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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

Foreword

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cargo services in
the Port of London

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Foreword by
Port of London Authority
Chief Executive
Robin Mortimer
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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.
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
Developments at Battersea dominate the skyline as traditional Thames cutters race.

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 – 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-lift 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.

**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.
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**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

**Port of London...**

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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.

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

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The PLA is an organisation which has got very deep skills. It has people who are world experts in their fields, who have trained and worked for years to get to the level where they are. – CEO Robin Mortimer

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.
Investments and developments

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 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.

Tilbury 2 is expected to be operational in 2020, and will act as a satellite of the main port.

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.
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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 Wardsworth Bridge, as part of its work with Tidyway.

Livet’s Launches and Bennett’s Barges worked together in July and August 2017 to help deliver 96 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, breakbulk, 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 greenheart timber – chosen for its resistance to decay and attack by marine organisms. An extra buffer timber was installed on either side of the wharf and to the road loading gantries to help stop the original timbers from being washed over by 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 Canary Island bulk liquid storage terminal of Oikos (Storage Ltd, the third phase of a major investment programme is now under way. This £15 million investment will provide another 80,000 cubic metres of new gas/liquid 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 outlets, each capable of discharging up to 150 cubic metres per hour, and can accommodate vessels of up to 56,000 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 lead 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 5,000 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 Bakkerij 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 £10 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.
Thames Vision... bigger, bolder and more optimistic

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 alongside 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...
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. “Successful 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 plans 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
- 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.

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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 60-60 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 next two decades.
- 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 GLAs 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 is a real change in attitudes; it is about more people coming to enjoy the river,” says James Trimmer. “There is a real change in attitudes; it is about more people coming to enjoy the river.”

- 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 service 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 Towens. “We envisage the main growth in passengers is 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 place, 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.
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.
Underway – Cory tug and tow running through the heart of London, keeping lorries off congested roads.

The safeguarding message... loud and clear

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.

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.

“The PLA are very pleased to see the successful reactivation of the site at Peruvian Wharf, which is an excellent example of the safeguarding policy in action. The new concrete plant will bring economic benefits to the local area and support the continuing development of the Port of London,” says Trimmer.

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

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.”

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 Trimmer. “Peruvian Wharf is an excellent example of the Mayor’s commitment to safeguarding our strategic wharves for freight use.”

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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.”

The River
“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.

“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 of 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
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 95% 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.”
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.
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.”

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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. 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 Towens, 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 Baywatch 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 Towens. “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 Towens. “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 nighttime 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.
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Port of London Handbook 43
Navigational Safety

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.

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

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

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Royal HaskoningDHV has been providing clients on the Thames with expert advice and support for many decades and the Thames remains extremely important to us today. We have carried out over 80 projects on the tidal Thames giving us an unrivalled knowledge and an in-depth understanding of the issues, constraints and opportunities the Thames presents. Recent projects that have been led by our experts based in our Westminster office include:

- Trade forecasts and capacity assessments for over 60 sub-sectors of the economy
- Thames vessel traffic study in relation to planned Thames crossings in East London
- Structural inspections and analysis of various existing jetties
- Logistics simulation modelling for a waste barge operator on the Thames
- Consenting support to Vopak at their West Thurrock site
- Consenting support to Thames Ditton at their Canary site

Our specialist Thames consultancy services include:

- Market studies, strategic planning, site selection and feasibility studies
- Asset management, inspections and appraisals
- Financial review and modelling
- Concept layouts and masterplans
- Front end engineering design (FEED) and detailed design
- Consenting at the water’s edge including Development Consent Orders
- Environmental Impact Assessment

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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 cyber security 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 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. 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...

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 overseeing 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 piloting 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 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.

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 has a network of 18 radars, all of 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 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 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
- Trail 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 an 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.
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 very 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 where they can.”

Other UK ports are following this with similar schemes.

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, cottons – that finds its way into the river, where it can break up, move downstream, 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 the 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 fore-shore, 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 (NITFLAG), 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 NITFLAG 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.

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. But if you see them, just observe and enjoy; don’t 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 focused was on the Future, looking at the role of Behaviour Change, Citizen Science and Education.
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 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 EPP (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 to cover absolutely all the assets, including radar towers and radars, light-houses and beacons on the river, and the river bed itself.

“ar 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.”
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 navigationally 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. By vessel based Sonar and Laser.

"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 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.
Port of Tilbury

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 forwards.”

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 deepwater 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 foot print 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 Park, 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 Norsky and Norstream, 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 of Tilbury8 facilities map

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 and other cargoes.

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**Reconfiguring a terminal**

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.

“Eurowise is looking to create a new end product that is a combination of lightweight aggregates and cement. They are bringing in 25-30 containers per week. This is really a growth area, and we're working with them on how best to meet their needs.”

**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 container business, 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 bulk 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 2. The 99,430 gt ship carries up to 2,566 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 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 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 supermarket 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.
- Pentaver 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.
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.

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 look to careers in 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.

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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 sailings 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 turnround times possible in order to protect delivery schedules.
The terminal has 800 trailer bays, along with spaces for 800 container/tank units and 6,000 cars. There are two working berths all designed 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, 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 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.

Unit loads
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Join the association that is making ports safer every day

Port Skills and Safety is the UK’s professional ports and safety membership organisation. We collaboratively lead and engage with the ports industry, the Health and Safety Executive and trade unions to promote workplace safety and improve the health and safety culture throughout the sector.

Our members have over 95% of the cargo and passengers moving through UK ports. We are the health, safety and skills voice of the industry, recognised by Government departments and agencies, including the Department for Transport, Health and Safety Executive, Maritime and Coastguard Agency and Institute for Apprenticeships.

Our members challenge and learn together to create more productive, sustainable and safer organisations. Join us and help raise standards in UK ports. Get a membership form at www.portskillsandsafety.co.uk or get in touch with us at info@portskillsandsafety.co.uk

MUSC
Established in 1974, MUSC is the world’s oldest Maritime Security Company and the only commercial organisation consulted by the IMO when developing the ISPS code. MUSC has trained over 12,000 personnel since the introduction of ISPS and is acknowledged within the industry as the leading provider of maritime security courses in the world. We are the preferred training provider to numerous multinational port operators and many of the O&G majors, the US Coastguard international inspection teams, and the Metropolitan police force. Our trainers are all active in the field and have extensive experience of the application of security across the maritime sector For more information about course dates please visit: www.portskillsandsafety.co.uk

PFSO COURSES IN LONDON

Based on board HQS Wellington in the heart of London, the long established Maritime & Underwater Security Consultants (MUSC), are your local provider for Port Facility Security Officer (PFSO) training course. We deliver regular scheduled courses on board HQS Wellington moored alongside the Victoria Embankment and will also deliver courses at a client’s venue, if required.

Established in 1974, MUSC is the world’s oldest Maritime Security Company and the only commercial organisation consulted by the IMO when developing the ISPS code. MUSC has trained over 12,000 personnel since the introduction of ISPS and is acknowledged within the industry as the leading provider of maritime security courses in the world. We are the preferred training provider to numerous multinational port operators and many of the O&G majors, the US Coastguard international inspection teams, and the Metropolitan police force. Our trainers are all active in the field and have extensive experience of the application of security across the maritime sector For more information about course dates please visit: www.portskillsandsafety.co.uk

London Gateway Port Ltd

No1 London Gateway
St空前x1SuppressWarnings(x, y, z)
Tel: (0371) 6439500
Email: training@mandusc.com
www.mandusc.com
For more information about course dates please visit:

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/Wisilngen 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.
LEADING THE WAY IN MARINE CIVIL ENGINEERING

VolkerStevin provides the full range of port infrastructure and maritime engineering solutions from major new capital projects to smaller repair and refurbishment schemes.

Our knowledge and experience of working in the marine environment enables us to provide practical, innovative and value for money solutions on every project; many of which are undertaken in very challenging conditions.

VolkerStevin is fully compatible with the Linkflote pontoon system, which is road transportable.

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

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 Andros 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

Gransell

Crete Hall Road, Northfleet, Kent DA11 9AD

Tel: 01474 336314

Fax: 01474 336303

Operations Desk

Tel: 01474 336304

Fax: 01474 336303

Map reference: 49

Barbels

7 Deep Water Jetty

7 Singles Jetty

SEACON TERMINALS

Seacon Terminals Ltd

Tower Wharf

Northfleet

Kent DA11 9BD

Tel: (01474) 320000

Fax: (01474) 329945

Email: cargo@seacon.co.uk

www.seacon.co.uk

Contact

James Roth, Chairman

Tel: 01474-320000

Russell Leamon, Asset Manager

Tel: 01474-320000

Fax: 01474-329945

Map reference: 45

Barbels

1 x 20-tonne

Length

1,495 metres

Maximum length of ship that can be moored 183 metres.

Depth of Water

7.55 metres (MHWDS), 2.9 metres at Chart Datum.

Crate Accommodation

Open storage area - 5,920 square metres, 300 square metres warehouse.

Access

Close to A2 (Penny Hamster interchange), 20 minutes from Dartford Crossing M25.

HM Revenue & Customs Sufferance

Approved Customs warehouse allowing the deferral of VAT and Duty on goods in stores.

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 Zee with short notice and just in time requirements being a speciality.

Access

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

Equipment

Full range of forklifts and cranes 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 the deferral of VAT and Duty on goods in stores.

Seacon has specifically developed trades 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.
Steel and general cargoes

CMF Thames Ltd
Britannia Terminal
Northfleet
Eddery Road, Off Lower Road
Northfleet, Kent, DA11 9BB
Tel: (01474) 320588
Fax: (01474) 323572
Email: sales@cmf-thames.com
www.cmf-thames.com
Contact:
George Stillwell
Email: george@cmf-thames.com
Tel: (01474) 320899
Fax: (01474) 323572
Mob: (07507) 793584

Berths
4 Berths.
Length
200 metres.
Depth of Water
1.80 metres MHWS.
Cranes/Capacity
Various - up to 70-tonne Crawler.
Floating cranes.
Access
Four 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.

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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 mobile crane on main jetty.
Mobile cranes up to 500-tonnes.

Cargo Accommodation
30,000 square metres of covered storage space. 22-acre site.
2,000 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 berths and cranes for handling steel products, non-ferrous metals and forest products. Container ramps for stuffing and unstuffing containers.

HM Revenue & Customs Sufferance
Approved Custody warehouse allowing for the deferment of VAT and Duty on goods in store.

Specialisation
Seacon arranges distribution for all products utilizing 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 specialty.

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
Nesteds 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 mobile crane on main jetty.
Mobile cranes up to 500-tonnes.

Cargo Accommodation
30,000 square metres of covered storage space. 22-acre site.
2,000 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 berths and cranes for handling steel products, non-ferrous metals and forest products. Container ramps for stuffing and unstuffing containers.

HM Revenue & Customs Sufferance
Approved Custody warehouse allowing for the deferment of VAT and Duty on goods in store.

Specialisation
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Berths
2 - (1 covered).
Length
Nesteds 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 mobile crane on main jetty.
Mobile cranes up to 500-tonnes.
Liquid bulk

**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 storage facility 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 exports are distributed by road via the national road network.

- **Contact:**
  - Tel: (01268) 511511
  - Email: decooper@calor.co.uk

- **Website:**
  - www.calor.co.uk

- **Services:**
  - LPG storage comprising six 5,000 tonne storage tanks.
  - Storage tanks.

- **Access Road:**
  - Road tanker facility available between 0700 hours to 0100 hours. Jetties for re-export, capable of loading up to 250 gpm into fully refrigerated, semi-refrigerated or pressurised ships.

**Navigator Terminals UK Ltd**

Operating at four independent bulk liquid storage locations in Thames, North Tees, South Sands and Windermere, 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.

- **Navigator Terminals Thames**
  - West Thurrock
  - Ash Road, West Thurrock, Grays, Essex RM20 3ED
  - Tel: (01708) 693398
  - Email: mail@navigatorterminals.com
  - www.navigatorterminals.com

- **Navigator Terminals West Thurrock**
  - Ash Road, West Thurrock, Grays, Essex RM20 3ED
  - Tel: (01708) 693398
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  - www.navigatorterminals.com
Shell Haven Terminal

Located on the north bank of the River Thames, downstream of London Gateway and close to the M25, Shell Haven Terminal is a vital 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 to 250 metres in length and 150,000 tonnes deadweight (sea state) 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 grantsy to the region’s road-fed airports.

Shell UK Oil Products Ltd

Shellhaven Terminal

Shellhaven

Barkers Boulevard, Coryton
Stanford-le-Hope, Essex SS17 9GA
Tel: Central Control (01375) 644185
www.shell.co.uk
Email: Matt Hudson, Terminal Manager
Email: Matt.Hudson@shell.com
Map reference 55

Berths

S-Jetty: Ship Length

250 metres

Depth of Water

15 metres at Chart Datum.

Access

A13/A12

Other Facilities

Jetties able to accept; regular surveys and dredging of berths. Facilities in operation 24 hours.

Specialisation

Aviation products.

Stolthaven Dagenham Ltd

Dagenham

Thunderjet, Choisia Road, Dagenham, Essex RM10 6PU
Tel: (020) 7976 0933
www.stolt-statem.com
Contact
Saadia Ahmeda, General Manager
Email: s.almeida@stolt.com
Tel: (020) 7976 0847
Fax: (020) 8593 1632
Map reference 23

Berths

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

Depth of Water

16.18 metres AMLW
10.53 metres at Chart Datum.

Stolthaven Dagenham Ltd

Dagenham

Thunderjet, Choisia Road, Dagenham, Essex RM10 6PU
Tel: (020) 7976 0933
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Contact
Saadia Ahmeda, General Manager
Email: s.almeida@stolt.com
Tel: (020) 7976 0847
Fax: (020) 8593 1632
Map reference 23

Berths

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

Depth of Water

16.18 metres AMLW
10.53 metres at Chart Datum.

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 110,000 cubic metres.

Capabilities include laboratory services, blending, distillation and product testing. Following a dredging project in 2015, the deepwater jetty receives vessels of up to 15.6 metres draft and it is the closest terminal to London’s type, providing easy access into the A13 and M25 motorways.

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

Stolthaven Dagenham Ltd

Dagenham

Thunderjet, Choisia Road, Dagenham, Essex RM10 6PU
Tel: (020) 7976 0933
www.stolt-statem.com
Contact
Saadia Ahmeda, General Manager
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Depth of Water

16.18 metres AMLW
10.53 metres at Chart Datum.

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Berths

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

Depth of Water

16.18 metres AMLW
10.53 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 renovation 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. This phase 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 our 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 control system, which together allow for tanker to be used for diesel and gasoil through 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 Greenergy (two thirds) and Shell (one third).’

Thames Oilport Ltd

Stalham-le-Hope
This Monnery, Stanford-le-Hope, Essex SS17 9RG
Tel: (01375) 641785
Email: info@thamesoilport.co.uk
Contact
Julian Cooke, Terminal Manager
Tel: (01375) 641785
Email: julian.cooke@thamesoilport.co.uk
www.greenergy.com
Map reference 58

Storage capacity
300,000 cubic metres.

Access Sea

Jetty accommodating the following maximum vessel dimensions: LOA up to 300 metres. Beam up to 77 metres. Displacement up to 200,000 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 automated road loading facilities, including automated bunding and loading equipment.

Multimodal system.

UKOP pipeline connection.

For other Terminals handling liquid bulks see...
Dry bulks

Aggregate Industries

Aggregate Industries is at the forefront 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 59,000 employees in over 60 countries. Committed to 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 Midlands and Somerset, from which it moves construction aggregates across the country and to London by ship and road. The company operates the world’s largest self-discharging aggregate carriers, which carry up to 97,000 tonnes of aggregates. 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 terminals. Away from the river 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 60,000 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.

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 report accounts for the inward 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, Ratham, Whitstable and Ramsgate, and other facilities outside the Thames Estuary, at which all 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-specified 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 projects.

Brett Aggregates Ltd

Northfleet

Grove Road, Northfleet, Kent DA11 9AX

Tel: (01374) 300403

www.brett.co.uk

Contact: Derek Knight, Area Production Manager

Email: derek.knight@brett.co.uk

Tel: (01374) 300403

Map reference 47

Berths:

1

Length

Ships/barges up to 100 metres length.

Depth of Water

9.01 metres MHWS

Cargo Accommodation

Open Storage

Access

Open storage. Cargo access at A2 and M25.

HM Revenue & Customs Sufferance

Limited approval.

Specialisation

Aggregate and Bulk Aggregate Products.

Discharge

Discharge by grapple at 300 tph or self-discharging at 900 tps.

7 day week working berth.

Onward transportation arranged.

Brett Aggregates Ltd

North Sea Terminal

Cliffe

Dunkirk, Sea Terminal, Salt Lane, Cliffe, Kent ME3 7SX

Tel: (01304) 220631

Email: Jason.Tomlins@brett.co.uk

Contact: Jason Tomlins, Area Production Manager

Tel: (01304) 220631

Email: Jason.Tomlins@brett.co.uk

Map reference 53

Berths:

1

Length

149 metres.

Depth of Water

11.4 metres MHWS

Cargo Accommodation

Open Storage with access to rail head facility.

HM Revenue & Customs Sufferance

Limited approval.

Specialisation

Sea-dredged Aggregates.

Other cargoes could be accommodated.

Barge load rail facility.

Brett Aggregates Ltd

Port of London Handbook 53
1.5 million square metres of concrete blocks and bricks. The multi-purpose facility is CEMEX’s only cement grinding plant in South East England. As well as being the main product manufactured at the facility, it is the only cement grinding plant in South East England. As well as cement, the plant produces Portland 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 material in the manufacture of cement, to be used in the production of concrete, with lessening the overall impact of cement 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 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.

CEMEX UK Materials
Angerstein Wharf
Greenwich
CEMEX House, Coldharbour Lane, Thames, Egham, Surrey TW20 8TD
Tel: (01932) 568833
Fax: (01932) 583611
Map reference 12

Barths
Length
700 metres
800-tonne barge facility
Depth of Water
10.97 metres MHWS
(3.9 metres at Chart Datum)
Cargo Accommodation
Open storage
Access
A1
HM Revenue & Customs Sufferance
Limited Approval
Specialisation
Aggregates Handling

CEMEX UK Materials
Angerstein Wharf
Dagenham
CEMEX House, Coldharbour Lane, Thames, Egham, Surrey TW20 8TD
Tel: (01932) 568833
Fax: (01932) 583611
Map reference 22

Barths
Length
710 metres
Depth of Water
10.31 metres MHWS
(3.9 metres at Chart Datum)
Cargo Accommodation
Open storage
Access
A13
HM Revenue & Customs Sufferance
Limited Approval
Specialisation
Aggregates Handling

CEMEX UK Materials
Angerstein Wharf
Northfleet Wharf
CEMEX House, Coldharbour Lane, Thames, Egham, Surrey TW20 8TD
Tel: (01932) 568833
Fax: (01932) 583611
Map reference 44

Barths
Length
130 metres
Depth of Water
10.31 metres MHWS
(3.9 metres at Chart Datum)
Cargo Accommodation
Open/Storage
Access
A2
HM Revenue & Customs Sufferance
Limited Approval
Specialisation
Sand and gravel discharge and processing
Sea-Dredged Aggregates

CEMEX UK Materials
Northfleet Wharf
CEMEX House, Coldharbour Lane, Thames, Egham, Surrey TW20 8TD
Tel: (01932) 568833
Fax: (01932) 583611
Map reference 3

Barths
Length
45 metres
Depth of Water
5 metres MMLWS
Cargo Accommodation
Open/Bin Storage/Silo Storage
Access
Central London/237
HM Revenue & Customs Sufferance
Limited Approval
Specialisation
Aggregates Handling/Concrete Production/Bulk Cement Handling.
Hanson is investing over £100 million in its London-based operations with a major new upgrade to the Victoria Deep Water Terminal, including development of a precinct concentrating segments for the Tideway project, which is expected to take another 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 and to capitalise on Hanson operating three facilities on the Thames – a marine wharf, asphalt and ready-mixed concrete plant at Victoria Deep (Greenwich), and a wharf and ready-mixed concrete plants at Wandsworth.

Volumes of marine-dredged sand and gravel through the aggregates hub at Battersea got in 2017 as the London construction market cooled a little in the wake of the Brexit vote and the ensuing political instability.

Looking ahead to 2018, construction markets in London and the South East are expected to remain strong, 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 lorries. Around 600,000 tonnes a year of marine-dredged sand and gravel from the Thames and Medway rivers, Northern and Eastern English North Sea and Eastern English North Sea and Eastern English Channel and the North Sea are landed at Battersea Wharf. A barging facility is used for the onward transportation of sands, gravels and to bring up the Thames to the ready-mixed and precast concrete, so the future for the business remains bright.

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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 service in 2019, they will be able to bring sand and gravel from the North Sea and East Anglia directly to Channel into dedicated wharves on the Thames and Medway.

The Dagenham terminal, which receives vessels 24 hours a day, also incorporates a recycling depot and a bagging facility. Bagging operations 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 service in 2019, they will be able to bring sand and gravel from the North Sea and East Anglia directly to Channel into dedicated wharves on the Thames and Medway.

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Experience with Professionalism

Marine Construction & Marine Civil Engineering

CMP Thames Ltd are a leading provider of marine construction, civil engineering and marine plant hire in the Thames area and have worked with many clients to deliver the most challenging of projects and bring innovative and new solutions to enable schemes to be delivered safely, on time and within budget.

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:

- Pre contract advice, design and budgets
- 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

Industrial Chemicals

Industrial Chemicals Limited has operated in the Thurrock area since 1976 and purchased the 45-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 the Queen Elizabeth II Bridge and Dartford Crossing, with deep water orbital motorway and close to the national roads approximately 2 miles neither north or south of the Thames for third party customers.

Industrial Chemicals Ltd

West Thurrock Jetty
Shoreness Road, West Thurrock,
Essex RM20 3AG
Tel: (01375) 381121
www.icgl.co.uk

Contact:
Charles Carver, Director
Email: ccarver@icgl.co.uk
Tel: (01375) 389200

Ken Giles, Terminal Manager
Email: k Giles@icgl.co.uk
Tel: (01375) 387112

John Cart, Business Development Manager
Email: j cart@icgl.co.uk
Tel: (01375) 380101

Map reference: 42

Berths:
7 Deep Water Berths

Length:
215 metres (291 metres including accessible mooring dolphin).

Depth of Water:
12.23 metres MHWS
(12.7 metres below Chart Datum).

Access:
HGV Vehicle direct access via fixed link bridge approach road to the Jetty.

Jetty Ship Damage Repairs and Maintenance

Heavy Steelwork, Piling and Decking
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.
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 Trailblazer Dredgers and Water Injection Dredgers to meet the varying requirements of our Thames based clients.

Shell V-Power: Our Best Just Got Better.

Van Oord
Bankside House
Henfield Road
Small Dole
West Sussex
BN5 9XQ

Van Oord
Banking Creek
18 River Road
Barking
Essex
IG11 0DH

Tel: (020) 8584 4200
Fax: (020) 8584 4590
Map reference: 17
Berths: 4
Length: 742 metres overall.
Depth of Water: 11.50 metres (MHWS).
Crane: 1 mobile crane.
Equipment: 360-degree Fuchs machines for grab use.
Cargo Accommodation: 4 acres.
Access: 7 mile from A406, connecting to national road system M25, 12 miles from M25.

Stema Shipping (UK) Ltd
Red Lion Wharf
Northfleet
Red Lion Wharf, Crete Hall Road
Northfleet, Kent
DA11 9AA
Tel: (01375) 857456
Fax: (01375) 857456
www.stemauk.co.uk/en/

Berths: 1
Length: 240 metres.
Depth of Water: 14.06 metres (MHWS).
Crane: 14.06 metres (MHWS).
Access: Easy access to A2 and M25.

For further information contact:
Oikos Storage Limited
Hole Haven Wharf
Haven Road
Canvey Island
Essex
SS8 0NR
Tel: 01268 682206
Fax: 01268 610095
Email: info@oikos.co.uk
www.oikos.co.uk

Dry bulk

Marine Ingenuity

OIKOS STORAGE LTD

- 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

00000

www.mibau-stema.de/en/

3 Berths
Length: 240 metres.
Depth of Water: 11.98 metres (MHWS).
Crane: 11.98 metres (MHWS).
Access: 11.98 metres (MHWS).

For further information contact:
Oikos Storage Limited
Hole Haven Wharf
Haven Road
Canvey Island
Essex
SS8 0NR
Tel: 01268 682206
Fax: 01268 610095
Email: info@oikos.co.uk
www.oikos.co.uk

Dry bulk

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them, these sites distribute millions of tonnes of cement, marine-aggregated sand and gravel, and crushed rock aggregate through-out 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 terminals at King’s Cross/ St Pancras, the Emirates Stadium, Canary Wharf, the Millennium Dome, the Olympic athletes’ village, Crossrail and the Millennium Dome. The company has over 150 years of experience in the materials and construction solutions business. The company Tarmac, a CRH company, is the UK’s leading sustainable building solutions business. The company delivers the infrastructure needed to grow the UK economy today and helps to safely move people and freight across the 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 sites 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 network of operations along the tidal Thames, at Northfleet, Charlton, Erith, West Thurrock, and Greenhithe. Between them, these sites distribute millions of tonnes of cement, marine-aggregated 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 terminals at King’s Cross/St Pancras, the Emirates Stadium, Canary Wharf, the Millennium Dome, the Olympic athletes’ village, Crossrail and the Millennium Dome. The company has over 150 years of experience in the materials and construction solutions business. The company Tarmac, a CRH company, is the UK’s leading sustainable building solutions business. The company delivers the infrastructure needed to grow the UK economy today and helps to safely move people and freight across the UK.

Marine Aggregates dredging and processing

Receiving hoppers and 1,600 tph discharge conveyors for self-discharging vessels. Cargo Haulers (Marine Aggregates only). Use as lay-by berth permitted.

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T&L Sugars
The T & L Sugars Thomas Refinery at Silvertown is one of the largest cane sugar refineries in the world. The 18 hectares 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 farming 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
Silvertown
Thames Refinery, Silvertown, London E16 2PW
Tel: (020) 7416 4655 or (020) 7540 1271
Fax: (020) 7473 4716
www.tatesandlysesugars.com
Contact
Bob Woods, Port Operations Manager
Tel: (020) 7473 4716
Map reference 15

Berths
Raw Sugar Jetty (Imports)
Refined Jetty (Exports)
Shore Berth (Imports)

Raw Sugar Jetty
Length
161 metres

Depth of Water
17.00 metres MWA
(7.0 metres at Chart Datum)

Refined Jetty
Length
49 metres

Depth of Water
8.75 metres MWA
(7.7 metres at Chart Datum)

Shore Berth
Length
180 metres

Depth of Water
3.05 metres MWA

Cargo Accommodation
Raw Sugar in Bulk: 72,000 tonnes.
Export Refined Sugar: 50,000 tonnes.
Edible Oil (Storage & Distribution): 72,000 tonnes.

Access
A406, A13, M11, M25.
HM Revenue & Customs Sufferance
Sugar. Edible Oils.

Specialisation
Sugar refiner.

Equipment
2 x 25 tonnes NDC grabbing cranes

Agents
Kentships, Thames Refinery, Silvertown, London E16 2PW
Tel: (020) 7540 1271 or (020) 7540 7198
Fax: (020) 7540 7330
Email: kentships@asr-group.com

Imports from
Afrika, Caribbean, Asia, Central and South America
Exports to Worldwide.

For other Terminals handling dry bulks see Stena Shipping (UK) page 115, map reference 25.
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 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.

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 NPI management.
Specialist Marine, Fabrication & Engineering Services

200T Lift-Out Services
Alicat lead the field in the provision of fast turnaround vessel repair services with our skilled on-site maintenance teams and facilities that include all major services onsite and a 200 tonne vessel hoist, lifting vessels up to 40m x 11m.

Marine Electrical
From bespoke electrical systems, to upgrades, repairs and modifications of existing installations, Alicat Marine Electrical provide a complete service to the global marine industry. AME design, manufacture and install.

Vessel Service and Repair
Our experienced workforce can carry out on and off site servicing and repairs to all types of vessel’s, including general engineering, diesel engineering, fabrication and electrical.

Fabrication
Our team of highly skilled welders and plateers produce bespoke fabrications for projects of almost any size in most materials, across all sectors, and all manufactured and tested on site. Alicat also has a dedicated, fully equipped Stainless Steel Fabrication workshop.

Cemex Ltd
Cement Grinding Facility
Tilbury
From bespoke electrical systems, to upgrades, repairs and modifications of existing installations, Alicat Marine Electrical provide a complete service to the global marine industry. AME design, manufacture and install.

Alicat Workboats Limited
Tel +44 (0)1493 655171
www.alicatworkboats.com
Comprehensive and cost effective logistic solutions

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. We have a good understanding of customers immediate and future requirements and needs. Our excellent long standing relationships with ship owners from 1,000mt coasters up to 85,000mt panamaxes sizes, as well as self-discharging vessels by grab or belt, gives us a sound foundation for growth and success.

We also offer personally tailored market research and consultancy services as well as advice and guidance on ship demolition, and sale and purchase contracts.

Please call or email to see how we can help to develop your business.

Adam Chartering Limited
Maritime House, 15 Railway Street,
Chelmsford, Essex CM1 1Q8, UK
Tel: +44 (0)1245 359191 Fax: +44 (0)1245 359161
Email: info@adamchart.co.uk www.adamcharting.co.uk

We survey over 730 commercially operated vessels a year. Our Marine Surveyors are also able to provide services for third parties on commercial vessels which include:

- New Build Consultancy Services
- Ireland Waterways Certification
- Insurance surveys
- Surveys can be completed anywhere in the UK and Europe, usually within two weeks of receiving instruction. For further information: Tel: 01474 565053 Email: licensor@pibo.co.uk

London City Bond Ltd
Tilbury
29-30 Berth, Port of Tilbury,
Tilbury, Essex RM18 7EH
Tel: (01375) 857000 Fax: (01375) 971100
Email: sales@lcb.co.uk www.lcb.co.uk

Contacts
Brian Davis, Director
Email: sales@lcb.co.uk Tel: (01375) 857000 Fax: (01375) 487110
David Hogg
Email: sales@lcb.co.uk Tel: (01375) 857000 Fax: (01375) 487110

Berths
Berths 29 and 30.
Length
200 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.

Retail/Consumer Goods.

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 www.seacon.co.uk

Contacts
Martin Phillips, Commercial Manager
Email: mphillips@seacon.co.uk Tel: (01375) 488600 Mobile: (07469) 700648

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.

Advanced IT and Supply Chain Management.

Shearing, cross-docking
15,000 square metres
Fully integrated EDI-capable WMS.

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
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06.00-17.00 Monday to Friday.

Extended evening and weekend opening subject to demand.
Port of Tilbury

Port of London Handbook

MK Shipping Limited
Answering all your needs efficiently

MK Shipping Limited
Quayside House
Tilbury Freeport
Essex RM18 7NN
Telephone: 01375 850100
Fax: 01375 851830
Email: agency@mkshipping.co.uk
www.mkshipping.co.uk

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/
Contacts
Martin Johansen
Email: enquiries@stemauk.co.uk
Tel: (01375) 857890
Fax: (01375) 857456
Sales
Email: enquiries@stemauk.co.uk
Tel: (01375) 857456
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) 855911
Email: ops@tlterminal.co.uk
www.tlterminal.co.uk
Contact
Mike Brown, Managing Partner
Email: mike.brown@tlterminal.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
Contacts
Kelly Dennis, Office Manager
Email: kelly.dennis@tilburycoldstore.com
Tel: (01375) 844266
Fax: (01375) 844335
Simon Dunne, Operations/Site Manager
Email: simon.dunne@tilburycoldstore.com
Tel: (01375) 844266
Fax: (01375) 844335
Map reference 59
Berths
1 In-Dock Berth.
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, labeling and stock control. The facilities are EC and Customs approved. Inspection and distribution facilities are also available.
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

Tel: 020 8896 9192
www.railfreightservices.co.uk

Rail Freight Services is the premier company for the loading and unloading of railay wagons and waterborne 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 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. bricks blocks within the required timetables.

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 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 crabs, 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 as part of your logistics solution if required.
### Services

**Armaceutical UK**

<table>
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**Key to abbreviations**

- LO: London
- RO: Rotterdam
- C: Cienfuegos
- E: El Callao
- I: Montevideo
- NT: Netstal Tower
- ST: Stuttgart

**Port of London Handbook**

- Port of Tilbury
- London Container Terminal
- London Gateway
- Ford, Dagenham
- Northfleet Terminal
- London
- Thames
- Medway

**Additional Information**

- **Import general cargoes**
- **Export general cargoes**
- **Import and export containers**
- **Forest products**
- **Seacon Terminals**
- **Northfleet Terminal**
- **London Gateway**
- **Ford, Dagenham**
- **London Container Terminal**
- **Port of Tilbury**
- **London**
- **Thames**
- **Medway**

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- Special Cargoes
- Special Projects
- Trans Shipments
- Freight Forwarding
- Barging

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Consented environmental permit
Habitat creation scheme
Access via Thames and road

Key to abbreviations

- LG: London Gateway
- TPL: Thames Port London
- RO: Roll-on/roll-off
- LO: Lift-on
- FP: Forest products
- C: Containers
- E: Export
- I: Import
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#### Key to abbreviations

- C: Ro Ro cargo
- LG: Lift-on / lift-off cargo
- LCT: Lift-on / lift-off cargo
- LO: Lift-off cargo
- POTL: Pot-on /Pot-off cargo
- FP: Forest products
- E: Export general cargo
- I: Import general cargo
- R: Ro Ro cargo
- C: Container
- RO: Roll on / roll off cargo
- ST: Side terminal
- LN: London
- NT: Northern terminal
- FORD: Ford, Dagenham
- TIL: Port of Tilbury
- LCT: London Container Terminal
- LG: London Gateway
- FORD: Ford, Dagenham
- TIL: Port of Tilbury
- ST: Seatrade Terminal

#### Services

- Import and export containers
- E: Export general cargo
- I: Import general cargo
- RO: Roll on / roll off cargo
- C: Container
- RO: Roll on / roll off cargo
- E: Export general cargo
- I: Import general cargo
- ST: Side terminal

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