Holmwood International	LCT	LO, C
Germany	UASC	UASC UK Ltd	LG	LO, C
	WEC Lines	JSA Global	LG	LO, C
	Yang Ming	Yang Ming (UK) Ltd	LG	LO, C
	Alianca	Alianca UK	LG	LO, C
	Andrew Weir Shipping Ltd	Andrew Weir Ship Management Ltd	LG	LO, C
	Atlantic Container Line	Atlantic Container Line	LG	LO, C
	CMA CGM	CMA CGM (UK) Shipping Ltd	LG	LO, C
	Cosco	Cosco Shipping Lines (UK) Ltd	LG	LO, C
	Deutsche Afrika-Linien	MK Shipping Ltd	LG	LO, C
	EUKOR Car Carriers Inc	MK Shipping Ltd	POTL	RO, E, I
	Grimaldi Lines	Grimaldi Agencies UK Ltd	POTL	LO, RO, FR, C, E, I
	Grimaldi Lines	Grimaldi Agencies UK Ltd	LCT	LO, RO, FR, C, E, I
	Hamburg Sud	John Good Shipping	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C
	Hugo Stinnes Schiffahrt GmbH	VM Liner Ltd	LG	LO, C
	K-Line	K-Line (Europe) Ltd	LG	LO, C
	Maersk Line	MK Shipping Ltd	LCT	LO, C
	Maersk Line	MK Shipping Ltd	LG	LO, C
	MacAndrews	MK Shipping Ltd	LCT	LO, C
	MACS	John Good Shipping	LCT	LO, C
	Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LG	LO, C
	MOL Europe	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C
	National Shipping Co of Saudi Arabia (NSCSA)	DKT Allseas	LCT	LO, C
	NYK	NYK	LG	LO, C
	OPDR	John Good Shipping	LCT	LO, C
	Safmarine UK Ltd	MK Shipping Ltd	LG	LO, C
	Seacon	Seacon Terminals Ltd	ST	LO, I
	Seago Line	Seago Line	LCT	LO, C
	Transfennica Ltd	Transfennica (UK) Ltd	POTL	LO, RO, FR, C, E
	Safmarine UK Ltd	MK Shipping Ltd	LG	LO, C
	UASC	UASC UK Ltd	LG	LO, C
	WEC Lines	JSA Global	LG	LO, C
	Yang Ming	Yang Ming (UK) Ltd	LG	LO, C
	Alianca	Alianca UK	LG	LO, C
	Andrew Weir Shipping Ltd	Andrew Weir Ship Management Ltd	LG	LO, C

#### Key to abbreviations

##### Terminal

C RO C Ro London  
FORD Ford, Dagenham  
LCT London Container Terminal  
LG London Gateway  
NT Northfleet Terminal  
POTL Port of Tilbury London  
ST Seacon Terminals

##### Service/Cargo

C Import and export containers  
E Export general cargoes  
(unless qualified)  
FP Forest products  
(imports only)  
I Import general cargoes  
(unless qualified)  
LO Import and export of lift-on  
and lift-off cargoes  
RO Import and export of ro-ro  
and sto-ro cargoes  
SP Side port



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		K-Line	K-Line (Europe) Ltd	LG LO, C
		Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LG LO, C
		MOL Europe	Denholm Wilhelmsen Ltd/Hapag-Lloyd(UK)	LG LO, C
		NYK	NYK	LG LO, C
	Ireland	Yang Ming	Yanh Ming (UK) Ltd	LG LO, C
		EUKOR Car Carriers Inc	MK Shipping Ltd	POTL RO, E, I
		Grimaldi Lines	Grimaldi Agencies UK Ltd	POTL LO, RO, FP, C, E, I
		Maersk Line	MK Shipping Ltd	LCT LO, C
	Italy	CMA CGM	CMA CGM (UK) Shipping Ltd	LG LO, C
		Hamburg Sud	John Good Shipping	LG LO, C
		Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG LO, C
		Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LG LO, C
		WEC Lines	JSA Global	LG LO, C
	Malta	CMA CGM	CMA CGM (UK) Shipping Ltd	LG LO, C
		Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG LO, C
	Portugal	Andrew Weir Shipping Ltd	Andrew Weir Ship Management Ltd	LG LO, C
		CMA CGM	CMA CGM (UK) Shipping Ltd	LG LO, C
		Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG LO, C
		Hugo Stinnes Schifffahrt GmbH	VM Liner Ltd	LG LO, C
		MacAndrews	MK Shipping Ltd	LCT LO, C
		MACS	John Good Shipping	LCT LO, C
		Marfret	Independent Maritime Agencies Ltd	LG LO, C
		Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LCT LO, C
		Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LG LO, C
		OPDR	John Good Shipping	LCT LO, C
		WEC Lines	JSA Global	LG LO, C
	Spain	Alianca	Alianca UK	LG LO, C
		Andrew Weir Shipping Ltd	Andrew Weir Ship Management Ltd	LG LO, C
		CMA CGM	CMA CGM (UK) Shipping Ltd	LCT LO, C
		CMA CGM	CMA CGM (UK) Shipping Ltd	LG LO, C
		Cosco	Cosco Shipping Lines (UK) Ltd	LCT LO, C
		Cosco	Cosco Shipping Lines (UK) Ltd	LG LO, C
		Deutsche Afrika-Linien	MK Shipping Ltd	LCT LO, C
		Deutsche Afrika-Linien	MK Shipping Ltd	LG LO, C
		EUKOR Car Carriers Inc	MK Shipping Ltd	POTL RO, E, I
		Grimaldi Lines	Grimaldi Agencies UK Ltd	POTL LO, RO, FP, C, E, I
		Grimaldi Lines	Grimaldi Agencies UK Ltd	LCT LO, RO, FP, C, E, I
		Hamburg Sud	John Good Shipping	LG LO, C
		Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG LO, C
		MacAndrews	MK Shipping Ltd	LCT LO, C
		MACS	John Good Shipping	LCT LO, C
		Maersk Line	MK Shipping Ltd	LG LO, C
		Marfret	Independent Maritime Agencies (UK) Ltd	LG LO, C
		Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LG LO, C
		MOL Europe	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG LO, C
		Nile Dutch	JSA Global	LCT LO, C
		OPDR	John Good Shipping	LCT LO, C
		Safmarine UK Ltd	MK Shipping Ltd	LG LO, C
		Samskip Multimodal BV	Samskip Multimodal BV	LCT LO, C
		Team Lines	Team Lines	LCT LO, C
		UASC	UASC UK Ltd	LCT LO, C
		UASC	UASC UK Ltd	LG LO, C
		WEC Lines	JSA Global	LG LO, C
	The Netherlands	Alianca	Alianca UK	LG LO, C
		Andrew Weir Shipping Ltd	Andrew Weir Ship Management Ltd	LG LO, C
		CMA CGM	CMA CGM (UK) Shipping Ltd	LCT LO, C
		CMA CGM	CMA CGM (UK) Shipping Ltd	LG LO, C
		Cobelfret Ferries NV	CldN Roro Agencies Ltd	C RO RO
		Cobelfret Ferries NV	CldN Roro Agencies Ltd	FORD RO
		Cosco	Cosco Shipping Lines (UK) Ltd	LG LO, C
		Deutsche Afrika-Linien	MK Shipping Ltd	LG LO, C
		EUKOR Car Carriers Inc	MK Shipping Ltd	POTL RO, E, I
		Grimaldi Lines	Grimaldi Agencies UK Ltd	LCT LO, RO, FP, C, E, I
		Grimaldi Lines	Grimaldi Agencies UK Ltd	POTL LO, RO, FP, C, E, I
		Hamburg Sud	John Good Shipping	LG LO, C
		Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG LO, C
		Hugo Stinnes Schifffahrt GmbH	VM Liner Ltd	LG LO, C
		K-Line	K-Line (Europe) Ltd	LG LO, C
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		Maersk Line	MK Shipping Ltd	LCT LO, C
		Maersk Line	MK Shipping Ltd	LG LO, C
		Marfret	Independent Maritime Agencies Ltd	LG LO, C
		Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LCT LO, C
		Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LG LO, C
		MOL Europe	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG LO, C
		NYK	NYK	LG LO, C
		OPDR	John Good Shipping	LCT LO, C
		Safmarine UK Ltd	MK Shipping Ltd	LG LO, C
		Samskip Multimodal BV	Samskip Multimodal BV	POTL LO, C
		Seacon	Seacon Terminals Ltd	ST LO, I
		Seago Line	Seago Line	LCT LO, C
		Seatrade	Seatrade UK	LG LO, C
		Streamlines	Holmwood International	LCT LO, C
		WEC Lines BV	JSA Global	LG LO, C
		Yang Ming	Yang Ming (UK) Ltd	LG LO, C
	Turkey	MacAndrews	MK Shipping Ltd	LCT LO, C
		Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LG LO, C
		OPDR	John Good Shipping	LCT LO, C
		UASC	UASC UK Ltd	LG LO, C
		Yang Ming	Yang Ming (UK) Ltd	LG LO, C

Key to abbreviations

**Terminal**  
C RO C Ro London  
FORD Ford, Dagenham  
LCT London Container Terminal  
LG London Gateway  
NT Northfleet Terminal  
POTL Port of Tilbury London  
ST Seacon Terminals

**Service/Cargo**  
C Import and export containers  
E Export general cargoes (unless qualified)  
FP Forest products (imports only)  
I Import general cargoes (unless qualified)  
LO Import and export of lift-on and lift-off cargoes  
RO Import and export of ro-ro and sto-ro cargoes  
SP Side port





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Photo by Alan Chapman

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36 Riverside, Medway City Estate  
Rochester ME2 4DP  
United Kingdom  
Tel : +44 (0)1634 712699

Agency and Chartering Enquiries:  
agency@armacshipping.com

Import and Export Enquiries:  
forwarding@armacshipping.com

www.armacshipping.com

	Destination/Line	Agent	Terminal	Service/Cargo	
Sailings to/from Scandinavia, The Baltic and Russia					
Denmark	EUKOR Car Carriers Inc	MK Shipping Ltd	POTL	RO, E, I	
Estonia	Timbership Line	Lacy & Middlemiss Shipbrokers Ltd	POTL	LO, FP	
	Transfennica Ltd	Transfennica (UK) Ltd	POTL	LO, RO, FP, C, E	
Finland	Transfennica Ltd	Transfennica (UK) Ltd	POTL	LO, RO, FP, C, E	
Latvia	Timbership Line	Lacy & Middlemiss Shipbrokers Ltd	POTL	LO, FP	
Poland	MacAndrews	MK Shipping Ltd	LCT	LO, C	
	OPDR	John Good Shipping	LCT	LO, C	
	Transfennica Ltd	Transfennica (UK) Ltd	POTL	E, C, FP, RO, LO	
Russia	Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LG	LO, C	
	Seacon	Seacon Terminals Ltd	ST	I	
	Timbership Line	Lacy & Middlemiss Shipbrokers Ltd	POTL	LO, FP	
	Transfennica Ltd	Transfennica (UK) Ltd	POTL	RO, C, E, I	
Sweden	EUKOR Car Carriers Inc	MK Shipping Ltd	POTL	RO, E, I	
	MacAndrews	MK Shipping Ltd	LCT	LO, C	
	OPDR	OPDR	LCT	LO, C	
	Seago Line	Seago Line	LCT	LO, C	
Sailings to/from north Africa					
Morocco	CMA CGM	CMA CGM (UK) Shipping Ltd	LG	LO, C	
	Cosco	Cosco Shipping Lines (UK) Ltd	LCT	LO, C	
	Cosco	Cosco Shipping Lines (UK) Ltd	LG	LO, C	
	Deutsche Afrika-Linien	MK Shipping Ltd	LG	LO, C	
	Hamburg Sud	John Good Shipping	LG	LO, C	
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C	
	MacAndrews	MK Shipping Ltd	LCT	LO, C	
	Maersk Line	MK Shipping Ltd	LG	LO, C	
	Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LG	LO, C	
	Nile Dutch	JSA Global	LCT	LO, C	
	NYK	NYK	LG	LO, C	
	OPDR	OPDR	OPDR	LO, C	
	Safmarine UK Ltd	MK Shipping Ltd	LG	LO, C	
	Seago Line	Seago Line	LCT	LO, C	
	Sailings to/from southern Africa				
	South Africa	Andrew Weir Shipping Ltd	Andrew Weir Ship Management Ltd	LG	LO, C
		CMA CGM	CMA CGM (UK) Shipping Ltd	LG	LO, C
Deutsche Afrika-Linien		MK Shipping Ltd	LG	LO, C	
Hapag-Lloyd AG		Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C	
Hugo Stinnes Schifffahrt GmbH		VM Liner Ltd	LG	LO, C	
MACS		John Good Shipping	LCT	LO, C	
Maersk Line		MK Shipping Ltd	LG	LO, C	
Mediterranean Shipping Co (UK) Ltd		Mediterranean Shipping Co (UK) Ltd	LG	LO, C	
MOL Europe		MOL (Europe) Ltd	LG	LO, C	
Safmarine UK Ltd		MK Shipping Ltd	LG	LO, C	
WEC Lines		JSA Global	LG	LO, C	
Djibouti		Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LG	LO, C
		WEC Lines	JSA Global	LG	LO, C
		Kenya	EUKOR Car Carriers Inc	MK Shipping Ltd	POTL
	Tanzania	EUKOR Car Carriers Inc	MK Shipping Ltd	POTL	RO, E, I
Sailings to/from west Africa					
Benin	Grimaldi Lines	Grimaldi Agencies UK Ltd	LCT	LO, RO, FP, C, E, I	
	Grimaldi Lines	Grimaldi Agencies UK Ltd	POTL	LO, RO, FP, C, E, I	
Cote D'Ivoire	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C	
	Cosco	Cosco Shipping Lines (UK) Ltd	LCT	LO, C	
	Grimaldi Lines	Grimaldi Agencies UK Ltd	LCT	LO, RO, FP, C, E, I	
	Grimaldi Lines	Grimaldi Agencies UK Ltd	POTL	LO, RO, FP, C, E, I	
	Nile Dutch	JSA Global	LCT	LO, C	
Gabon	Grimaldi Lines	Grimaldi Agencies UK Ltd	LCT	LO, RO, FP, C, E, I	
	Grimaldi Lines	Grimaldi Agencies UK Ltd	POTL	LO, RO, FP, C, E, I	
	Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LG	LO, C	
Ghana	Grimaldi Lines	Grimaldi Agencies UK Ltd	LCT	LO, RO, FP, C, E, I	
	Grimaldi Lines	Grimaldi Agencies UK Ltd	POTL	LO, RO, FP, C, E, I	
Guinea	Grimaldi Lines	Grimaldi Agencies UK Ltd	LCT	LO, RO, FP, C, E, I	
	Grimaldi Lines	Grimaldi Agencies UK Ltd	POTL	LO, RO, FP, C, E, I	
	Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LG	LO, C	
Liberia	Grimaldi Lines	Grimaldi Agencies UK Ltd	LCT	LO, RO, FP, C, E, I	
	Grimaldi Lines	Grimaldi Agencies UK Ltd	POTL	LO, RO, FP, C, E, I	
Nigeria	EUKOR Car Carriers Inc	MK Shipping Ltd	POTL	RO, I, E	
	Grimaldi Lines	Grimaldi Agencies UK Ltd	LCT	LO, RO, FP, C, E, I	
	Grimaldi Lines	Grimaldi Agencies UK Ltd	POTL	LO, RO, FP, C, E, I	
	Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LG	LO, C	
Morocco	Alianca	Alianca UK	LG	LO, C	
	CMA CGM	CMA CGM (UK) Shipping Ltd	LG	LO, C	
	Hamburg Sud	John Good Shipping	LG	LO, C	
	Hapag-Lloyd	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C	
	Maersk				
	Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LG	LO, C	
	UASC	UASC (UK) Ltd	LG	LO, C	
Key to abbreviations					
				Terminal	
				C RO C Ro London	
				FORD Ford, Dagenham	
				LCT London Container Terminal	
				LG London Gateway	
				NT Northfleet Terminal	
				POTL Port of Tilbury London	
				ST Seacon Terminals	
				Service/Cargo	
				C Import and export containers	
				E Export general cargoes	
				(unless qualified)	
				FP Forest products	
				(imports only)	
				I Import general cargoes	
				(unless qualified)	
				LO Import and export of lift-on	
				and lift-off cargoes	
				RO Import and export of ro-ro	
				and sto-ro cargoes	
				SP Side port	

Key to abbreviations

Terminal

C RO C Ro London

FORD Ford, Dagenham

LCT London Container Terminal

LG London Gateway

NT Northfleet Terminal

POTL Port of Tilbury London

ST Seacon Terminals

Service/Cargo

C Import and export containers

E Export general cargoes

(unless qualified)

FP Forest products

(imports only)

I Import general cargoes

(unless qualified)

LO Import and export of lift-on and lift-off cargoes

RO Import and export of ro-ro and sto-ro cargoes

SP Side port





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	Destination/Line	Agent	Terminal	Service/Cargo
<b>Sailings to/from west Africa</b>				
<b>Senegal</b>	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	Cosco	Cosco Shipping Lines (UK) Ltd	LCT	LO, C
	EUKOR Car Carriers Inc	MK Shipping Ltd	POTL	E, RO, I
	Grimaldi Lines	Grimaldi Agencies UK Ltd	LCT	LO, RO, FR, C, E, I
	Grimaldi Lines	Grimaldi Agencies UK Ltd	POTL	LO, RO, FR, C, E, I
	Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LG	LO, C
	Nile Dutch	JSA Global	LCT	LO, C
<b>Sierra Leone</b>	Grimaldi Lines	Grimaldi Agencies UK Ltd	LCT	LO, RO, FR, C, E, I
	Grimaldi Lines	Grimaldi Agencies UK Ltd	POTL	LO, RO, FR, C, E, I
<b>The Gambia</b>	Grimaldi Lines	Grimaldi Agencies UK Ltd	LCT	LO, RO, FR, C, E, I
	Grimaldi Lines	Grimaldi Agencies UK Ltd	POTL	LO, RO, FR, C, E, I
<b>Togo</b>	Andrew Weir Shipping Ltd	Andrew Weir Ship Management Ltd	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C
	Hugo Stinnes Schifffahrt GmbH	VM Liner Ltd	LG	LO, C
	Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LG	LO, C
	WEC Lines	JSA Global	LG	LO, C
<b>Sailings to/from Middle East</b>				
<b>Egypt</b>	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	CMA CGM	CMA CGM (UK) Shipping Ltd	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C
	MacAndrews	MK Shipping Ltd	LCT	LO, C
	Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LG	LO, C
	National Shipping Co of Saudi Arabia (NSCSA)	DKT Allseas	LCT	LO, C
	OPDR	OPDR	LCT	LO, C
<b>Lebanon</b>	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	MacAndrews	MK Shipping Ltd	LCT	LO, C
	Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LG	LO, C
	OPDR	OPDR	LCT	LO, C
<b>Oman</b>	Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LG	LO, C
	WEC Lines	JSA Global	LG	LO, C
<b>Saudi Arabia</b>	CMA CGM	CMA CGM (UK) Shipping Ltd	LG	LO, C
	Deutsche Afrika-Linien	MK Shipping Ltd	LG	LO, C
	Hamburg Sud	John Good Shipping	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C
	K-Line	K-Line (Europe) Ltd	LG	LO, C
	Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LG	LO, C
	MOL Europe	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C
	National Shipping Co of Saudi Arabia (NSCSA)	DKT Allseas	LCT	LO, C
	NYK	NYK	LG	LO, C
	UASC	UASC UK Ltd	LG	LO, C
	WEC Lines	JSA Global	LG	LO, C
	Yang Ming	Yang Ming (UK) Ltd	LG	LO, C
<b>United Arab Emirates</b>	CMA CGM	CMA CGM (UK) Shipping Ltd	LG	LO, C
	Deutsche Afrika-Linien	MK Shipping Ltd	LG	LO, C
	Hamburg Sud	John Good Shipping	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C
	NYK	NYK	LG	LO, C
<b>Sailings to/from Indian sub-continent</b>				
<b>India</b>	CMA CGM	CMA CGM (UK) Shipping Ltd	LG	LO, C
	Deutsche Afrika-Linien	MK Shipping Ltd	LG	LO, C
	Hamburg Sud	John Good Shipping	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C
	NYK	NYK	LG	LO, C
<b>Mauritius</b>	Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LG	LO, C
	WEC Lines	JSA Global	LG	LO, C
<b>Pakistan</b>	CMA CGM	CMA CGM (UK) Shipping Ltd	LG	LO, C
	Deutsche Afrika-Linien	MK Shipping Ltd	LG	LO, C
	Hamburg Sud	John Good Shipping	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C
	NYK	NYK	LG	LO, C
<b>Reunion</b>	CMA CGM	CMA CGM (UK) Shipping Ltd	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C
	Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LG	LO, C
	WEC Lines	JSA Global	LG	LO, C
<b>Sri Lanka</b>	CMA CGM	CMA CGM (UK) Shipping Ltd	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C
	K-Line	K-Line (Europe) Ltd	LG	LO, C
	Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LG	LO, C
	MOL	MOL Europe	LG	LO, C
	NYK	NYK	LG	LO, C
	WEC Lines	JSA Global	LG	LO, C
<b>Yang Ming</b>	Yang Ming	Yang Ming (UK) Ltd	LG	LO, C
<b>Sailings to/from Far East</b>				
<b>China</b>	EUKOR Car Carriers Inc	MK Shipping Ltd	POTL	RO, E, I
	Hapag-Lloyd	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C
	K-Line	K-Line (Europe) Ltd	LG	LO, C
	MOL Europe	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C
	NYK	NYK	LG	LO, C
	Saga Welco AS	SBZ Logistics Ltd	POTL	FP
	UASC	UASC UK Ltd	LG	LO, C
	Yang Ming	Yang Ming (UK) Ltd	LG	LO, C

### Key to abbreviations

#### Terminal

C RO C Ro London  
FORD Ford, Dagenham  
LCT London Container Terminal  
LG London Gateway  
NT Northfleet Terminal  
POTL Port of Tilbury London  
ST Seacon Terminals

#### Service/Cargo

C Import and export containers  
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I Import general cargoes  
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LO Import and export of lift-on  
and lift-off cargoes  
RO Import and export of ro-ro  
and sto-ro cargoes  
SP Side port



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	Destination/Line	Agent	Terminal	Service/Cargo
Sailings to/from Far East				
Hong Kong	EUKOR Car Carriers Inc	MK Shipping Ltd	POTL	RO, E, I
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C
	K-Line	K-Line (Europe) Ltd	LG	LO, C
	MOL Europe	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C
	NYK	NYK	LG	LO, C
	UASC	UASC UK Ltd	LG	LO, C
	Yang Ming	Yang Ming (UK) Ltd	LG	LO, C
Japan	EUKOR Car Carriers Inc	MK Shipping Ltd	POTL	RO, E, I
Malaysia	CMA CGM (UK) Shipping Ltd	CMA CGM (UK) Shipping Ltd	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C
Singapore	CMA CGM (UK) Shipping Ltd	CMA CGM (UK) Shipping Ltd	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C
	K-Line	K-Line (Europe) Ltd	LG	LO, C
	Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LG	LO, C
	MOL	MOL Europe Ltd	LG	LO, C
	NYK	NYK	LG	LO, C
	WEC Lines	JSA Global	LG	LO, C
	Yang Ming	Yang Ming (UK) Ltd	LG	LO, C
South Korea	EUKOR Car Carriers Inc	MK Shipping Ltd	POTL	RO, E, I
Taiwan	EUKOR Car Carriers Inc	MK Shipping Ltd	POTL	RO, E, I
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C
	K-Line	K-Line (Europe) Ltd	LG	LO, C
	MOL	MOL Europe Ltd	LG	LO, C
	NYK	NYK	LG	LO, C
	Yang Ming	Yang Ming (UK) Ltd	LG	LO, C
Thailand	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C
	K-Line	K-Line (Europe) Ltd	LG	LO, C
	MOL	MOL Europe Ltd	LG	LO, C
	NYK	NYK	LG	LO, C
	Yang Ming	Yang Ming (UK) Ltd	LG	LO, C
Vietnam	HAPAG-Lloyd AG	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C
	K Line	K-Line (Europe) Ltd	LG	LO, C
	MOL	MOL Europe Ltd	LG	LO, C
	NYK	NYK	LG	LO, C
	UASC	UASC UK Ltd	LG	LO, C
	Yang Ming	Yang Ming (UK) Ltd	LG	LO, C
Sailings to/from Australasia and Pacific Islands				
Australia	CMA CGM (UK) Shipping Ltd	CMA CGM (UK) Shipping Ltd	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C
	Marfret	Independent Maritime Agencies Ltd	LG	LO, C
	Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LG	LO, C
	Seatrade	Seatrade UK	LG	LO, C
	WEC Lines	JSA Global	LG	LO, C
New Zealand	CMA CGM	CMA CGM (UK) Shipping Ltd	LG	LO, C
	Marfret	Independent Maritime Agencies Ltd	LG	LO, C
	Seatrade		LG	LO, C
Pacific Islands	CMA CGM	CMA CGM (UK) Shipping Ltd	LG	LO, C
	Marfret	Independent Maritime Agencies Ltd	LG	LO, C
	Seatrade	Seatrade UK	LG	LO, C
Sailings to/from north America				
United States - Atlantic	Atlantic Container Line	Atlantic Container Line	LG	LO, C
	CMA CGM	CMA CGM (UK) Shipping Ltd	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C
	K-Line	K-Line (Europe) Ltd	LG	LO, C
	Marfret	Independent Maritime Agencies Ltd	LG	LO, C
	Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LG	LO, C
	MOL Europe	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C
	NYK	NYK	LG	LO, C
	Seatrade	Seatrade UK	LG	LO, C
	Streamlines	Holmwood International	LCT	LO, C
	Yang Ming	Yang Ming (UK) Ltd	LG	LO, C
Sailings to/from central America and Caribbean				
Costa Rica	Alianca	Alianca UK	LG	LO, C
	CMA CGM	CMA CGM (UK) Shipping Ltd	LG	LO, C
	Hamburg Sud	John Good Shipping	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C
	Maersk Line	MK Shipping Ltd	LCT	LO, C
	Maersk Line	MK Shipping Ltd	LG	LO, C
	Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LG	LO, C
	Streamlines	Holmwood International	LCT	LO, C
	UASC	UASC UK Ltd	LG	LO, C
Cuba	Maersk Line	MK Shipping Ltd	LCT	LO, C
Dominican Republic	CMA CGM	CMA CGM (UK) Shipping Ltd	LG	LO, C
	Hamburg Sud	John Good Shipping	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C
	Streamlines	Holmwood International	LCT	LO, C
Guadeloupe	Streamlines	Holmwood International	LCT	LO, C
Guatemala	CMA CGM	CMA CGM (UK) Shipping Ltd	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C
	Streamlines	Holmwood International	LCT	LO, C

Key to abbreviations

Terminal  
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FORD Ford, Dagenham  
LCT London Container Terminal  
LG London Gateway  
NT Northfleet Terminal  
POTL Port of Tilbury London  
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Service/Cargo  
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(imports only)  
I Import general cargoes  
(unless qualified)  
LO Import and export of lift-on  
and lift-off cargoes  
RO Import and export of ro-ro  
and sto-ro cargoes  
SP Side port





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	Destination/Line	Agent	Terminal	Service/Cargo
Sailings to/from central America and Caribbean				
Honduras	CMA CGM	CMA CGM (UK) Shipping Ltd	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C
	Streamlines	Holmwood International	LCT	LO, C
Jamaica	CMA CGM	CMA CGM (UK) Shipping Ltd	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C
	Marfret	Independent Maritime Agencies Ltd	LG	LO, C
	Seatrade	Seatrade UK	LG	LO, C
Mexico	Alianca	Alianca UK	LG	LO, C
	CMA CGM	CMA CGM (UK) Shipping Ltd	LG	LO, C
	Hamburg Sud	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C
	Maersk Line	MK Shipping Ltd	LCT	LO, C
	Maersk Line	MK Shipping Ltd	LG	LO, C
	Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LG	LO, C
	UASC	UASC UK Ltd	LG	LO, C
Panama	CMA CGM	CMA CGM (UK) Shipping Ltd	LG	LO, C
	Hamburg Sud	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C
	Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LG	LO, C
St Martin	CMA CGM	CMA CGM (UK) Shipping Ltd	LG	LO, C
	Marfret	Independent Maritime Agencies Ltd	LG	LO, C
Trinidad & Tobago	CMA CGM	CMA CGM (UK) Shipping Ltd	LG	LO, C
	Marfret	Independent Maritime Agencies Ltd	LG	LO, C
Sailings to/from south America				
Argentina	Alianca	Alianca UK	LG	LO, C
	CMA CGM	CMA CGM (UK) Shipping Ltd	LG	LO, C
	Cosco	Cosco Shipping Lines UK Ltd	LG	LO, C
	Grimaldi Lines	Grimaldi Agencies UK Ltd	LCT	LO, C
	Grimaldi Lines	John Good Shipping	POTL	LO, C
	Hamburg Sud	John Good Shipping	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C
	Maersk Line	MK Shipping Ltd	LG	LO, C
	Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LG	LO, C
	Safmarine UK Ltd	MK Shipping Ltd	LG	LO, C
	UASC	UASC UK Ltd	LG	LO, C
Brazil	Alianca	Alianca UK Ltd	LG	LO, C
	CMA CGM	CMA CGM (UK) Shipping Ltd	LG	LO, C
	Cosco	Cosco Shipping Lines UK Ltd	LG	LO, C
	Grimaldi Lines	Grimaldi Agencies UK Ltd	LCT	LO, RO, FR, C, E, I
	Grimaldi Lines	Grimaldi Agencies UK Ltd	POTL	LO, RO, FR, C, E, I
	Hamburg Sud	John Good Shipping	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C
	Maersk Line	MK Shipping Ltd	LG	LO, C
	Marfret	Independent Maritime Agencies Ltd	LG	LO, C
	Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LG	LO, C
	Safmarine UK Ltd	MK Shipping Ltd	LG	LO, C
	UASC	UASC UK Ltd	LG	LO, C
Chile	Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LG	LO, C
Colombia	Alianca	Alianca UK Ltd	LG	LO, C
	CMA CGM	CMA CGM (UK) Shipping Ltd	LG	LO, C
	Hamburg Sud	John Good Shipping	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C
	Maersk Line	MK Shipping Ltd	LG	LO, C
	Marfret	Independent Maritime Agencies Ltd	LG	LO, C
	Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LG	LO, C
	Seatrade	Seatrade UK	LG	LO, C
	UASC	UASC UK Ltd	LG	LO, C
French Guiana	CMA CGM	CMA CGM (UK) Shipping Ltd	LG	LO, C
	Marfret	Independent Maritime Agencies Ltd	LG	LO, C
Panama	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	Hamburg Sud	John Good Shipping	LG	LO, C
	Hapag-Lloyd AG	Hapag-Lloyd AG	LG	LO, C
	Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LG	LO, C
Peru	CMA CGM	CMA CGM (UK) Shipping Ltd	LG	LO, C
	Hamburg Sud	John Good Shipping	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C
	Marfret	Independent Maritime Agencies Ltd	LG	LO, C
	Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LG	LO, C
	Seatrade	Seatrade UK	LG	LO, C
Uruguay	Alianca	Alianca UK	LG	LO, C
	CMA CGM	CMA CGM (UK) Shipping Ltd	LG	LO, C
	Cosco	Cosco Shipping Lines UK Ltd	LG	LO, C
	Grimaldi Lines	Grimaldi Agencies UK Ltd	LCT	LO, C
	Grimaldi Lines	John Good Shipping	LCT	LO, C
	Hamburg Sud	John Good Shipping	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/Hapag-Lloyd (UK) Ltd	LG	LO, C
	Maersk Line	MK Shipping Ltd	LG	LO, C
	Mediterranean Shipping Co (UK) Ltd	Mediterranean Shipping Co (UK) Ltd	LG	LO, C
	Safmarine UK Ltd	MK Shipping Ltd	LG	LO, C
	UASC	UASC UK Ltd	LG	LO, C

Key to abbreviations

Terminal  
C RO C Ro London  
FORD Ford, Dagenham  
LCT London Container Terminal  
LG London Gateway  
NT Northfleet Terminal  
POTL Port of Tilbury London  
ST Seacon Terminals

Service/Cargo  
C Import and export containers  
E Export general cargoes  
(unless qualified)  
FP Forest products  
(imports only)  
I Import general cargoes  
(unless qualified)  
LO Import and export of lift-on  
and lift-off cargoes  
RO Import and export of ro-ro  
and sto-ro cargoes  
SP Side port

Services

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Aggregate suppliers

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**Brett Aggregates Ltd**  
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Cliffe  
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Fax: (01634) 220067  
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Fax: (01932) 568933  
www.cemex.co.uk

**Eurovia Roadstone**  
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www.mibau-stema.de/en/

**Tarmac Ltd**  
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**ELG Haniel Metals Ltd**  
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**European Metal Recycling Ltd**  
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Port of Tilbury  
Tilbury  
Essex RM18 7EH  
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**European Metal Recycling Ltd**  
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Tel: (0845) 2661854  
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www.emrgroup.com

**FM Conway Aggregates and Asphalt**  
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Vestry Road  
Sevenoaks  
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www.fmconway.co.uk

**Hadfield Wood Recyclers Ltd**  
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Tilbury  
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**Hanson Cement**  
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Essex RM20 3NL  
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Fax: (01708) 865907  
www.hanson.biz

**Industrial Chemicals Ltd**  
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www.icgl.co.uk

**JJ Prior Ltd**  
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Ballast Quay Road  
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Email: reception@keltbray.com  
www.keltbray.com

**Northfleet Terminal Kimberly Clark Ltd**  
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Email: joanne.stroud@potll.com  
www.forthports.co.uk/ports/tilbury  
www.londondistributionpark.com

**S Walsh & Sons Ltd**  
East Horndon Hall Business Park  
Tilbury Road  
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Essex CM13 3LR  
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**Sivyer Wharf**  
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**Tate and Lyle Sugars**  
Thames Refinery  
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www.stolt-nielsen.com

**Van Dalen UK Ltd**  
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www.vandalenrecycling.nl

Bulk liquid storage

**Calor Gas Ltd**  
Canvey Terminal  
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Canvey Island  
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**Esso Petroleum Co Ltd**  
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Fax: (01708) 682111  
www.esso.co.uk  
www.exxonmobil.com

**HCH Marine Ltd**  
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**NuStar Terminal Ltd**  
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**Oikos Storage Ltd**  
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**Pura Foods Ltd**  
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**Shell UK Oil Products Ltd**  
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Email: robin.oconnell@thehdsgroup.co.uk  
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**Stolthaven Dagenham Ltd**  
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**Cockett Marine Oil Ltd**  
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**OceanConnect Marine UK Ltd**  
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**Shell Marine Products**  
Shell Centre  
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**Thames Wharfinger Co Ltd**  
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Tel: (01474) 336303  
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Cargo ship, launch and barge operators

**Armac Marine Management Ltd**  
Medway Quay  
Priory Park  
Saxon Way  
Hessle  
Hull HU13 9PB  
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Fax: (020) 7900 3331  
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**Bennett's Barges**  
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Tel: (020) 7407 9991  
Email: chris.livett@bennettsbarges.com  
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**Capital Pleasure Boats**  
Temple Pier  
Victoria Embankment  
London WC2R 2PN  
Tel: (01689) 898959  
Email: info@cpbs.co.uk  
www.cpbs.co.uk

**Chas Newens Marine Co Ltd**  
The Boat House  
Embankment  
Putney  
London SW15 1LB  
Tel: (020) 8788 4587  
Fax: (020) 8780 2339  
Email: info@chastheboat.co.uk  
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**City Cruises Plc**  
Cherry Garden Pier  
Cherry Garden Street  
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Charlton  
London SE7 7SU  
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Fax: (020) 8858 8388  
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**GPS Marine Contractors Ltd**  
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Email: enquiries@gpsmarine.co.uk  
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**Greenwich Launches Ltd**  
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Sawbridgeworth  
Hertfordshire CM21 9PU  
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www.greenwichlaunches.co.uk

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**Marine Support Thames (MST) Ltd**  
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Kent DA7 5BP  
Tel: (07973) 820018 or (07966) 022979  
Fax: (020) 8306 1197  
Email: enquiries@mstworkboats.co.uk  
www.mstworkboats.co.uk

**Sargent Brothers (Thames) Ltd**  
c/o Seacon Terminals  
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Email: sargentbros@aol.com

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www.princess-pocahontas.com

**WPH Marine Construction**  
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Kent ME10 3TB  
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www.wphmarine.com

Cargo superintendents

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Email: cnship@cnship.com  
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**Cotecna Inspection Ltd**  
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Email: info@cotecna.co.uk  
www.cotecna.com

**Inspectorate International Ltd**  
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Fax: (01376) 520819  
Email: witham.hq@inspectorate.com  
www.inspectorate.com

**PD Shipping & Inspection Services Ltd**  
2 Capital Estate  
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Belvedere  
Erith  
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Tel: (020) 8312 3101 or (01322) 442423  
Fax: (020) 8312 3082 or (01322) 446788  
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**SGS Oil Gas and Chemical Services**  
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www.sgs.com

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**Freight Agencies Forwarding Ltd**  
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46D/E Shed  
Tilbury  
Essex RM18 7HS  
Tel: (01375) 840400  
Fax: (01375) 840844  
Mobile: (07768) 277702  
Email: faf.tilbury@btconnect.com

**FS MacKenzie Ltd**  
2nd Floor, Bowden House  
Luckyn Lane  
Pipps Hill Industrial Estate  
Basildon  
Essex SS14 3AX  
Tel: (01268) 275555  
Fax: (01268) 275556  
Email: mjarmar@gb.hellmann.net  
www.hellmann.net

**GAC Logistics UK**  
Riverside Business Centre  
Fort Road  
Tilbury  
Essex RM18 7ND  
Tel: (01375) 678400  
Fax: (020) 7067 9147  
Email: agency.thames@gac.com  
www.gac.com

**GBS (Freight Services) Ltd**  
25 Highfield Road  
Dartford  
Kent DA11 2JS  
Tel: (01322) 288061  
Fax: (01322) 288190  
Email: info@gbsfreight.co.uk  
www.gbsfreight.co.uk

**Geodis Wilson UK Ltd**  
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Cliffside Park  
Motherwell Way  
West Thurrock  
Essex RM20 3XD  
Tel: (01708) 893031  
Fax: (01708) 893032  
www.geodiswilson.com

**Global Forwarding Ltd**  
Symal House  
423 Edgeware Road  
London NW9 0HU  
Tel: (020) 8358 6500  
Fax: (020) 8358 6501  
Email: enquiries@globalf.com  
www.globalf.com

**Gondrand UK**  
Unit 2  
Sunbury International  
Trading Estate  
Brooklands Close  
off Windmill Road  
Sunbury on Thames  
Surrey TW16 7DX  
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Fax: (01932) 782306  
Email: info@gondrand.co.uk  
www.gondrand.co.uk

**Hapag-Lloyd (UK) Ltd**  
Hapag-Lloyd House  
50 Cambridge Road  
Barking  
Essex IG11 8HH  
Tel: (020) 8507 4000  
Fax: (020) 8507 4196  
www.hapag-lloyd.com

**Harbour Shipping Ltd**  
Stop 24  
Stanford Intersection  
Hythe  
Kent CT21 4BL  
Tel: (01303) 268907  
Fax: (01303) 237905  
Email: sapplebee@harbourshipping.co.uk  
www.harbourshipping.co.uk

**Harvest Agency Services Ltd**  
1st Floor Holland Chambers  
351 Holland Road  
Holland-on-Sea  
Essex CO15 6PD  
Tel: (01255) 818092-24hrs  
Fax: (01255) 818093  
Email: eastcoast@harvest-agency.co.uk  
www.harvest-agency.co.uk

**Hellmann Worldwide Logistics Ltd**  
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Astra House  
Christy Way  
Laindon  
Essex SS15 6TQ  
Tel: (01268) 400000  
Fax: (01268) 723771  
Email: mjarmar@gb.hellmann.net  
www.hellmann.net

**Horizon International Cargo Ltd**  
Unit 14- 15 Mills Road  
Aylesford  
Kent ME20 7NA  
Tel: (0845) 2303950 or (0845) 2303952  
Fax: (0845) 2303951  
Mobile: (07980) 991041  
Email: martin.carter@hicargo.com

**HPL Kensington Freight Ltd**  
Hellmann House  
Lakeside Industrial Estate  
Colnbrook  
Slough  
Berkshire SL3 0EL  
Tel: (01753) 687555  
Fax: (01753) 687556

**Ideal Forwarding Ltd**  
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Manor Way  
Rainham  
Essex RM13 8RA  
Tel: (01708) 526941  
Fax: (01708) 520024  
Email: jbone@ideal-forwarding.co.uk  
www.ideaforwarding.co.uk

**IFE Global Logistics (UK) Ltd**  
13 Bentalls Business Park  
Bentalls  
Basildon  
Essex SS14 3BN  
Tel: (01268) 286999  
Fax: (01268) 286799  
www.ifeuk.com

**Inchcape Shipping Services (UK) Ltd**  
Operations Office  
5-8 Lakeside Business Village  
Fleming Road  
Chafford Hundred  
Essex RM16 6EW  
Tel: (01375) 484910  
Fax: (0203) 004 1425  
Mobile: (07791) 193614  
Email: gbtil@iss-shipping.com  
www.iss-shipping.com

**Interliner Logistics Ltd**  
2nd Floor  
16-30 Wigham House  
Barking  
Essex IG11 8PJ  
Tel: (020) 8709 1693  
Fax: (020) 8711 5747  
Email: shipping@interlinerlogistics.co.uk  
www.interlinerlogistics.co.uk

**International Cargo Centre Ltd**  
The Anglia Centre  
Blackwater Close  
Rainham  
Essex RM13 8UA  
Tel: (01708) 527000  
Fax: (01708) 524881  
Email: london@anglia-forwarding.co.uk  
www.anglia-forwarding.co.uk

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Octain House  
13 Springfield Lyons Approach  
Chelmsford Business Park  
Chelmsford  
Essex CM2 5LB  
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Fax: (01245) 449109

**Orient Export Ltd**  
Charity Place  
Unit 1, Thurrock Park Way  
Thurrock Park Industrial Estate  
Tilbury  
Essex RM18 7HZ  
Tel: (08456) 585111  
Fax: (08456) 585155  
Email: info@orientsealand.com  
www.orientsealand.com

**Orient Worldwide (Ship-ping) Ltd**  
Phoenix House  
Suite 7  
Christopher Martin Road  
Basildon  
Essex SS14 3EZ  
Tel: (01268) 567700  
Fax: (01268) 567710  
Email: orient@orientworldwide.com  
www.orientworldwide.com

**Osborn Customs Services Ltd**  
Cobalt House  
Centre Court  
Sir Thomas Longley Road  
Rochester  
Kent ME2 4BQ  
Tel: (01634) 731632  
Fax: (01634) 731635

**PJ Shipping Ltd**  
7-8 The Glenmore Centre  
Honeywood Parkway  
Whitfield  
Kent CT16 3FH  
Tel: (01304) 825939  
Fax: (01304) 825944  
Email: jamie@pjshipping.co.uk  
www.pjshipping.com

**PD Shipping & Inspection Services Ltd**  
2 Capital Estate  
Crabtree Manorway South  
Belvedere  
Erith  
Kent DA17 6BJ  
Tel: (020) 8312 3101 or (01322) 442423  
Fax: (020) 8312 3082 or (01322) 446788  
Mobile: (07760) 751502  
Email: fix@pdports.co.uk  
www.pdports.co.uk

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Skyport Heathrow  
Armadaale Road  
Feltham  
Middlesex TW14 0LW  
Tel: (020) 8893 2666  
Fax: (020) 8893 2888  
Email: sales@perishablemovements.com  
www.perishablemovements.com

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Waterside Business Park  
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Witham  
Essex CM8 3PL  
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Fax: (0844) 800 7601  
Email: info@pfe-express.co.uk  
www.pfeweb.com

**PNC Global Logistics (UK) Ltd**  
Paramount House  
Delta Way  
Egham  
Surrey TW20 8RZ  
Tel: (01784) 274250  
Fax: (01784) 274251  
www.pncgl.com

**PODS Cargo Ltd**  
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Colnbrook  
Berkshire SL3 0DQ  
Tel: (0208) 797 8888  
Fax: (0208) 797 8787

**Premier Freight Services Ltd**  
Yewdale House  
Honywood Road  
Basildon  
Essex SS14 3DS  
Tel: (01268) 270789  
Fax: (01268) 521924  
Email: info@premierfreight.uk.com  
www.premierfreight.uk.com

**Principal Freight Ltd**  
Falcon House  
Central Way  
Feltham  
Middlesex TW14 0UQ  
Tel: (020) 8751 4500  
Fax: (020) 8751 4822  
Email: lucy@principalfreight.co.uk

**PSA Transport Ltd**  
Suite 19  
Trelawny House  
Felixstowe  
Suffolk IP11 3GB  
Tel: (01394) 673666  
Fax: (01394) 673661  
Mobile: (07737) 085920  
Email: bob@psatransport.co.uk  
www.psatransport.co.uk

**Regency International (GB) Ltd**  
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321a Hornchurch Road  
Hornchurch  
Essex RM12 4TQ  
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Fax: (01708) 621026  
Email: administrator@regencyintlgb.com  
www.regencyintlgb.com

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Brooklands Close  
Sunbury-on-Thames  
Middlesex TW16 7EQ  
Tel: (01932) 753 799  
Fax: (01932) 753 798  
Email: cdarbin@rifworldwide.co.uk  
www.rifworldwide.co.uk

**RJJ Freight Ltd**  
RJJ House  
Haven Exchange South  
Felixstowe  
Suffolk IP11 2QE  
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Fax: (01394) 673031  
Mobile: (07768) 000021  
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Claridon House  
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Stanford-le-Hope  
Essex SS17 0JU  
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Fax: (01375) 674516  
Email: marc.eastwood@rohlig.co.uk  
www.rohlig.com

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Unit 13  
Kendel Court  
Wickford  
Essex SS11 8YB  
Tel: (01268) 562538  
Fax: (01268) 730369  
Mobile: (07872) 542001  
Email: agency@sbzlogistics.co.uk  
or ops@sbzlogistics.co.uk  
www.sbzlogistics.co.uk

**SDV Ltd**  
Tilbury Logistics Centre  
Thurrock Park Way  
Tilbury  
Essex RM18 7HW  
Tel: (01375) 488200  
Fax: (01375) 855666  
Email: tilburylogisticscentre@sdv.co.uk  
www.sdv.co.uk

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Tower Wharf  
Northfleet  
Kent DA11 9BD  
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Fax: (01474) 329945  
Email: info@cargo@season.co.uk  
www.season.co.uk

**Seaport Freight Services Ltd**  
Suite 9  
Orwell House  
Ferry Lane  
Felixstowe  
Suffolk IP11 3QL  
Tel: (01394) 676691  
Fax: (01394) 676550  
Email: enquiries@seaportfreight.co.uk  
www.seaportfreight.co.uk

**Sequana Maritime Ltd**  
200 Court Road  
Eltham  
London SE9 4EW  
Tel: (020) 8299 7700  
Fax: (020) 8857 2886  
Mobile: (07831) 154241  
Email: info@sequana.co.uk  
www.sequanamaritimelt.dco.uk

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Sylvan Way  
Southfields Business Park  
Basildon  
Essex SS15 6TH  
Tel: (01268) 582500  
Fax: (01268) 414572

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35 Progress Road  
Southend-on-Sea  
Essex SS9 5PR  
Tel: (01702) 508313  
Fax: (01702) 421397  
Email: dgarrett@thesalgroup.com  
www.sigma-asl.com

**Sivle Ltd**  
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Essex RM17 5NH  
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Fax: (01375) 378170  
Email: cbhq@btinternet.com

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Scottish Mutual House  
27-29 North Street  
Hornchurch  
Essex RM11 1RS  
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Fax: (01708) 477527  
Email: martin@strowmar.co.uk  
www.strowmar.co.uk

**The Alliance Shipping Group of Companies**  
Southfields Business Park  
Alliance House  
Fenton Way  
Basildon  
Essex SS15 6TD  
Tel: (01268) 410211  
Fax: (01268) 413071  
Email: ship@agc.as  
www.agc.as

**Thunderbird Freight Ltd**  
Thurrock Park Way  
Tilbury  
Essex RM18 7LR  
Tel: (01375) 840340  
Fax: (01375) 840313  
Email: geoff@thunderbirdfreight.com  
www.thunderbirdfreight.com

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Fernwood House  
Roman Road  
Mountnessing  
Essex CM15 0UG  
Tel: (01277) 351517  
Fax: (01277) 351505  
www.tollgroup.com

**Tower Worldwide Freight Solutions Ltd**  
Unit 17a Bakers Court  
Paycocke Road  
Basildon  
Essex SS14 3EH  
Tel: (01268) 534433  
Fax: (01268) 527279  
Email: londoninfo@tower.uk.com  
www.tower.uk.com

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Renwick Industrial Estate  
Renwick Road  
Barking  
Essex IG11 0SH  
Tel: (020) 8984 0425  
Fax: (020) 8595 4843 or (020) 8596 9179  
Email: avinash@uneekforwarding.co.uk  
www.uneekforwarding.co.uk

**Uniserve Group**  
London Mega Terminal  
Thurrock Park Way  
Tilbury  
Essex RM18 7HD  
Tel: (01375) 856060  
Fax: (01375) 843600  
Email: si@ugroup.co.uk  
www.uniservegroup.co.uk

**Unsworth Global Logistics**  
3 Lemna Road  
London E11 1JL  
Tel: (020) 8539 8899  
Fax: (020) 8539 2868  
Email: exportops@uglog.com  
www.uglog.com

**UPS Supply Chain Solutions**  
Blackthorne Road  
Poyle  
Slough  
Berkshire SL3 0DA  
Tel: (01753) 760100  
Fax: (01753) 760113  
www.ups.co.uk

**UTi Worldwide (UK) Ltd**  
Acorn House  
Great Oaks  
Basildon  
Essex SS13 1DJ  
Tel: (01268) 289501  
Fax: (01268) 876074

**Vanguard Logistics Services Ltd**  
Station House  
Station Road  
Maldon  
Essex CM9 4LQ  
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Fax: (01621) 879222  
www.vanguardlogistics.com

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Lyon Business Park  
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Barking  
Essex IG11 0EU  
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Fax: (020) 8532 6498  
Email: info@deanefreight.com  
www.deanefreight.com

**Warrant Group Ltd**  
Warrant House  
157 Regent Road  
Liverpool L5 9TF  
Tel: (0151) 955 0620  
Fax: (0151) 955 0720  
Email: enquiriesliverpool@warrant-group.com  
www.warrant-group.com

**Wavecrest Ltd**  
Denton Wharf  
Mark Lane  
Gravesend  
Kent DA12 2QD  
Tel: (01474) 331146  
Fax: (01474) 333475  
Mobile: (07711) 090768  
Email: glen@wavecrest.co.uk  
www.wavecrest.co.uk

**Wincanton**  
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Chippenham  
Wiltshire SN14 0WT  
Tel: (01249) 710000  
Fax: (01249) 710001  
www.wincanton.co.uk

**Woodland Group Ltd**  
Woodland House  
Dukes Park Industrial Estate  
Chelmsford  
Essex CM2 6TE  
Tel: (01245) 619900  
Fax: (01245) 619910  
Email: info@woodlanduk.com  
www.woodlandinternational.com

**World Transport Agency Ltd**  
Unit 5  
Suite 17  
Orwell House  
Ferry Lane  
Felixstowe  
Suffolk IP11 3QU  
Tel: (01394) 673247  
Fax: (01394) 673721  
Email: info@wta.co.uk  
www.wta.co.uk

**Wright Kerr Tyson Ltd**  
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Sylvan Way  
Southfields Business Park  
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Basildon  
Essex SS11 8YW  
Tel: (01268) 548888  
Fax: (01268) 548914  
Email: operations@wktuk.com  
www.wktuk.com

**Yusen Air & Sea Service (UK) Ltd**  
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Marsh Way  
Fairview Industrial Park  
Rainham  
Essex RM13 8UH  
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Fax: (01708) 524404  
Email: yukel-seaft@yuseneurope.com  
www.yusen.co.jp

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Butler's Wharf  
London SE1 2LX  
Tel: (020) 7407 9991  
Email: chris.livett@bennettsbarges.com  
www.bennettsbarges.com

**CMP Thames Ltd**  
Botany Road  
Off Lower Road  
Northfleet  
Kent DA11 9BB  
Tel: (01474) 320899  
Fax: (01474) 323572  
Mobile: 07507 793584  
Email: sales@cmp-thames.com  
www.cmp-thames.com

**Delphini Ltd**  
Unit 6  
Industrial Complex  
Port of Tilbury  
Essex RM18 7HB  
Tel: (01375) 844394  
Fax: (01375) 843933  
Email: sales@delphini.co.uk  
www.delphini.co.uk

**UK Border Agency**  
Thamesport  
Isle of Grain  
Kent ME3 0EP  
Tel: (01634) 273400

**GPS Marine Contractors Ltd**  
GPS Marine House  
Upnor Road  
Rochester  
Kent ME2 2UY  
Tel: (01634) 892010  
Fax: (01634) 893983  
Email: enquiries@gpsmarine.co.uk  
www.gpsmarine.co.uk

**Hapag-Lloyd (UK) Ltd**  
Hapag-Lloyd House  
50 Cambridge Road  
Barking  
Essex IG11 8HH  
Tel: (020) 8507 4000  
Fax: (020) 8507 4196  
www.hapag-lloyd.com

**Livett's Group**  
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London SE1 2LF  
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Fax: (020) 7378 1359  
Email: info@livetts.co.uk  
www.livettslaunches.co.uk

**Lloyds British Testing**  
Unit 7  
Thistlebrook Industrial Estate  
Eynsham Drive  
Abbey Wood  
London SE2 9RB  
Tel: (020) 8320 4300  
Fax: (020) 8320 4399  
Email: london@lloydsbritish.com  
www.lloydsbritish.com

**Project Navigation Ltd**  
York House  
No 3 East Point  
High Street, Seal  
Sevenoaks  
Kent TN15 0EG  
Tel: (01732) 758651  
Fax: (0844) 443 1885  
Mobile: (07775) 826740  
Email: martin@pronav-shipping.com  
www.pronav-shipping.com

**WPH Marine Construction**  
St Georges Business Park  
Sittingbourne  
Kent ME10 3TB  
Tel: (01795) 422764  
Fax: (01795) 432590  
Email: info@wphmarine.com  
www.wphmarine.com

### HM revenue and customs

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The Logistic Terminal  
46A Berth  
Port of Tilbury  
Tilbury  
Essex RM18 7HS  
Tel: (01375) 856900  
Fax: (01375) 856911  
Email: info@aaatransport.co.uk  
www.aaatransport.co.uk

**HM Revenue & Customs**  
Custom House  
Port of Tilbury  
Tilbury  
Essex RM18 7EJ  
Tel: (01702) 549601  
Fax: (01702) 545577  
Mobile: (07802) 167499  
Email: chartering@activechartering.com

**HMRC (Salford)**  
National Clearance Hub  
Ralli Quays  
3 Stanley Street  
Salford M60 9LA  
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Fax: (0800) 496 0699 for entries  
Email: nch@hmrc.gsi.gov.uk

### Hydrographic services

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2 The Yews  
Gravesend  
Kent DA12 1PA  
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Mobile: (07973) 303442-24hrs  
Email: info@thamesworkboats.co.uk  
www.thamesworkboats.co.uk

**Port of London Authority Hydrographic Services**  
London River House  
Royal Pier Road  
Gravesend  
Kent DA12 2BG  
Tel: (01474) 562207  
Fax: (01474) 562281  
Email: hydrographic@pla.co.uk  
www.pla.co.uk/  
hydrohomepage  
www.pla.co.uk/tides  
www.pla.co.uk/charts

**Tom Bourne & Partners**  
21 Court Tree Drive  
Eastchurch  
KentME12 4TR  
Tel: (01795) 880683  
Mobile: (0770) 2237493  
Email: p\_cowburn@tombourne.co.uk  
www.tombourneandpartners.co.uk

### Insurance

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21 Queen Street  
Liberty Square  
Kings Hill  
West Malling  
Kent ME19 4DA  
Tel: (01732) 224680 or (01732) 224693  
Fax: (01732) 873393  
Email: tim.gilbert@everardinsurance.co.uk  
www.everardinsurance.co.uk

**Knighthood Corporate Assurance Services plc**  
Knighthood House  
Imberhorne Lane  
East Grinstead  
West Sussex RH19 1LB  
Tel: (01342) 327111  
Fax: (01342) 319599  
Email: enquiries@knighthoodcorporate.com  
www.knighthoodcorporate.com

**Marsh Ltd**  
Tower Place  
London EC3R 5BU  
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Fax: (020) 7929 2705  
www.marsh.co.uk

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Tilbury  
Essex SS4 1AJ  
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Fax: (01702) 545577  
Mobile: (07802) 167499  
Email: chartering@activechartering.com

**JSA Global Ltd**  
Unit 5  
Summit Business Park  
Langer Road  
Felixstowe  
Suffolk IP11 2JB  
Tel: (01394) 678678  
Fax: (01394) 676646  
Email: sales@jsagb.com  
www.jsagb.com

**PD Shipping & Inspection Services Ltd**  
2 Capital Estate  
Crabtree Manorway South  
Belvedere  
Erith  
Kent DA17 6BJ  
Tel: (020) 8312 3101 or (01322) 442423  
Tel: (020) 8312 3082 or (01322) 446788  
Mobile: (07760) 751502  
Email: fix@pdports.co.uk  
www.pdports.co.uk

**Clarksons Port Services**  
Tilbury Grain Terminal  
Room 10  
Cereal House  
Tilbury  
Essex RM18 7LS  
Tel: (01375) 859711  
Fax: (01375) 842902  
Email: tilbury@clarksons.com

**Cory Brothers Shipping Agency Ltd**  
Ellencroft House  
Harvey Road  
Burnt Mills Industrial Estate  
Basildon  
Essex SS13 1EP  
Tel: (01268) 723781 or (01268) 723781  
Email: agency.thames@corybrothers.com  
www.cory.co.uk

**Denholm Wilhelmsen Ltd**  
Seafleet House  
Port of Tilbury  
Tilbury  
Essex RM18 7SG  
Tel: (01375) 363300  
Fax: (01375) 850885  
Email: agency.til@denholm-wilhelmsen.com  
www.denholm-wilhelmsen.com

**GAC UK**  
Riverside Business Centre  
Fort Road  
Tilbury  
Essex RM18 7ND  
Tel: (01324) 479222  
Fax: (020) 7067 9138  
Email: vesselops.uk@gac.com  
www.gac.com

**GP Shipping Thames**  
2 Waterside Court  
Galleon Boulevard  
Dartford  
Kent DA2 6NX  
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Fax: (01469) 552909  
Email: thames@gp-shipping.com  
www.gp-shipping.co.uk

**Graypen Ltd**  
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Galleon Boulevard  
Dartford  
Kent DA2 6NX  
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Fax: (01469) 552909  
Email: thames@graypen.com  
www.graypen.com

**Inchcape Shipping Services (UK) Ltd**  
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Fax: (0203) 004 1425  
Mobile: (07791) 193614  
Email: gbtil@iss-shipping.com  
www.iss-shipping.com

**DNV GL Group**  
Maritime UK & Ireland  
Vivo Building  
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London SE1 9LQ  
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Fax: (020) 3816 6150  
Email: london.maritime@dnvgl.com  
www.dnvgl.com

**PD Shipping & Inspection Services Ltd**  
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Belvedere  
Erith  
Kent DA17 6BJ  
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Tel: (020) 8312 3082 or (01322) 446788  
Mobile: (07760) 751502  
Email: fix@pdports.co.uk  
www.pdports.co.uk

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Northfleet  
Kent DA11 9BD  
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Email: cargo@seacon.co.uk  
www.seacon.co.uk

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Felixstowe  
Suffolk IP11 2QE  
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Fax: (01394) 673428  
Email: sten.bagert@vmliner.co.uk  
www.vmliner.com

**Warrant Group Ltd**  
Warrant House  
157 Regent Road  
Liverpool L5 9TF  
Tel: (0151) 955 0620  
Fax: (0151) 955 0720  
Email: enquiriesliverpool@warrant-group.com  
www.warrant-group.com

### Marine consultants

**ABS Marine Services Ltd**  
ABS House  
1 Frying Pan Alley  
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Tel: (020) 7247 3255  
Fax: (020) 7377 4417  
Email: abs-eur@eagle.org  
www.eagle.org

**Arup**  
13 Fitzroy Street  
London W1T 4BQ  
Tel: (020) 7636 1531  
Fax: (020) 7755 2126  
Email: corporate@arup.com  
www.arup.com

**Beckett Rankine Marine Consulting Engineers**  
270 Vauxhall Bridge Road  
Westminster  
London SW1V 1BB  
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Fax: (020) 7834 7265  
Email: london@beckettrankine.com  
www.beckettrankine.com

**Braemar Technical Services Ltd**  
(incorporating The Salvage Association)  
5th Floor  
6 Bevis Marks  
London EC3A 7HL  
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Email: enquiries@braemar.com  
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**CTRL Marine Solutions Ltd**  
White Chapel Building  
2nd Floor  
Whitechapel High Street  
London E1 8QS  
Tel: (07464) 545437 or (020) 7423 3423  
Mobile: (07469) 856990  
Email: techandrisk@ctrlmarinesolutions.com  
or claimsandlegal@ctrlmarinesolutions.com  
www.ctrlmarinesolutions.com

**Marmus Ltd**  
Victoria Wharf  
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Crete Hall Road  
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Email: sales@thamesgatewaymarine.co.uk  
www.thamesgatewaymarine.co.uk

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Fax: (01708) 891177  
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Email: enquire@frankham.com  
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Power Road Studio  
114b Power Road  
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London W4 5PY  
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Fax: (020) 8987 9994  
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**Leedham Marine Consultants Ltd**  
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Fax: (023) 8089 7205  
Mobile: (07850) 826527  
Email: office@leedham-marine.co.uk  
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Fax: (020) 7378 1359  
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www.livettslaunches.co.uk

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**Marmus Ltd**  
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**European Active**

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**EuroShip Services Ltd**

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Southampton Science Park  
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Fax: (01474) 562403  
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Email: enquiries@  
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or engineering@volspec.co.uk  
www.volspec.co.uk

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Wimbledon  
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Royal Pier Road  
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pla.co.uk

**Mooring services**

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6b Yew Tree Road  
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**Oil inspection and analysis**

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ABS House  
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dnvgl.com  
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inspectorate.com  
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Essex CM14 5NQ  
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Mobile: (07733) 007051  
Email: mark.harrison@  
intertek.com or  
internationalcoordination@  
intertek.com  
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**Saybolt United Kingdom Ltd**

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J31 Park  
Motherwell Way  
West Thurrock  
Grays  
Essex RM20 3XD  
Tel: (01708) 862611  
Fax: (01708) 867401  
Email: saybolt.uk.operations@  
corelab.com  
www.saybolt.com

**SGS Oil Gas and Chemical Services**

859 London Road  
West Thurrock  
Essex RM20 3LG  
Tel: (01708) 681931  
Fax: (01708) 681919  
www.sgs.co.uk

**SGS United Kingdom Ltd**

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Inward Way  
Ellesmere Port  
South Wirral  
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Fax: (0151) 350 6600  
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www.shell.com/marine

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(01268) 723781  
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corybrothers.com  
www.cory.co.uk

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Fax: (01375) 850885  
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denholm-wilhelmsen.com  
www.denholm-wilhelmsen.com

**GAC UK**

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**Global Cruise Services (UK) Ltd**

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Holloway Road  
Basildon  
Essex SS14 3DS  
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Fax: (01268) 521924  
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globalcruiseservices.com  
www.globalcruiseservices.com

**GP Shipping Thames**

2 Waterside Court  
Galleon Boulevard  
Dartford  
Kent DA2 6NX  
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(01322) 629002  
Fax: (01469) 552909  
Email: thames@  
gp-shipping.com  
www.gp-shipping.co.uk

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Fleming Road  
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Mobile: (07791) 193614  
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**MK Shipping Ltd**

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Port of Tilbury  
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mkshipping.co.uk  
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www.estuarieservices.co.uk

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Northfleet  
Kent DA11 9BD  
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Fax: (01474) 359720  
Email: sargentbros@aol.com

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Tel: (02392) 465104  
Mobile: (07913) 500374  
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**Livett's Group**

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Fax: (020) 7378 1359  
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topbond.co.uk  
www.topbond.co.uk

**WPH Marine Construction**

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Sittingbourne  
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Fax: (01795) 432590  
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www.wphmarine.com

**Port community information system**

**CNS Ltd**

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Southampton SO15 1DA  
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Fax: (023) 8079 9602  
Email: helpdesk@  
cnsonline.net  
www.cnsonline.net

**MCP plc**

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Suffolk IP11 7LL  
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Fax: (01394) 600222  
Email: info@mcpplc.com  
www.mcplc.com

**Port control centre**

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Fax: (01474) 352996

**SIGNALIS**

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France  
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Fax: (00 33) 139 96 44 40  
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www.signalis.com

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Isle of Grain  
Rochester  
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Tel: (01634) 273556  
Email: enquiries@armitt.co.uk  
www.armitt.co.uk

**Port health**

**FERA (Food, Environment and Research Agency)**

National Agri-Food Innovation  
Campus  
Sand Hutton  
York YO4 1LZ  
Tel: (01245) 490886  
Fax: (01245) 347294

**London Port Health**

**Authority River Division**

Quarantine Station  
Denton  
Near Gravesend  
Kent DA12 2QE  
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cityoflondon.gov.uk  
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porthealth

**London Port**

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City of London Corporation  
PO Box 270  
Guildhall  
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Fax: (020) 7332 1623  
Email: porthealth@  
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thamesluxurycharters.co.uk  
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**Woods' Silver Fleet**

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Fax: (01322) 381479  
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**Denholm Wilhelmsen Ltd**

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Email: info@efs-uk.com  
www.efs-uk.com

**Forest Freight Ltd**

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Fax: (01708) 553330  
Email: mail@forestfreight.co.uk  
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**Freight Agencies**

**Forwarding Ltd**

The Logistics Terminal  
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Essex RM18 7HS  
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Fax: (01375) 840844  
Mobile: (07768) 277702  
Email: faf.tilbury@  
btconnect.com

**H Sivyer Transport**

24-28 River Road  
Barking  
Essex IG11 0DG  
Tel: (020) 8778 1384  
Mobile: (07527) 386001  
Email: wharf@sivyergroup.com  
www.sivyergroup.com  
Head Office  
3 Herringham Rd  
London SE7 8NJ

**Howard Tenens Associates Ltd**

Tenens House  
1 South Ockenden  
Industrial Park  
Stifford Road  
South Ockendon  
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Tel: (01708) 854411  
Fax: (01708) 859485  
www.tenens.com

**Ideal Forwarding Ltd**

Rainham House



**WPH Marine Construction**  
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Sittingbourne  
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#### Security

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**Global 78 Ltd**  
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**Quadrant Security Services (Land and Marine) Ltd**  
3 Heron Court  
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www.quadrantsecurity.com

#### Ship agents and brokers

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**Active Chartering Ltd**  
Charterers Cottage  
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Email: chartering@activechartering.com

**Atlantic Container Line (UK) Ltd**  
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Email: acluk@aclcargo.com  
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**Ariel Maritime (UK) Ltd**  
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Fax: (01322) 280721  
Email: arielmaritime.co.uk  
www.arielmartime.com

**Armac Shipping Services Ltd**  
36 Riverside  
Medway City Estate  
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Fax: (01634) 718161  
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Email: agency@armacshipping.com  
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**Armitt Group**  
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**Casper Shipping Ltd**  
c/o Vopak Terminal London  
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**Clarksons Port Services**  
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**CMA CGM (UK) Shipping Ltd**  
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**CN Shipping Ltd**  
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**Cory Brothers Shipping Agency Ltd**  
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**Cosco (UK) Ltd**  
Cosco House  
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Email: eastcoast@harvest-agency.co.uk  
www.harvest-agency.co.uk

**Holmwood International**  
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Minster  
Sheppey ME12 3QR  
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Email: gbtil@iss-shipping.com  
www.iss-shipping.com

**Independent Maritime Agencies Ltd**  
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Felixstowe  
Suffolk IP11 3GE  
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Email: info@livetts.co.uk  
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**Interfreight Shipping Agencies Ltd**  
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Wakering Road  
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Mobile: (07768) 366217  
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Fax: (01394) 676646  
Email: sales@jsagb.com  
www.jsagb.com

**Kestrel Liner Agencies Ltd**  
New Kestrel House  
M11 Parsonage Road  
Stansted  
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Fax: (01279) 818860  
Email: sales@kestrel-liner.com  
www.kestrel.com

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200 Aldersgate Street  
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Email: keulongen@uk.kline.com  
www.kline.co.uk

**Lacy & Middlemiss Shipbrokers Ltd**  
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102-110 High Street  
Shoreham-by-Sea  
West Sussex BN43 5DB  
Tel: (01273) 461464  
Fax: (01273) 461261  
Email: chartering@lacy.co.uk  
agency@lacy.co.uk

**Livett's Group**  
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London SE1 2LF  
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Fax: (020) 7378 1359  
Email: info@livetts.co.uk  
www.livettslaunches.co.uk

**Mediterranean Shipping Co (UK) Ltd**  
Medite House  
10 The Havens  
Ipswich  
Suffolk IP3 9SJ  
Tel: (01473) 277777  
Fax: (01473) 277700  
www.mscluk.com

**Medway Shipping Ltd**  
Building 104  
Sheerness Docks  
Sheerness  
Kent ME12 1RS  
Tel: (01795) 581000  
Fax: (01795) 666607  
Email: agent@medwayshipping.com

**MK Shipping Ltd**  
Quayside House  
24 Berth  
Port of Tilbury  
Essex RM18 7NN  
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Fax: (01375) 851830  
Email: agency@mkshipping.co.uk  
www.mkshipping.co.uk

**MOL (Europe) Ltd**  
Enterprise House  
Ocean Way  
Ocean Village  
Southampton SO14 3XB  
Tel: (023) 8071 4500  
www.molpower.com

**P&O Ferries Holdings Ltd**  
Channel House  
Channel View Road  
Dover  
Kent CT17 9TJ  
Tel: (01304) 863875  
Fax: (01304) 863439  
Email: freightsales.dover@Poferries.com  
www.POferriesfreight.com

**PD Shipping & Inspection Services Ltd**  
2 Capital Estate  
Crabtree Manorway South  
Belvedere  
Erith  
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Tel: (020) 8312 3101 or (01322) 442423  
Fax: (020) 8312 3082 or (01322) 446788  
Mobile: (07760) 751502  
Email: fix@pdports.co.uk  
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**Project Navigation Ltd**  
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**Samskip Multimodal BV**  
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Fax: (01473) 222070  
Email: amanda.brennan@samskip.com  
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Email: agency@sbzlogistics.co.uk or ops@sbzlogistics.co.uk  
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**T&L Sugars Ltd**  
Trading as Kentships  
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**Team Lines Deutschland GmbH Co KG**  
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**Uniconnection Chartering & Ship's Agency Ltd**  
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Email: info.uk@man.hamburgsud.com  
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**Shipping lines**  
**Alianca UK**  
Metro Building  
Level 3 Metro  
33 Trafford Road  
Manchester M5 3NN  
Tel: (0161) 876440  
Fax: (0161) 873 6979  
Email: Bernard.McGuiness@hamburgsud.com

**Atlantic Container Line (UK) Ltd**  
90 Duke Street  
Liverpool L1 5AA  
Tel: (0151) 472 8000  
Email: info@aclcargo.com  
www.aclcargo.com

**AW Ship Management**  
9 Alie Street  
London E1 8DE  
Tel: (020) 7575 6000 or (020) 7382 6509  
Email: shipman@awsml.co.uk  
www.awshipmanagement.com

**CMA CGM (UK) Shipping Ltd**  
6th Floor  
75 King William Street  
London EC4N 7BE  
Tel: (020) 7398 3900  
Fax: (020) 7398 3901  
Email: lon.genmbox@cma-cgm.com  
www.cma-cgm.com

**Cobelfret Ferries NV**  
Long Reach House  
London Road  
Purfleet  
Essex RM19 1PD  
Tel: (0203) 909 2370  
Fax: (01708) 890853  
Email: purzee@cobelfret.com  
www.cobelfret.com

**Cosco Shipping**  
Cosco House  
Vicarage drive  
Barking  
Essex IG11 7NA  
Tel: (020) 8594 8688  
Fax: (00 49) 40 822 204 18  
www.cosco.co.uk

**DAL Deutsche Afrika Linsen GmbH & Co KG**  
Palmaille 45  
22767 Hamburg  
Tel: (00 49)40380 16-629  
Email: info@rantzam.de  
www.rantzam.de

**EUKOR Car Carriers Inc**  
Amsandtorpark 4  
20457  
Hamburg  
Germany  
Tel: (00 49) 8081615  
Fax: (00 49) 612 914 299  
www.seacon.com

**Grieg Star Shipping A/S**  
C Sundtsgate 17/19  
PO Box 1088  
Sentrum  
N-5004 Bergen  
Norway  
Tel: (00 47) 55 23 96 00  
Fax: (00 47) 55 23 25 30  
www.griegstar.com

**Grimaldi Lines**  
Grimaldi House  
28 St. James Square  
London SW1Y 4JH  
Tel: (020) 7930 5683  
Fax: (020) 7



**Timbership Line**  
c/o Lacy & Middlemiss  
Shipbrokers Ltd  
Marlborough House  
102-110 High Street  
Shoreham-by-Sea  
West Sussex BN43 5DB  
Tel: (01273) 461464  
Fax: (01273) 461261  
Email: timbership@lacy.co.uk  
www.lacy.co.uk

**Transfennica (UK) Ltd**  
Finland House  
47 Berth  
Port of Tilbury  
Tilbury  
Essex RM18 7EH  
Tel: (01375) 363900  
Fax: (01375) 840888  
Email: info.uk@transfennica.com  
www.transfennica.com

**UASC (UK) Ltd**  
Gredley House  
1-11 Broadway  
London E15 4BQ  
Tel: (020) 8221 7888  
www.uasc.net

**WEC Lines BV**  
Albert Plesmanweg 59  
3088 GB  
Rotterdam  
The Netherlands  
Tel: 00 31 (0) 10 491 3350  
Fax: 00 31 (0) 10 491 3397  
Email: office@nl.weclines.com  
www.weclines.com

**Wagenborg Shipping BV**  
Marktstraat 10  
POBox 14  
9930 AA  
Delfzijl  
The Netherlands  
Tel: +31 596 636 911  
Fax: +31 596 630 625  
Email: info@wagenborg.com  
www.wagenborg.com

**Wilson Eurocarriers AS**  
Bradbenken 1  
PO Box 4145 Dreggen  
Bergen  
Norway  
N-5835  
Tel: (00 47) 55 30 82 00  
Fax: (00 47) 55 96 04 94  
www.wilsonship.no

**Yang Ming Uk Ltd**  
2nd Floor  
210 South Street  
Romford  
Essex RM1 1TR  
Tel: (01708) 776900  
Fax: (01708) 776929  
www.yangming.co.uk

#### Superyachts

**MGMT**  
219 Kensington High Street  
London W8 6BD  
Tel: (020) 7193 3206  
Mobile: (07712) 977779  
Email: info@mgmtyacht.com  
www.mgmtyacht.com

#### Tank cleaning and services

**Gas Detection & Analytical Consultants Ltd**  
70 Eastwood Lane South  
Westcliff-on-Sea  
Essex SS0 9XJ  
Tel: (01702) 471286  
Fax: (01702) 471286  
Mobile: (07752) 710473  
Email: kevsanderson.gdac@btopenworld.com

**HCH Marine Ltd**  
c/o Pura Foods Ltd  
London Road  
Purfleet  
Essex RM19 1SD  
Tel: (01708) 861851  
Fax: (01708) 861851  
Mobile: (07860) 253989  
Email: davidhoward@hchmarine.co.uk

**Livett's Group**  
Knot House  
2-7 Brewery Square  
London SE1 2LF  
Tel: (020) 7378 1211  
Fax: (020) 7378 1359  
Email: info@livetts.co.uk  
www.livettslaunches.co.uk

**Thames Tank Cleaning Services Ltd**  
Unit 31  
Kerry Avenue  
Purfleet Industrial Park  
Purfleet  
Essex RM15 4YE  
Tel: (01708) 891313  
Freefone (0800) 0778 851  
Fax: (01708) 862684  
Email: info@thamestank.fsnet.co.uk  
www.thamestankcleaning.co.uk

#### Towage

**Bennett's Barges**  
Knots House  
2-7 Brewery Square  
Butler's Wharf  
London SE1 2LX  
Tel: (020) 7407 9991  
Email: chris.livett@bennettsbarges.com  
www.bennettsbarges.com

**Capital Pleasure Boats**  
Temple Pier  
Victoria Embankment  
London WC2R 2PN  
Tel: (01689) 898959  
Email: info@cpbs.co.uk  
www.cpbs.co.uk

**GPS Marine Contractors Ltd**  
GPS Marine House  
Upnor Road  
Rochester  
Kent ME2 2UY  
Tel: (01634) 892010  
Fax: (01634) 893983  
Email: enquiries@gpsmarine.co.uk  
www.gpsmarine.co.uk

**Kotug Smit Towage**  
Wilhelminakade 300  
PO Box 51046  
3007 GA Rotterdam  
The Netherlands  
Tel: (00 31) 103 073 510  
Mobile: (0031) 653 561 862  
Email: a.vanbrussel@kotugsmit.eu  
www.kotugsmit.eu

**Marine Support Thames (MST) Ltd**  
10 Swanbridge Road  
Bexleyheath  
Kent DA7 5BP  
Tel: (07973) 820018 or (07966) 022979  
Fax: (020) 8306 1197  
Email: enquiries@mstworkboats.co.uk  
www.mstworkboats.co.uk

**Svitzer Towage Ltd**  
Marine House  
Denton Wharf  
Mark Lane  
Gravesend  
Kent DA12 2PL  
Tel: (01474) 359361 or (01474) 335388(24hr)  
Fax: (01474) 321380  
Email: gvs@svitzer.org  
www.svitzer.com

**Thames Gateway Marine Ltd**  
Tidy Thames Refuse Services  
Wharf Office  
Northfleet Terminal  
Crete Hall Road  
Gravesend  
Kent DA11 9AO  
Tel: (07946) 151860  
Mobile: (07900) 007221  
Email: sales@thamesgatewaymarine.co.uk  
www.thamesgatewaymarine.co.uk

**Thames Wharfinger Co Ltd**  
Wharf Office  
Northfleet Terminal  
Crete Hall Road  
Gravesend  
Kent DA11 9AD  
Tel: (01474) 327387  
Fax: (01474) 336303  
Email: Thameswharf@btconnect.com

**WPH Marine Construction**  
St Georges Business Park  
Sittingbourne  
Kent ME10 3TB  
Tel: (01795) 422764  
Fax: (01795) 432590  
Email: info@wphmarine.com  
www.wphmarine.com

#### Trade associations

**London Chamber of Commerce & Industry**  
33 Queen Street  
London EC4R 1AP  
Tel: (020) 7248 4444  
Fax: (020) 7489 0391  
Email: info@londonchamber.co.uk  
www.londonchamber.co.uk

**London River Users' Society**  
c/o 14 Tythe Barn Way  
South Woodham Fererers  
Essex CM3 5PX  
Mobile: (07850)674969  
Email: ls@arus@gmail.com  
www.lrus.org.uk

**SSA**  
Pallion Yard  
Pallion New Road  
Sunderland SR4 6LL  
Tel: (0191) 567 8965  
Fax: (0191) 510 0082  
Email: office@ssa.org.uk  
www.ssa.org.uk

**The Baltic Exchange**  
38 St Mary Axe  
London EC3A 8BH  
Tel: (020) 7623 5501  
Fax: (020) 7369 1622  
Email: enquiries@balticexchange.com  
www.balticexchange.com

**The Institute of Chartered Shipbrokers**  
85 Gracechurch Street  
London EC3V 0AA  
Tel: (020) 7623 1111  
Fax: (020) 7623 8118  
Email: enquiries@ics.org.uk  
www.ics.org.uk

**UK Major Ports Group**  
1st Floor  
30 Park Street  
London SE1 9EQ  
Tel: (020) 7260 1785  
Email: lisa@ukmajorports.org.uk  
www.ukmajorports.org.uk

#### Warehousing and storage including ICDS & ERTS

**AAA Transport Services**  
The Logistics Terminal  
46A Berth  
Port of Tilbury  
Tilbury  
Essex RM18 7HS  
Tel: (01375) 856900  
Fax: (01375) 856911  
Email: info@aaatransport.co.uk  
www.aatransport.co.uk

**Agility Logistics Ltd**  
1 Oliver Close  
West Thurrock  
Essex RM20 3EE  
Tel: (01708) 257200  
Fax: (01708) 257249  
Email: prandall@agilitylogistics.com  
www.agilitylogistics.com

**Allport Cargo Services Ltd**  
Allport House  
Thurrock Park Way  
Tilbury  
Essex RM18 7HZ  
Tel: (01375) 487700  
Fax: (01375) 487790/1  
www.allportcargosservices.com  
**Alpi UK Ltd**  
Alpi House  
Miles Gray Road  
Basildon  
Essex SS14 3HJ  
Tel: (01268) 535300  
Fax: (01268) 287711  
Email: t.mercuri@alpiuk.com  
www.alpiworld.com

**Bibby International Logistics Ltd**  
Clocktower House  
Suite 3  
Station Road  
Horndon Industrial Park  
West Horndon  
Essex CM13 3XL  
Tel: (01277) 814 110  
Fax: (01277) 812 965  
Email: tim.mcfarland@bibbyinternational.com  
or mark.payton@bibbyinternational.com  
www.bibbyinternational.com

**Bronel Group Ltd**  
Unit 5  
Quatro Park  
Paycocke Road  
Basildon  
Essex SS14 3GH  
Tel: (01268) 820272  
Fax: (01268) 820271/3  
Email: info@bronel.com  
www.bronel.com

**Chaucer Freight**  
Unit 2  
Mudlands Trading Estate  
Manor Way  
Rainham  
Essex RM13 8RH  
Tel: (01708) 555338

**CKR Services**  
Crossways Cargo Centre  
Galleon Boulevard  
Dartford  
Kent DA2 6QE  
Tel: (01322) 389464  
Fax: (01322) 381479  
Email: info@ckrservices.co.uk  
www.ckrservices.co.uk

**CWT Commodities (UK) Ltd**  
CWT House  
Port of Tilbury  
Tilbury  
Essex RM18 7EB  
Tel: (01375) 853630  
Fax: (01375) 844258  
www.cwtcommodities.com

**Davies Turner & Co Ltd**  
Dartford Freight Terminal  
Edison's Park  
Crossways  
Dartford  
Kent DA2 6QJ  
Tel: (01322) 277558  
Fax: (01322) 289063  
Email: sales@daviesturner.co.uk  
www.daviesturner.co.uk

**DB Schenker**  
Unit 36  
Southfields Industrial Estate  
Juniper Park  
Fenton Way  
Laindon  
Essex SS15 6RZ  
Tel: (01268) 632000  
Fax: (01268) 419089

**Denholm Handling Ltd**  
1 & 3A Berth  
Port of Tilbury  
Essex RM18 7EH  
Tel: (01375) 857741  
Fax: (01375) 857743  
Email: terry.quilter@denholm-handling.co.uk  
www.denholm-handling.co.uk

**Denholm Wilhelmsen Ltd**  
Seafleet House  
Port of Tilbury  
Tilbury  
Essex RM18 7SG  
Tel: (01375) 363300  
Fax: (01375) 850885  
Email: agency.til@denholm-wilhelmsen.com  
www.denholm-wilhelmsen.com

**DSV Air and Sea Ltd**  
Stonehouse Lane  
Purfleet  
Essex RM19 1NX  
Tel: (01708) 892000 or (01708) 892108  
Fax: (01708) 892333  
Email: info@uk.dsv.com  
www.uk.dsv.com

**EUF Group Ltd**  
Purfleet Ind Park  
Aveley  
South Ockenden  
Essex RM15 4YA  
Tel: (020) 8709 0990  
Fax: (020) 8984 8484  
Email: sales@euf.co.uk  
www.euf.co.uk

**Forest Freight Ltd**  
Barlow Way South  
Fairview Industrial Estate  
Rainham  
Essex RM13 8RH  
Tel: (01708) 552222  
Fax: (01708) 553330  
Email: mail@forestfreight.co.uk  
www.forestfreight.co.uk

**Freight Agencies Forwarding Ltd**  
The Logistics Terminal  
46D/E Shed  
Tilbury  
Essex RM18 7HS  
Tel: (01375) 840400  
Fax: (01375) 840844  
Mobile: (07768) 277702  
Email: faf.tilbury@btconnect.com

**Gondrand UK**  
Unit 2  
Sunbury International Trading Estate  
Brooklands Close  
off Windmill Road  
Sunbury on Thames  
Surrey TW16 7DX  
Tel: (01932) 783552  
Fax: (01932) 782306  
Email: info@gondrand.co.uk  
www.gondrand.co.uk

**Hellmann Worldwide Logistics Ltd**  
1st Floor  
Astra House  
Christy Way  
Laindon  
Essex SS15 6TQ  
Tel: (01268) 400000  
Fax: (01268) 723771  
Email: mjarman@gb.hellmann.net  
www.hellmann.net

**Howard Tenens Associates Ltd**  
Tenens House  
1 South Ockenden  
Industrial Park  
Stifford Road  
South Ockendon  
Essex RM15 6RL  
Tel: (01708) 854411  
Fax: (01708) 859485  
www.tenens.com

**Ideal Forwarding Ltd**  
Rainham House  
Manor Way  
Rainham  
Essex RM13 8RA  
Tel: (01708) 526941  
Fax: (01708) 520024  
Email: jbone@ideal-forwarding.co.uk  
www.ideaforwarding.co.uk

**International Cargo Centre Ltd**  
The Anglia Centre  
Blackwater Close  
Rainham  
Essex RM13 8UA  
Tel: (01708) 527000  
Fax: (01708) 524881  
Email: london@anglia-forwarding.co.uk  
www.anglia-forwarding.co.uk

**John Good Shipping**  
London Gateway  
Logistics Centre  
North Sea Crossing  
Stanford-le-Hope  
Essex SS17 9ER  
Tel: (01375) 888192  
Fax: (01375) 802122  
Email: londonagency@johnngood.co.uk  
www.johnngood.co.uk

**Kerry Logistics (UK) Ltd**  
Crossways Cargo Centre  
Galleon Boulevard  
Dartford  
Kent DA2 6QE  
Tel: (01322) 296050  
Fax: (01322) 296051  
www.kerrylogistics.com

**KWS Distribution Ltd**  
Unit 2  
Balmoral Trading Estate  
113 River Road  
Barking  
Essex IG11 0EG  
Tel: (020) 8507 8087  
Fax: (020) 8507 7992  
Email: michelle-kws@btconnect.com

**LAR Warehousing Ltd**  
Enterprise Business Park  
Globe Industrial Estate  
Grays  
Essex RM17 6SU  
Tel: (01375) 840400  
Fax: (01375) 840844  
Mobile: (07768) 277702  
Email: faf.tilbury@btconnect.com

**London International Freight Terminal**  
The Wolseley Building  
Childerditch Lane  
West Horndon  
Essex CM13 3ED  
Tel: (01277) 810055  
Email: enquiries@lifterminal.com  
www.lifterminal.com

**LV Shipping Ltd**  
Studio 2  
Riverside Business Centre  
Fort Road  
Tilbury  
Essex RM18 7ND  
Tel: (01375) 489706  
Email: tilbury@lvshipping.com  
www.lvshipping.com

**Magnum Spedition Ltd**  
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Wharf Lane  
Vange Wharf  
Basildon  
Essex SS16 4SP  
Tel: (01268) 558002

**Maritime Transport Ltd**  
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Fortress Distribution Park  
Fort Road  
Tilbury  
Essex RM18 7NL  
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Fax: (01375) 843477  
www.maritimetransport.com

**Norman Global Logistics Ltd**  
Unit 1  
The Griffin Centre  
Staines Road  
Feltham  
Middlesex TW14 0HS  
Tel: (020) 8893 2999  
Fax: (020) 8893 1770  
Email: ngl@norman.co.uk  
www.norman.co.uk

**OHL International**  
ActivHouse  
Watkins Close  
Burnt Mills Industrial Estate  
Basildon  
Essex SS13 1TL  
Tel: (01268) 724400  
Fax: (01268) 728226  
Email: seacsd@ohl.com  
www.ohl.com

**PSA Transport Ltd**  
Suite 19  
Trelawny House  
Felixstowe  
Suffolk IP11 3GB  
Tel: (01394) 673666  
Fax: (01394) 673661  
Mobile: (07737) 085920  
Email: bob@psatransport.co.uk  
www.psatransport.co.uk

**Regent Line Ltd**  
Ferrymaster Estate  
Coldharbour Lane  
(Off Ferry Lane)  
Rainham  
Essex RM13 9BJ  
Tel: (01322) 228313  
Fax: (01322) 281936

**RJJ Freight Ltd**  
RJJ House  
Haven Exchange South  
Felixstowe  
Suffolk IP11 2QE  
Tel: (01394) 695550  
Fax: (01394) 673031  
Mobile: (07768) 000021  
Email: sten.bagert@rjffreight.co.uk  
www.rjffreight.com

**SBZ Logistics Ltd**  
Unit 13  
Kendel Court  
Wickford  
Essex SS11 8YB  
Tel: (01268) 562538  
Fax: (01268) 730369  
Mobile: (07872) 542001  
Email: agency@sbzlogistics.co.uk  
or ops@sbzlogistics.co.uk  
www.sbzlogistics.co.uk

**SDV Ltd**  
Tilbury Logistics Centre  
Thurrock Park Way  
Tilbury  
Essex RM18 7HW  
Tel: (01375) 488200  
Fax: (01375) 855666  
Email: tilburylogisticscentre@sdv.co.uk  
www.sdv.co.uk

**Seacon Terminals Ltd**  
Tower Wharf  
Northfleet  
Kent DA11 9BD  
Tel: (01474) 320000  
Fax: (01474) 329945  
Email: cargo@seacon.co.uk  
www.seacon.co.uk

**Sivyer Wharf**  
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Transport  
24-28 River Road  
Barking  
Essex IG11 0DG  
Tel: (020) 8778 1384  
Mobile: (07527) 386001  
Email: wharf@sivyergroup.com  
www.sivyergroup.com  
Head Office  
3 Herringham Road  
London SE7 8NJ

**Seacon (SG) Ltd**  
Tela House  
47C Berth  
Tilbury Docks  
Tilbury  
Essex RM18 7EH  
Tel: (01375) 488600  
Mobile: (07469) 700648  
Email: mphillips@stantongrove.co.uk  
www.stantongrove.com

**The Logistics Terminal**  
46A Berth  
Shed 46D&E  
Tilbury Docks  
Tilbury  
Essex RM18 7HS  
Tel: (01375) 843269  
Fax: (01375) 856911  
Mobile: (07710) 998697  
Email: info@tterminal.co.uk  
www.tterminal.co.uk

**Tilbury Cold Store Ltd**  
Berth 29  
Port of Tilbury  
Tilbury  
Essex RM18 7SX  
Tel: (01375) 844266  
Fax: (01375) 844335  
Mobile: (07970) 052962  
Email: simon.dunne@tilburycoldstore.com  
www.tilburycoldstore.com

**Trans Euro Group Ltd**  
Unit B  
Neptune Business Estate  
Dolphin Park  
Dolphin Way  
Purfleet  
Essex RM19 1NZ  
Tel: (0870) 7774689  
Fax: (0870) 7774429  
Email: kap@transeuro-group.com  
www.transeuro-group.com

**Uneek Forwarding Ltd**  
Unit 1-2  
Renwick Industrial Estate  
Renwick Road  
Barking  
Essex IG11 0SH  
Tel: (020) 8984 0425  
Fax: (020) 8595 4843 or (020) 8596 9179  
Email: avinash@uneekforwarding.co.uk  
www.uneekforwarding.co.uk

**Uniserve Group**  
London Mega Terminal  
Thurrock Park Way  
Tilbury  
Essex RM18 7HD  
Tel: (01375) 856060  
Fax: (01375) 843600  
Email: sl@ugroup.co.uk  
www.uniservgroup.co.uk

**Vanguard Logistics Services Ltd**  
Station House  
Station Road  
Maldon  
Essex CM9 4LQ  
Tel: (01621) 879200  
Fax: (01621) 879222  
www.vanguardlogistics.com

**WE Deane Ltd**  
Mayesbrook House  
Lyon Business Park  
River Road  
Barking  
Essex IG11 0EU  
Tel: (020) 8532 6400  
Fax: (020) 8532 6498  
Email: info@deanefreight.com  
www.deanefreight.com

**Warehousing & Distribution Inc PET Ltd**  
Unit 1  
Apollo Business Park  
Paycocke Road  
Basildon  
Essex SS14 3DR  
Tel: (01268) 531366  
Fax: (01268) 531372

**Wavecrest Ltd**  
Denton Wharf  
Mark Lane  
Gravesend  
Kent DA12 2QD  
Tel: (01474) 331146  
Fax: (01474) 333475  
Mobile: (07711) 090768  
Email: glen@wavecrest.co.uk  
www.wavecrest.co.uk

**Wincanton**  
Methuen Park  
Chippenham  
Wiltshire SN14 0WT  
Tel: (01249) 710000  
Fax: (01249) 710001  
www.wincanton.co.uk

**Yusen Air & Sea Service (UK) Ltd**  
Units 1 & 1A  
Marsh Way  
Fairview Industrial Park  
Rainham  
Essex RM13 8UH  
Tel: (01708) 253000  
Fax: (01708) 524404  
Email: yukel-seaft@yusen europe.com  
www.yusen.co.jp

#### Waste oil reception

**Bennett's Barges**  
Knots House  
2-7 Brewery Square  
Butler's Wharf  
London SE1 2LX  
Tel: (020) 7407 9991  
Email: chris.livett@bennettsbarges.com  
www.bennettsbarges.com

**Oikos Storage Ltd**  
Hole Haven Wharf  
Haven Road  
Canvey Island  
Essex SS8 0NR  
Tel: (01268) 682206  
Fax: (01268) 510095  
Email: info@oikos.co.uk  
www.oikos.co.uk

**Thames Gateway Marine Ltd**  
Tidy Thames Refuse Services  
Wharf Office  
Northfleet Terminal  
Crete Hall Road  
Gravesend  
Kent DA11 9AO  
Tel: (07946) 151860  
Mobile: (07900) 007221  
Email: sales@thamesgatewaymarine.co.uk  
www.thamesgatewaymarine.co.uk

**Thames Tank Cleaning Services Ltd**  
Unit 31  
Kerry Avenue  
Purfleet Industrial Park  
Purfleet  
Essex RM15 4YE  
Tel: (01708) 891313  
Freefone (0800) 0778 851  
Fax: (01708) 862684  
Email: info@thamestank.fsnet.co.uk  
www.thamestankcleaning.co.uk

#### Waste services

**Bennett's Barges**  
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2-7 Brewery Square  
Butler's Wharf  
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Tel: (020) 7407 9991  
Email: chris.livett@bennettsbarges.com  
www.bennettsbarges.com

**Cory Riverside Energy**  
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London SE7 7SU  
Tel: (020) 8853 5434 or (020) 8853 7926  
Fax: (020) 8858 8388  
www.coryenergy.com

**Thames Gateway Marine Ltd**  
Tidy Thames Refuse Services  
Wharf Office  
Northfleet Terminal  
Crete Hall Road  
Gravesend  
Kent DA11 9AO  
Tel: (07946) 151860  
Mobile: (07900) 007221  
Email: sales@thamesgatewaymarine.co.uk  
www.thamesgatewaymarine.co.uk

**Veolia ES (UK) Ltd**  
Coldharbour Lane  
Off Ferry Lane  
Rainham  
Essex RM13 9YB  
Tel: (01708) 632020  
Fax: (01708) 524612

#### Water suppliers

**Livett's Group**  
Knot House  
2-7 Brewery Square  
London SE1 2LF  
Tel: (020) 7378 1211  
Fax: (020) 7378 1359  
Email: info@livetts.co.uk  
www.livettslaunches.co.uk

**Thames & Medway Fresh Water Ltd**  
770 Lower Rainham Road  
Rainham  
Kent ME8 7UB  
Tel: (07967) 665265 or (07967) 734936  
Fax: (01634) 234147  
Email: 363@gmail.com



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