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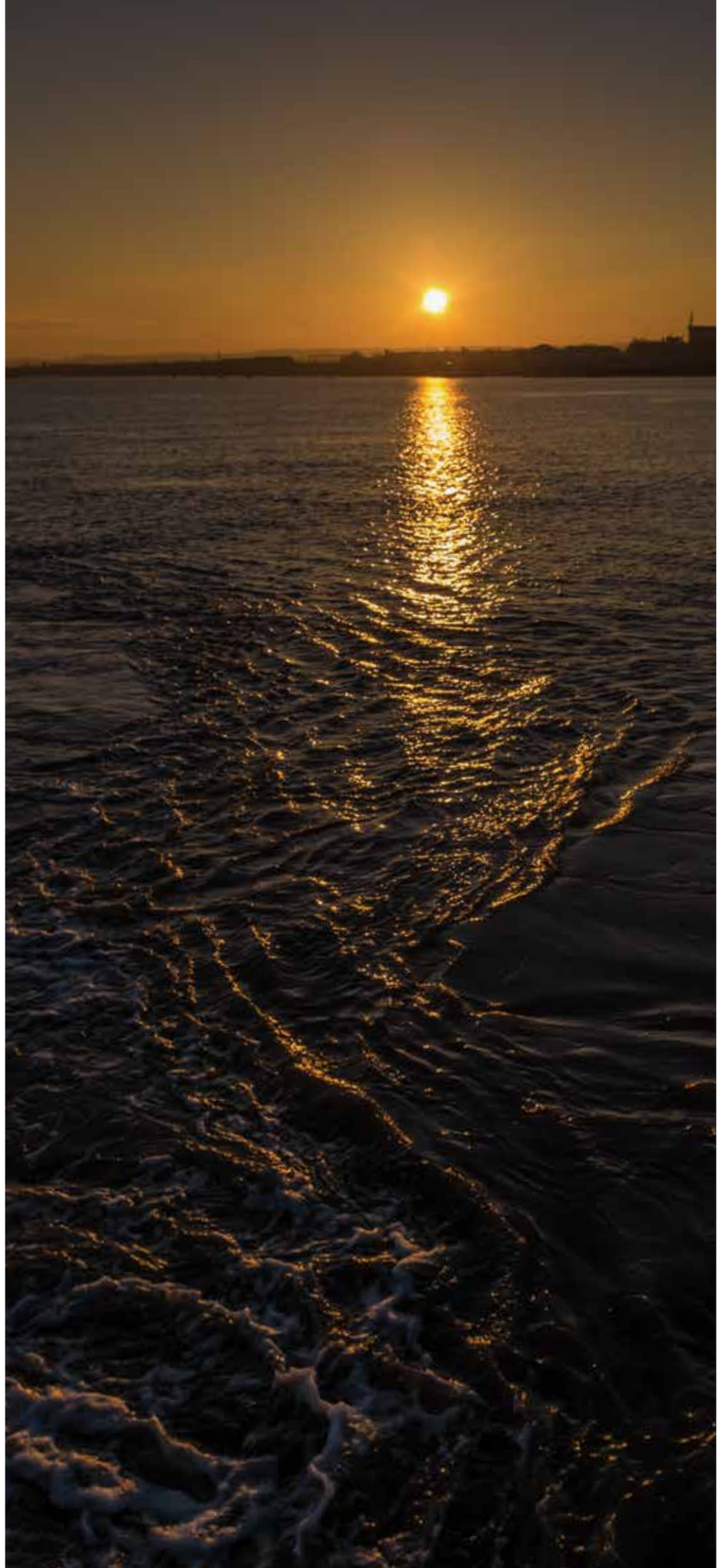

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PLA's Hydrographic survey fleet alongside Royal Terrace Pier.

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Foreword by
Port of London Authority
Chief Executive
Robin Mortimer

London – a city of great history, culture, business and sport. It's also a city inextricably linked to its river from mouth to source, whose trading history made our capital what it is today.

The River Thames remains as economically important today to London and the south east, as it ever has been.

It's the delivery route through which a city and region of almost nine million people get their food, fuel and consumer goods. And it's the main channel for UK exports.

The Thames is a great place to do business. Young companies invest here and seek out riverside bases, while established businesses expand. And where better, than on the doorstep of the UK's biggest single consumer market?

Here at the PLA, we can help you make the most of the Thames. Fundamentally, we are charged with responsibility for safety on the river: safety must underpin all economic activity on the water.

Our experts can help you get started on, and move forward, a wide range of investment projects. We also provide essential services to river users, promote river use and speak up for the Thames with policy makers and stakeholders.

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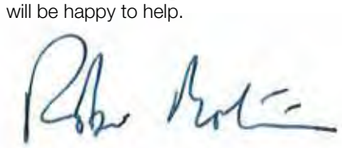

Robin Mortimer
Chief Executive

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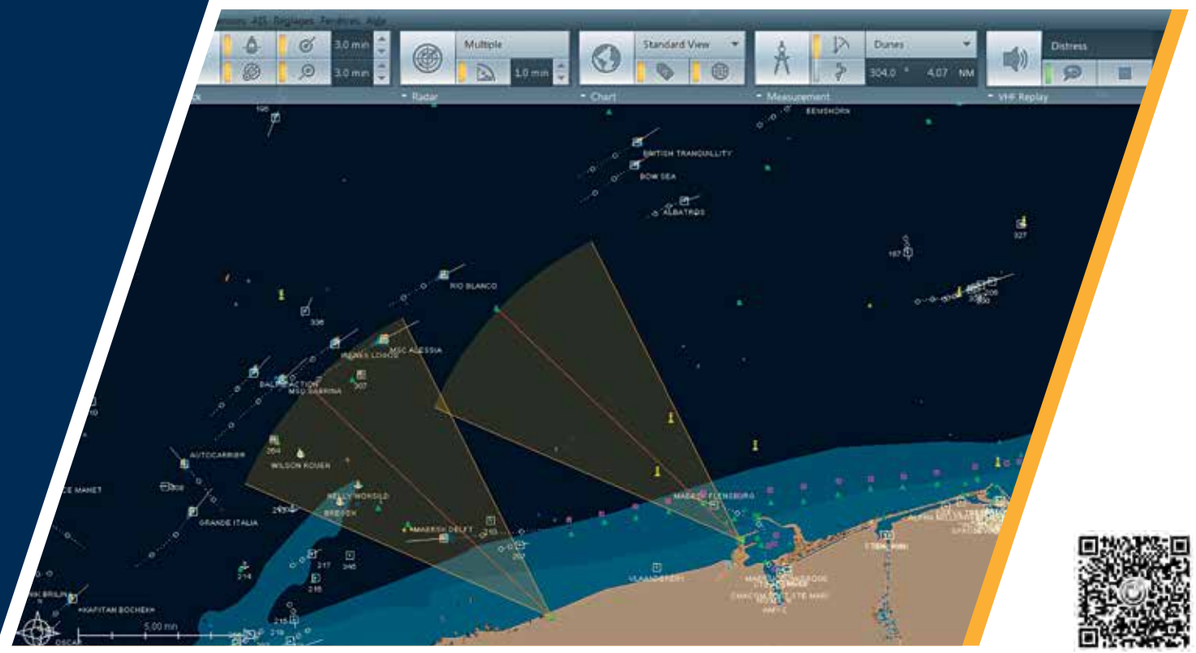

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A global port for a global city

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Heart of city life: New Year's Eve fireworks over the Thames.

Those who live, work or trade in London need no convincing of the capital's importance nationally and internationally. But a new academic study in 2014 served to underline the city's position on the global stage – naming London as the world's most influential city.

"That was due to a combination of connectivity, education, quality of life and other factors – and the author of the study was a US academic," says Port of London Authority CEO Robin Mortimer. "And what is at the heart of this great city? The River Thames, from its green and leafy upper district, to the historic heart of the city, to the estuary with its heavy industry and major port facilities. The Thames plays a vital role in the success of London."

Having joined the PLA in March 2014, Robin Mortimer says: "The absolute, overall message is that there is huge potential for growth. The port is closer to the main market than any other UK port and it has potential to grow further in terms of its capacity.

"We are seeing a number of major developments along the river as port and terminal owners and operators invest in new infrastructure and equipment. And the PLA as an organisation is here to facilitate that growth in several ways."

The PLA delivers excellent customer service, backed by an extraordinary depth of marine expertise. It leads the way nationally and internationally in disciplines such as hydrographics, Vessel Traffic Services and pilotage.

This isn't an organisation full of 'generalists', Robin Mortimer points out. "The PLA is an organisation with 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 they are at. The practical skills in the PLA's marine services are fantastic. For me, early evidence of this was the University Boat Race and the Tall Ships parade; to run these events so smoothly requires real skills, learned over a long time. And on the commercial side, the arrival of the 15,500 teu *Edith Maersk* demonstrated the way in which the PLA's skilled teams work together to deliver a top-quality service, with pilots, VTS and port control all liaising for the perfect end result."

The Port of London is the UK's second largest port by volume of cargo handled. It offers the most diverse, successful, well-connected, well-equipped and service-oriented cluster of port facilities, handing containers and ro-ro traffic, paper and forest products, cars and engines, steel and general cargo, grain, fertiliser and animal feeds, oil, petrol, chemicals

Busy scene: Grande Brasile passing Gravesend en-route to Tilbury.

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Old and new: 2014 saw the largest Thames Tall Ships Regatta in 25 years.

and raw materials, aggregates and building materials, food and wine, clothing and toys, and scrap and waste paper.

The 70 independent terminals on the river handle more than 40 million tonnes of cargo between them, and the port generates more than £3 billion of value-added very year.

There have been some remarkable 'highs' on the river in recent times – including a 62% increase in London's intra-port traffic, and a 140% increase in the volumes of tunnelling spoil and demolition materials carried on the river, as some of Europe's biggest engineering projects progress. This is keeping thousands of lorries off the roads of London and the South East every day.

The enormous Thames Tideway Tunnel project is gathering pace after the biggest planning application ever submitted in the UK was approved in 2014. This project touches every aspect of the PLA's responsibilities, from hydrographic and environment to planning, safety management, river licensing and training and the PLA is working closely with Thames Water to ensure a safe, environmentally friendly delivery of this development.

In parallel, more than eight million passenger trips are taken on the Thames every year, and the Mayor of London plans to increase this to 12 million by the year 2020.

This continued increase in cargo volumes and shipping movements through the capital has put the spotlight on the need for sufficient skills and training, and the PLA is playing a very proactive role in this, as a member of the Thames Training Alliance.

As the statutory conservation, navigation and pilotage authority, the PLA is responsible for the entire 95-mile stretch of the tidal Thames. That responsibility means working with all stakeholders – not only the commercial shipping and ports sector, but also residents, leisure users, passenger craft operators and all those with an interest in the River Thames and its surroundings.

During 2015, the PLA will launch an in-depth review and analysis of the River Thames and the way it serves all stake-holders. This will set a framework for action and developments over the next 20 years. "We will be asking what the River Thames provides and where it is going from here, to create a new 'Vision for the Tidal Thames'," says Robin Mortimer.

The enormous Thames Tideway Tunnel project is gathering pace ...the biggest planning application ever submitted in the UK was approved in 2014

PORT OF LONDON AUTHORITY

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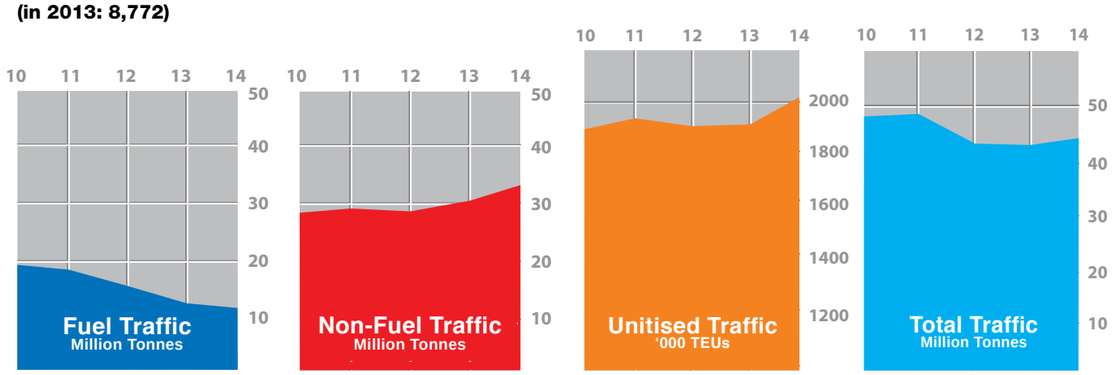
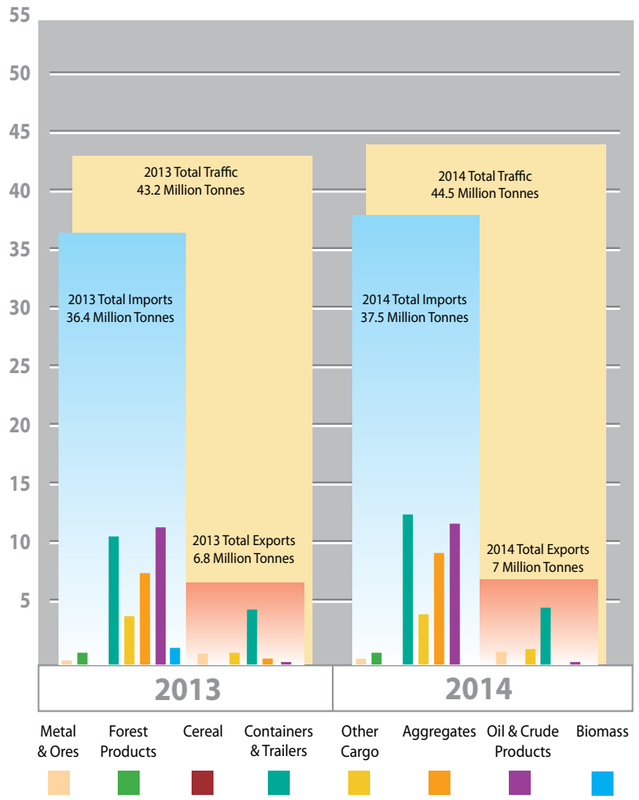
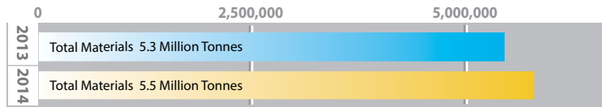
The Port of London cargo and shipping statistics

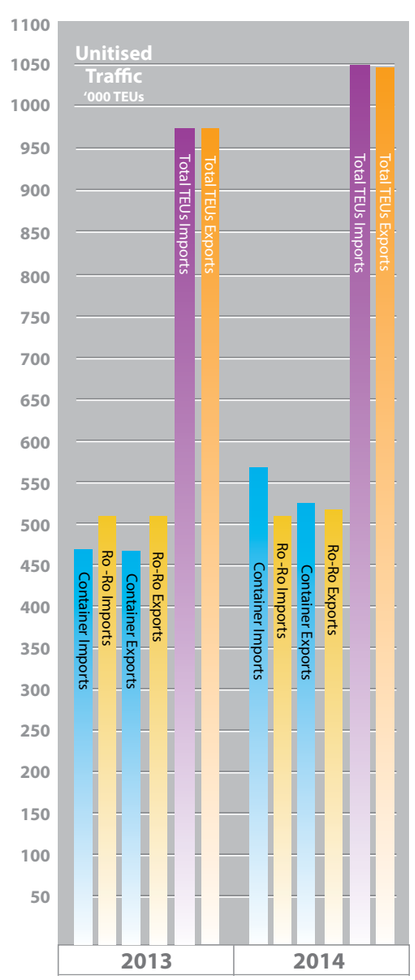
Number of chargeable vessel arrivals to the Port of London in 2014: 9,056 (in 2013: 8,772)





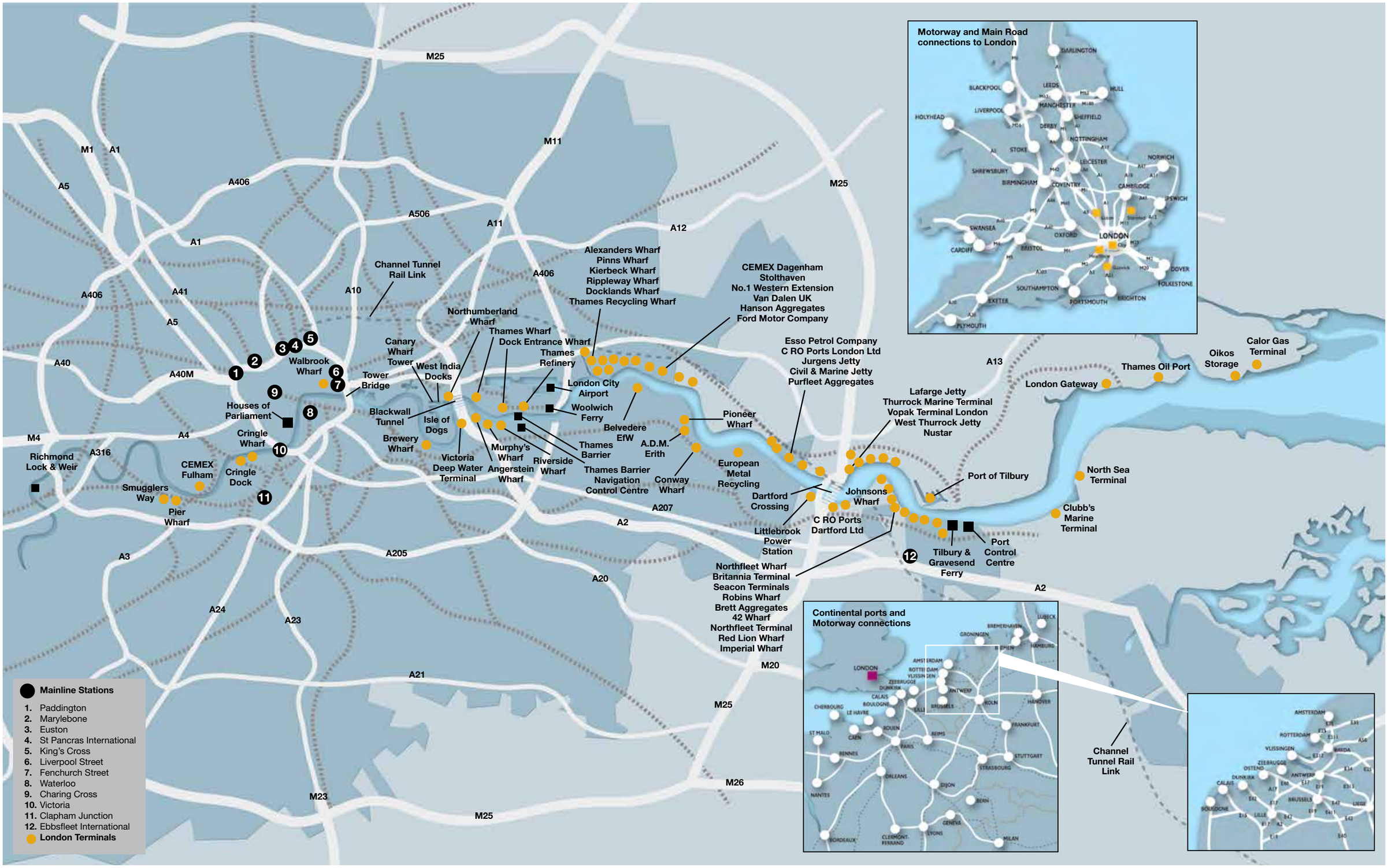
Internal Thames freight traffic 2013 and 2014...





The Port of London facilities map

"The PLA is an organisation with 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 they are at"
CEO Robin Mortimer



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Investment and expansion

Along the length of the tidal Thames, investment in port and logistics-related infrastructure is gathering apace, with new and upgraded facilities under construction and new vessels being launched.

Matching the ongoing investment by independent terminal, wharf and shipping operators, the Port of London Authority continues to invest substantially in new equipment and facilities to ensure that the needs of all stakeholders are met.

In 2015, a £7 million mooring maintenance vessel (MMV), *London Titan*, will enter service. Representing one of the biggest single investments by the PLA in more than two decades, the *Titan* has been purpose designed and built with the flexibility to work along almost the entire 95-mile stretch of the Thames for which the PLA is responsible.

Its duties will include laying buoys, hauling wreckage from the bottom of the river, supporting dive operations, removing old piles and anchors, loading/offloading machinery for salvage operations, and undertaking small plough-dredging operations.

Meanwhile, the PLA has continued to invest in radar upgrades, VTS upgrades and training, the installation of a complete new tidal gauge system in the lower river and the purchase of Portable Pilot Units (PPUs), which help pilots make onboard decisions with pinpoint accuracy.

Tilbury

Treasury Minister Priti Patel visited Tilbury's new 70-acre London Distribution Park (LDP) in November 2014, for a turf-cutting ceremony to mark the start of construction of the first bespoke warehouse building on the site.

LDP, a joint venture between Forth Ports and Roxhill Developments, will provide warehousing from 50,000 square feet upwards together with 17 acres of haulage facilities.

Earlier in 2014, Tilbury's London Container Terminal took delivery of two Paceco ship-to-shore cranes. LCT has also invested in a Liebherr 550 mobile

The largest four tanks arrived on the Thames in December, towed from Belgium on a single 90-metre-long pontoon

Thames drives investment:* *Port of Tilbury's London Distribution Park under construction.

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crane, 14 new Kalmar straddle carriers, a newly built entrance gate complex covering both security and container processing, a new, bespoke terminal operating system (TOS) and extensive surfacing work.

This £20 million investment programme was supported by a Motorways of the Sea grant from the EC's TEN-T agency.

London Gateway

DP World London Gateway, the UK's new deepwater port, opened its second berth in spring 2014 and also took delivery of more giant quay cranes and container handling equipment.

In parallel, the nine million square foot London Gateway Logistics Park is taking shape. By the end of 2014, the road network for the park, including surfacing, was largely complete, and all utilities and services installed. One of the key buildings on the logistics park, the Common User Facility, is scheduled to open in the second quarter of 2015.

Maritime Transport, the UK's largest privately owned container transport operator, has confirmed that it will create the first container transport depot at the port.

Imperial Wharf

At Imperial Wharf, Gravesend, FM Conway has invested in refurbishing the wharf and installing new tanks. The facility opened as a new bitumen import terminal in August 2014.

Canvey Island

A new private road was opened to Calor Gas's LPG terminal on Canvey Island in October. The road gives Calor bulk tankers direct access to the terminal, routing them away from homes, businesses and local schools.

The new road is the result of a three-year, £1 million project and was built in a collaboration between Calor and fuel terminal operator, Oikos.

Stolthaven Dagenham

Stolt Nielsen, which acquired its Dagenham terminal and the Thunderer Jetty in 2012, has embarked on a development project which will effectively rebuild more than half the site, with older tanks being demolished and 16 new tanks being delivered. The largest four tanks arrived on the Thames in December, towed from Belgium on a single 90-metre-long pontoon.

Once this first phase of work is completed, the terminal will have up to 48,000 cubic metres of new storage capacity, with plans for further expansion and refurbishment.

Passengers and Plantation Wharf

A new passenger pier is under construction at Plantation Wharf, between Battersea and Wandsworth bridges. Due to open in April 2015, it will host calls by the Thames Clippers running between Blackfriars and Putney.

The PLA is supporting the growth in passenger services, providing expert advice and licensing new facilities, working with the Greater London Authority (GLA), Transport for London (TfL), London River Services, vessel operators and developers.

Thames Clippers is due to add a new catamaran (see above) to its fleet early in 2015, as part of a new sponsorship deal with MBNA. Last year, Thames Clippers celebrated its 15th anniversary operating on the river. Having started out as a one-boat operation in 1999, carrying 21,000 passengers in its first year, the service now operates a fleet of 13 vessels. Passenger numbers reached 3.3 million in 2013, and were expected to hit 3.6 million in 2014.

Thames Clippers' new ferry will serve growing passenger demand.

Barge movements keep more than 265,000 lorry trips off London's road.

Going with the flow

The River Thames provides a 'green superhighway' into the centre of London, an opportunity to fast-track freight efficiently and reliably on a congestion-free route. And while moving freight by water is undoubtedly an environmentally friendly option, this is about far more than companies ticking a few low-carbon boxes.

For every 1,000-tonne barge on the river, there are 50 fewer lorries on the roads of London

The river is by far the UK's busiest inland waterway, and volumes have rocketed as a series of enormous infrastructure projects have moved ahead in the capital city. For every 1,000 tonne barge on the river, there are 50 fewer lorries on the roads of London. It doesn't take much imagination to understand the gridlock that could be the alternative.

London's intra-port traffic increased by 62% to 5.3 million tonnes in 2013. Within that figure, the proportional increase was notably higher in central London, where volumes were up 81% to 3.6 million tonnes. And even more dramatic, volumes of tunnelling spoil and demolition material carried on the river were up by 140%. The level of river use grew further through 2014, with intra-port traffic of 5.5 million tonnes.

Whilst a range of construction projects have helped fuel this growth, it has been underpinned by projects such as Crossrail and Thames Water's Lee Tunnel project, with huge quantities of tunnelling spoil moving out and construction materials and equipment coming in, all on the river.

And there's far, far more to come. The Lee Tunnel was just the start of Thames Water's massive sewer project. In September 2014, the major part – the £4.1 billion Thames Tideway Tunnel – was granted planning consent. This project involves boring a tunnel of 7 metres diameter running more than 25 km from Acton to Abbey Mills, at a deeper level than any other tunnels under London. Thames Water is committed to moving at least 4.3 million tonnes of spoil on the river – starting in 2016-17 and continuing through to 2022.

"The Tideway Tunnel was the largest planning application ever submitted in the UK," says Jim Trimmer, the PLA's director of planning and environment. "We participated in the planning inquiry and our evidence about using the river was fully accepted by the Secretary of State. Now we move from the planning stage to detailed consenting – because all of the works required on the river in connection with this project will need Tidal Works Approvals from the PLA.

"There will be three main drives for the Tideway Tunnel – all these drive sites are on the river. All of the spoil will be going out by river and construction materials will be coming back in. So it will be extremely busy. We are liaising with the project team and will be closely involved with the contractors when appointed and furthermore making sure the risk assessments ensure that all these millions of tonnes of spoil can be moved safely on the river."

At the same time, large volumes of Crossrail material continue to be moved

on the river and in 2015, while plans are progressed for the Tideway Tunnel works, the movement of spoil from the Northern Line extension will begin.

Such is the scale of the Tideway Tunnel work and the predicted impact on the river that the PLA has appointed Terry Lawrence as harbour master (Thames Tideway Tunnel), to provide a dedicated resource to both the consenting and approvals phase as well as the operational phase.

Safeguarding and reactivating

No one can argue against the importance of the River Thames as a critical piece of the capital's transport infrastructure. As well as the spoil and materials for the huge tunnelling projects under way in the capital, the river is also used for the movement of aggregates, construction materials, petroleum products, containers, scrap, household refuse and more.

The river offers five miles per hour of energy free when vessels go with the tide, and offers a consistency that could never been guaranteed by road.

But just as a motorway needs junctions and slipways, so the river needs exit and entry points – in this case, with operational jetties and wharves strategically placed to make the most of this fantastic transport link.

This is the rationale behind the Mayor of London's 'safeguarding' policy, which protects 50 wharves along the tidal Thames for freight operations, stopping them from being swallowed up by riverside apartments or other waterfront developments.

The river offers five miles per hour of energy free when vessels go with the tide... a consistency that could never been guaranteed by road

However, 'safeguarding' doesn't necessarily mean that a wharf will be used for the purpose for which it was intended – it can stand vacant while developers sit tight, hoping eventually to get their way with the planners

So the PLA has gone further, with a 'reactivation' strategy seeking to force the operational use of strategic wharves which involves Compulsory Purchase Orders.

In September 2014, the Secretary of State confirmed a CPO jointly submitted by the PLA and Aggregate Industries to acquire Orchard Wharf at Tower Hamlets in order to bring this facility into operation.

The decision has since been challenged in the High Court and a final decision is due in early 2015. Jim Trimmer says: "Despite all our efforts, Orchard Wharf was not being used. Using our CPO powers to ensure that the wharf is actually used for cargo handling, as planning policy suggests, was a major step. If any landowner is sitting on a wharf hoping that the policy will change and they can develop it, we can point to the Secretary of State's decision that the wharf should be reactivated and used."

Orchard Wharf, opposite the O2 Arena, was in the first tranche of safeguarded wharves designated back in 1997. The PLA intends to acquire the site and then lease it to Aggregate Industries, so that company can handle more than half a million tonnes of cargo a year.

Planning is often regarded as being 'good at stopping things happening', says Jim Trimmer. "But what we've done is really positive, to get a vital part of the river's infrastructure working again. This is a landmark case; but it also signals a fundamental change in the PLA's role as a facilitator of development, and demonstrates that the emphasis on using water for freight actually has teeth. There are a number of other sites we will now be looking at.

"We are here to facilitate traffic, to encourage operations on the river. There is no point in having a 'motorway' if you can't get off – and you need wharves to get off."

Downstream from Orchard Wharf, meanwhile, Peruvian Wharf is being reactivated thanks to the PLA. This facility, at Newham, has been acquired by the PLA and will be operated by aggregates company Bretts.

Imperial Wharf

A notable success story has been Imperial Wharf in Gravesend. Being out of London, this facility was not on the official 'safeguarded' list, but when a property developer acquired it and submitted plans for housing, the PLA worked with Gravesham Council and through a planning inquiry to prevent the development.

The site ended up in the hands of the administrator and was bought by FM Conway, which invested in refurbishing the wharf and installing new tanks. The facility opened as a new bitumen import terminal in August 2014.

"These were different circumstances but once again through the planning system we stopped a wharf being lost and helped in its reactivation as a new, modern terminal for the 21st century," says Jim Trimmer.

River transport is key to major infrastructure schemes.

London... iconic cruise destination

With its fantastic variety of history, culture and iconic landmarks, London is one of the world's top cruise destinations. And investment continues in state-of-the-art cruise terminal facilities to serve this important sector.

Two alongside: a first for London International Cruise Terminal in December 2014.

What are the world's top cruise lines looking for? Famous skylines, historic and famous landmarks, unique and varied visitor attractions, excellent air links, easy access and excellent facilities for ship and passengers.

London offers all this, and more. The capital is one of the cruise industry's most sought-after destinations, and its facilities cater a wide range of needs, including both day calls and turnround calls.

Tilbury offers a historic setting for cruise passengers

The Port of Tilbury's London Cruise Terminal was built in the 1930s and was the departure point for thousands of Britons emigrating to Australia and the Commonwealth before the arrival of affordable air travel.

The Grade II* Listed terminal building and its floating landing stage also claimed a very special place in the history books in June 1948, when the *Empire Windrush* docked – carrying about 500 Caribbean passengers looking to start a new life in Britain. The vessel's arrival marked the start of the post-war immigration boom and the beginnings of modern multi-cultural Britain.

Today, London Cruise Terminal is frequently in demand as a unique back-drop for films and TV dramas – but it should be emphasised that the terminal's role as a unique arrival and departure point for cruises most certainly continues to take centre stage!

There are two stories here – one of a continuing, significant increase in cruise ship calls and passenger numbers, the other of continuing, significant investment by Forth Ports, the company which owns the Port of Tilbury.

In 2014, 39 cruise vessels called at the terminal and a total 55,000 passengers passed through. This year there will be 58 cruise ship calls, carrying nearly 100,000 passengers. In 2016, the terminal is expected to handle more than 70 cruise ship calls.

Cruise & Maritime Voyages' *Marco Polo* is a regular caller, and the company is bringing in a second vessel this year, the *Magellan*, with some 1,400 guests embarking, leading to a substantial increase in its calls. London Cruise Terminal's second major customer is Fred. Olsen, with the *Boudicca*.

"We are handling mainly turnround calls – the start and finish of cruises," says Perry Glading, chief operating officer of Forth Ports. "London Cruise Terminal particularly appeals to the market within 40-50 miles of Tilbury – and that's a very big population."

The fact that Heathrow, Gatwick, Stansted, London City and Southend

Into the future: computer generated image of London City Cruise Port.

Future plans for the London Cruise terminal include refurbishing the old railway station, to be converted into a new baggage hall, and creating a new passenger lounge

airports are all within an hour's drive of Tilbury is also a notable advantage.

Cruises departing from Tilbury generally head north to Scandinavia, the Baltic and Russia, or south to the Azores and Caribbean – and there are plans to add new destinations to the list.

Forth Ports has completed a £3.5 million investment in the terminal, which has included replacing the whole of the floating deck, renewing and strengthening the steelwork in the underside of the pontoon and the bollards, and refurbishing the historic cupola roof. Future plans include refurbishing the old railway station, to be converted into a new baggage hall, and creating a new passenger lounge.

"We are committed to meeting the needs of the growing cruise market," says Perry Glading. "The terminal is just 22 nautical miles downriver from Tower Bridge. The natural next step for us is to link into London, just as the Port of Tilbury is doing with general freight. We are working with Thames Clippers on plans to take passengers direct from the cruise terminal into central London.

London City Cruise Port

At the Meridian Line and in view of the famous Royal Greenwich World Heritage Site – given the location, it's hardly surprising that the planned London City Cruise Port is causing huge interest among the world's luxury cruise lines.

The design proposals for this exciting new cruise facility, to be built at Enderby Wharf on the Royal Greenwich peninsula, have continued to move forward, with a target date for opening of summer 2017.

London City Cruise Port will provide berthing for cruise ships up to 230 metres long and eight metres draft. It is expected to welcome small to midsize ships, often in the niche luxury market and carrying between 50 and 1,600 passengers, with the average range of 600-800 passengers.

In the past few months, the plans for the cruise port have been amended – including changes to the design of the terminal itself, and offshore and onshore infrastructure – and these revised plans are being resubmitted for approval.

"Many of the amendments to the design of the terminal have resulted from extensive consultation with the global cruise industry," says Kate O'Hara, CEO of London City Cruise Port. "We have attended both cruise and travel events, participated in key exhibitions and had many discussions with influencers in the industry. All the feedback is positive and shows that London is considered as a 'marque' destination and of great interest to a number of luxury cruise lines for inclusion in their itineraries."

Once the scheme revisions are finalised and approved, construction of the new facility will be able to go ahead. Meanwhile, preliminary work has already started in the river – during December, large jack-up barges arrived so that scientific enabling works could be carried out.

The London City Cruise Port proposals tie in perfectly with the Mayor of London's targets to increase tourism on the Thames, as well as the requirement from the cruise sector to locate a strong position for a cruise terminal, says Kate O'Hara. "It is a fantastic location and the fact that we are also planning to work with river buses on the Thames means it is also very acceptable for both turnround and transit calls."

The terminal will be particularly useful as a turnround facility (for the start and finish of cruises), thanks to easy access to London's airports and also the opportunity for passengers to take pre and post-cruise breaks in the capital.

Meanwhile, for transit calls, passengers are spoilt for choice in terms of activities and attractions. London City Cruise Port has already joined with Royal Greenwich Tourism, the *Cutty Sark*, the O2 and many other visitor attractions in the area to create a destination management organisation which is unique in London.

London Central Cruise Moorings

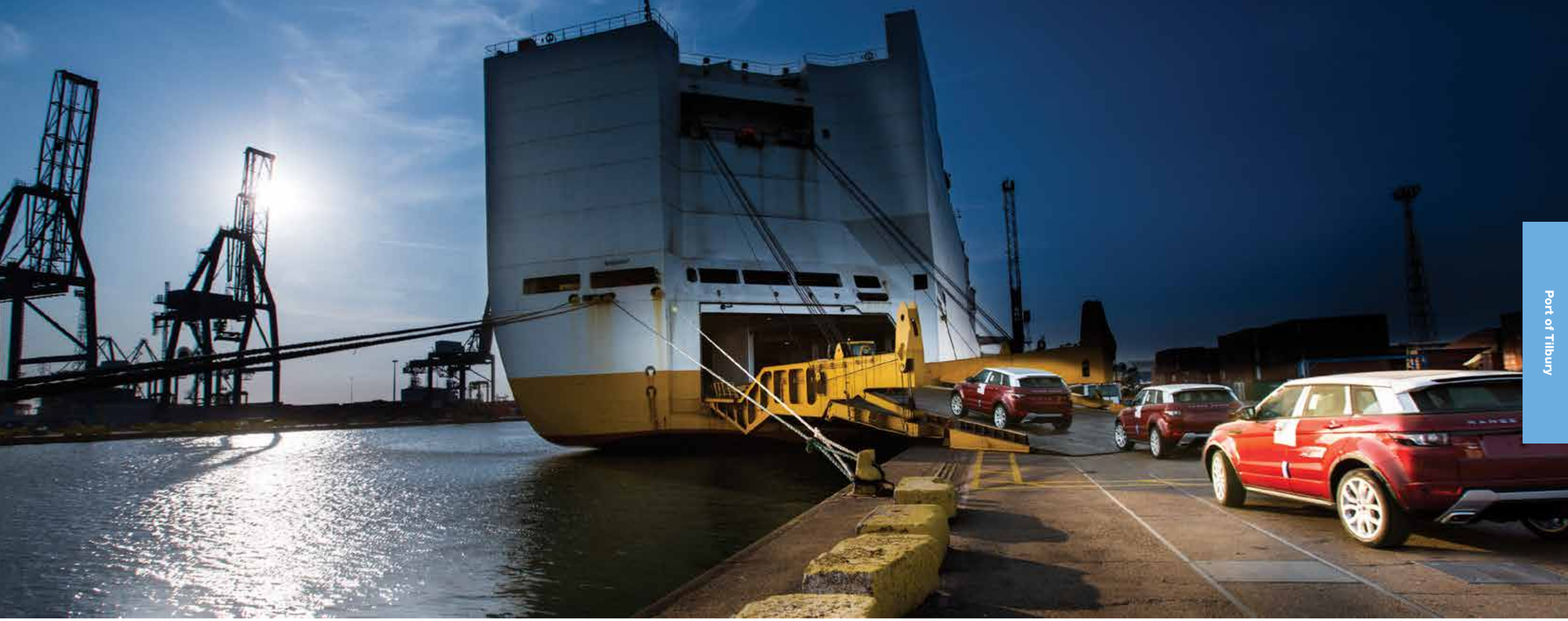
Steaming up the Thames into central London offers the ultimate experience for many cruise passengers. Cruise ships can berth in the heart of the city at the London Central Cruise Moorings, which is operated by the PLA.

Greenwich Ship Tier has historically accommodated cruise ships up to 210 metres long, but trials are being held with a view to extending that maximum to at least 228 metres. At Tower Bridge Upper, cruise ships up to 158 metres long can moor close to *HMS Belfast*.

The moorings also includes George's Stairs Tier, just below the Tower of London, and suitable for vessels of up to 110 metres in length. This niche facility is particularly popular with superyachts but also offers an excellent option for smaller cruise ships. Last year's callers at George's Stairs Tier included the *National Geographic Explorer*, the largest vessel to moor there so far.

London Central Cruise Moorings are generally used by cruise ships from early April through to the end of September, and they are also used by visiting warships and tall ships.

The floating cruise terminal Welcome, which was designed and purpose-built by the PLA, provides full facilities for turnround and day calls, including security and luggage handling.



Tilbury ...the link to London

On London's doorstep, the Port of Tilbury handles a breathtaking variety of cargoes and commodities.

The view from the water on a boat trip around Tilbury's enclosed dock provides a clear understanding of the strength and breadth of this dynamic port's activities. Cocoa, coffee, containers, construction materials…bricks, paper, timber, beer, wine, grain, cement…cars and yachts …and an extraordinary range of 'waste' products for recycling, including scrap, glass, ash, tunnelling spoil and shredded, baled household rubbish.

If ever there was an example of a business that hasn't put its eggs all in one basket, this is it. Tilbury appears to have an egg in every basket. More than 120 companies operate within the port, which handles 16 million tonnes of cargo a year.

"Diversity and location are the two key ingredients for us," says Perry Glading, chief operating officer of Forth Ports, which owns the Port of Tilbury. "We play a crucial role in meeting the needs of the capital city – from receiving, processing and exporting waste products, to importing forest products, vehicles and nearly half a million containers of consumer goods every year."

Tilbury's importance and its links to London have been underlined in the creation of the London Construction Link (LCL), a unique collaboration between the port and S Walsh, one of London's leading construction solutions companies. The venture is gathering support, from British Cycling through to Transport for London.

"LCL is building on our achievements and track record as the logistics and distribution hub for the 2012 London Olympics and Paralympics and S. Walsh's success as the largest marine operator on the Thames," says Perry Glading. "The objective is to use water rather than road for moving construction materials in and out of London – tying in with the Mayor's objectives to get traffic off the roads and improve safety, particularly for cyclists."

In October 2014, LCL moved the former Battersea Power Station cranes to Tilbury, where they will be refurbished ready to be returned to Battersea in a few years' time.

"The River Thames is a fantastic solution for moving large structures out of the capital, as well as construction materials in," says Perry Glading. "And Tilbury is just 22 nautical miles from Tower Bridge and six miles outside the M25. We believe the London Construction Link has the potential to make large inroads into

The biggest port complex on the river serves diverse markets.

If ever there was an example of a business that hasn't put its eggs all in one basket, this is it…Tilbury appears to have an egg in every basket

London Container Terminal – an integrated deep-seas/short-sea hub.

the effort to remove lorry movements from the capital's roads."

A report by KLH Sustainability confirmed the 'sustainability value' of maximising the use of construction consolidation and river transport for the Vauxhall Nine Elms development area, during the 2015-17construction period. The study, commissioned by LCL, found that consolidating building material at Tilbury for this development could reduce HGV movements by 48% and annual HGV miles by 34%. If bulk materials including steel, pre-cast concrete, block-work, timber and cladding were then transported upriver by 1,000 tonne barge, this could deliver a further 60% reduction in annual HGV miles, said the report – and although this study focused on the Vauxhall Nine Elms site, the conclusions were declared to be 'equally valid' for other planned developments near or on the Thames.

Of course, space will be a vital part of LCL's offering – just as it's a vital part of Tilbury's overall success. The port already has 5 million square feet of warehouse space and now it is moving forward rapidly with a very significant development that will provide more than 940,000 square feet of high quality distribution facilities next door.

In November 2014, Treasury Minister Priti Patel visited Tilbury's new 70-acre London Distribution Park (LDP) for a turf-cutting ceremony to mark the start of construction of the first bespoke warehouse building on the site.

LDP, a joint venture between Forth Ports and Roxhill Developments, will provide warehousing from 50,000 square feet upwards together with 17 acres of haulage facilities. "We are seeing a strong demand for our portcentric operations, where customers can save time and money by taking advantage of our prime London location and our excellent, well-established logistical connections to the UK market," noted Forth Ports chief executive Charles Hammond when welcoming the Minister to the ceremony.

Unit loads

Deepsea and shortsea containers are uniquely handled in the same facility at Tilbury's London Container Terminal, which has seen substantial investment in the past two years.

"We handled at least 380,000 containers through the terminal in 2014 – and when the containers carried on P&O Ferries' ro-ro service to Zeebrugge are included, Tilbury sees a total of half a million containers a year," says Perry Glading.

During 2014, LCT took delivery of two Paceco ship-to-shore cranes – designed and purpose-built to handle feeder vessels, the cranes have a clearance of 17 metres between the legs, enabling efficient handling of 45-ft containers. Alongside the cranes, LCT has invested in 14 new Kalmar straddle carriers, a newly

"Tilbury sees a total of half a million containers a year"
Perry Glading, Port of Tilbury

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built entrance gate complex covering both security and container processing, a new, bespoke terminal operating system (TOS) and extensive surfacing work.

This £20 million investment programme was supported by a Motorways of the Sea grant from the EC's TEN-T agency. The grant, awarded to Tilbury and the Port of Bilbao, is for the 'IBUK – Intermodal Corridor' project, which aims to reduce congestion between the Iberian Peninsula and the UK by taking trucks off the roads through western and southern Europe and moving the cargo by sea or by railway.

"We are proud to be the first port in the UK to have been supported by the Motorways of the Sea programme," says Perry Glading.

Another important development in 2014 was the extension of the contract with P&O Ferries to continue its Tilbury-Zeebrugge ro-ro service, using the Norsky and Norstream.

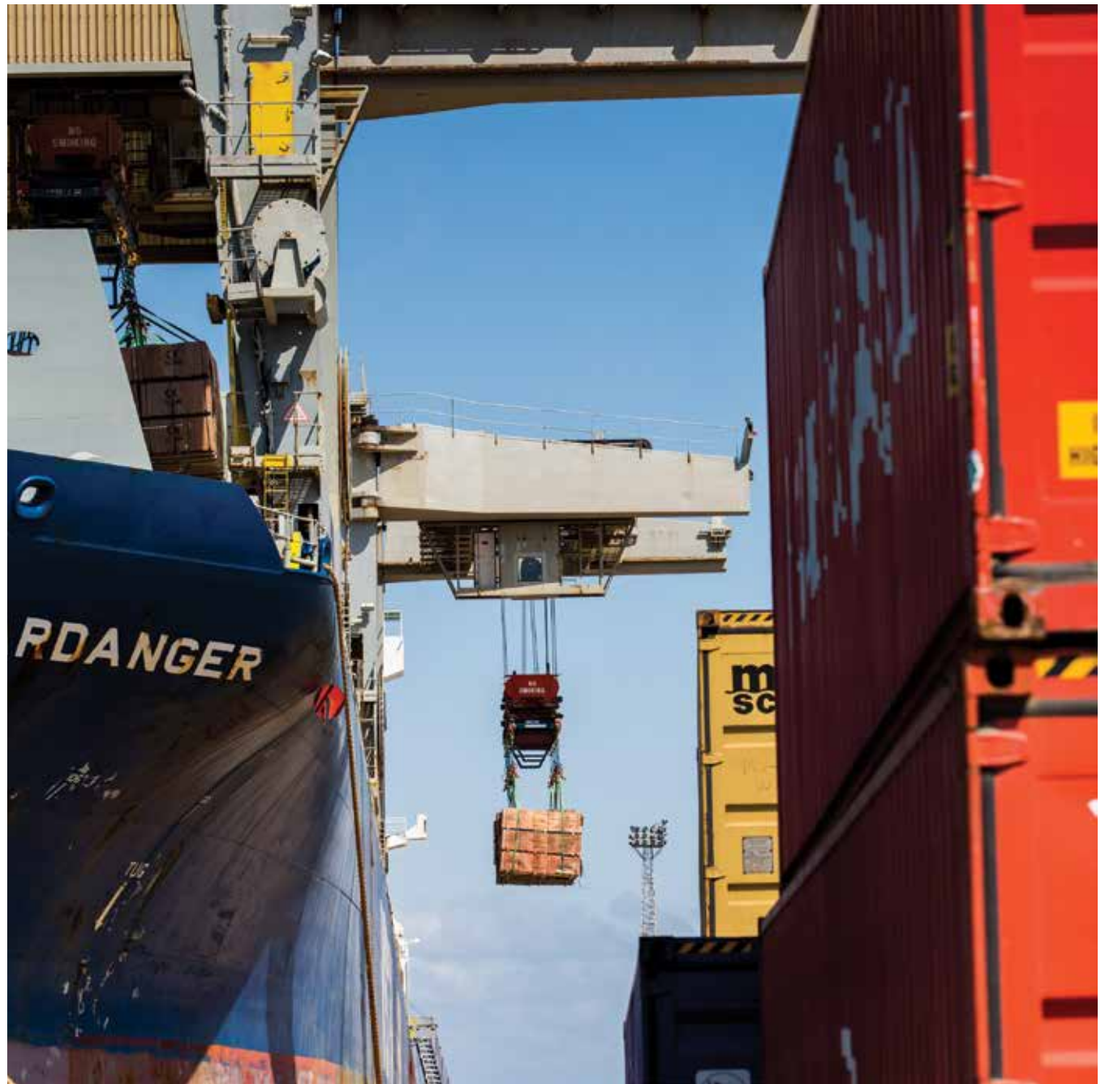
Tilbury is the UK's largest waste export facility

An estimated 15% of Tilbury's turnover is linked to the recycling market, as the port plays an increasingly important role in handling and processing waste. In 2014, the port signed a long-term partnership agreement with SITA, to create a major recycling and resource management hub at the port.

Tilbury's waste volumes include:

- Baled shredded waste, exported to Sweden to be used in waste-to-energy projects.
- About 850,000 tonnes of scrap a year, exported to Turkey by EMR, to be used for manufacturing rebar. EMR has recently signed a renewed contract with the Port of Tilbury, and is preparing to buy new cranes for this business.
- The residue from Cory's waste incinerator at Belvedere – this is brought downriver to Tilbury to be refined and cleaned ready for use in road building.
- Wood waste: Hadfields is exporting this to Sweden for energy projects.
- Glass cullet exported through Tilbury by Berryman Glass Recycling.

"We are proud to be the first port in the UK to have been supported by the Motorways of the Sea programme"
Perry Glading, Port of Tilbury



Tilbury is the UK's biggest forest products port.

Grain and animal feedstuffs
At least half of all the milling wheat imported into the UK, representing a large percentage of UK milling wheat imports through Tilbury. The grain terminal also handles substantial volumes of exports and has been very busy following the UK's very large harvest of wheat and barley in 2014.

Tilbury is also the import point for significant volumes of animal feedstuffs – a large proportion of this being soya from Argentina and Brazil, designed for poultry farms in East Anglia.

Forest products

Tilbury is the UK's leading port for forest products, handling everything from giant reels of newsprint to plywood and panel products. All the major timber receivers use the port, often using a combination of both containers and traditional breakbulk vessels.

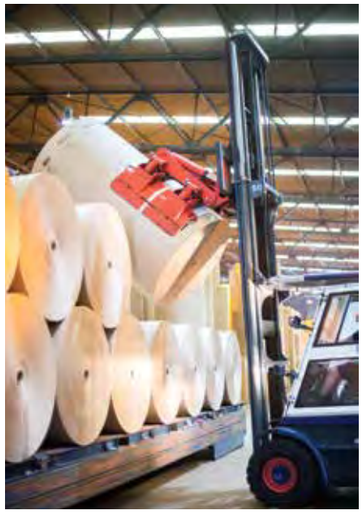
The Enterprise Distribution Centre, operated in partnership with Stora Enso, handles about 700,000 tonnes of paper a year.

Stora Enso brings large volumes of reeled paper on its twice weekly ro-ro service from Gothenburg into Tilbury, and Transfennica's twice weekly service from Rauma and Kotka carries large volumes of forest products, mainly for UPM.

The SCA terminal handles about 400,000 tonnes of forest products a year.

River berth
In March 2015, Grimaldi will introduce new, larger vessels on its deepsea services linking Tilbury with South America and Africa. "Because these vessels will be too large to come through the lock, they will stay out in the river – discharging containers at London Container Terminal, and then using the ro-ro berth for the remainder of the cargo," says Perry Glading.

The ro-ro berth is already used by Hyundai, which imported about 85,000 cars into Tilbury in 2014. Vehicle exports are a major cargo for Grimaldi, which loads about 15,000 Jaguar Land Rovers a year at Tilbury.



Tilbury is the UK's leading port for forest products, handling everything from giant reels of newsprint to plywood and panel products

Facts and figures
- More than 120 companies operate within the Port of Tilbury.
- Tilbury has 34 operational berths, 7.5 metres of quay and three rail terminals – six miles from the M25.
- The port can accommodate container ships up to 10,500 teu; its largest cranes have a 19-box outreach.
- Significant ongoing investment has provided new container handling equipment and facilities, and a new Liebherr 550 mobile crane.
- Tilbury has its own Crown Police Force; uniformed officers and security guards are on duty at the main gate.
- Tilbury's commitment to the environment includes operating four wind turbines, each with 2.3 MW capacity, together generating half of the port's electricity requirements.

The Port of Tilbury facilities map

The port welcomed the 397 metre long, 56 metre wide *Edith Maersk*, the largest ship ever to sail up the Thames

Investment and expansion has continued apace at DP World London Gateway, the UK's new deepwater port.

Transforming the Thames

Fifteen years ago, the idea of building a container port on the former Shell Haven oil refinery site was only just emerging. The transformation that has taken place on this strategic site since then has been extraordinary.

In November 2014, DP World London Gateway celebrated its first anniversary and looked back on an eventful first twelve months, during which a second deepwater berth was opened, more cranes and equipment arrived and the port welcomed the 397-metre-long, 56-metre-wide *Edith Maersk,* the largest ship ever to sail up the Thames. In parallel, work has progressed on the logistics park which is being developed alongside the container port.

London Gateway officially opened in November 2013 with the arrival of the *MOL Caledon* on the Southern Africa Europe Container Service (SAECS). In the months that have followed, a series of new shipping services have been welcomed to the port, linking London Gateway with the east and west coasts of South America, India, Pakistan and the Middle East, West Africa, Central America, the Caribbean and, of course, Europe.

Alongside the steady growth in shipping services and destinations, rail volumes have continued to increase and major road improvement projects have been completed. The port's rail terminal, designed to handle the longest freight trains operating in the UK, is now handling daily rail services to strategic destinations across the UK.

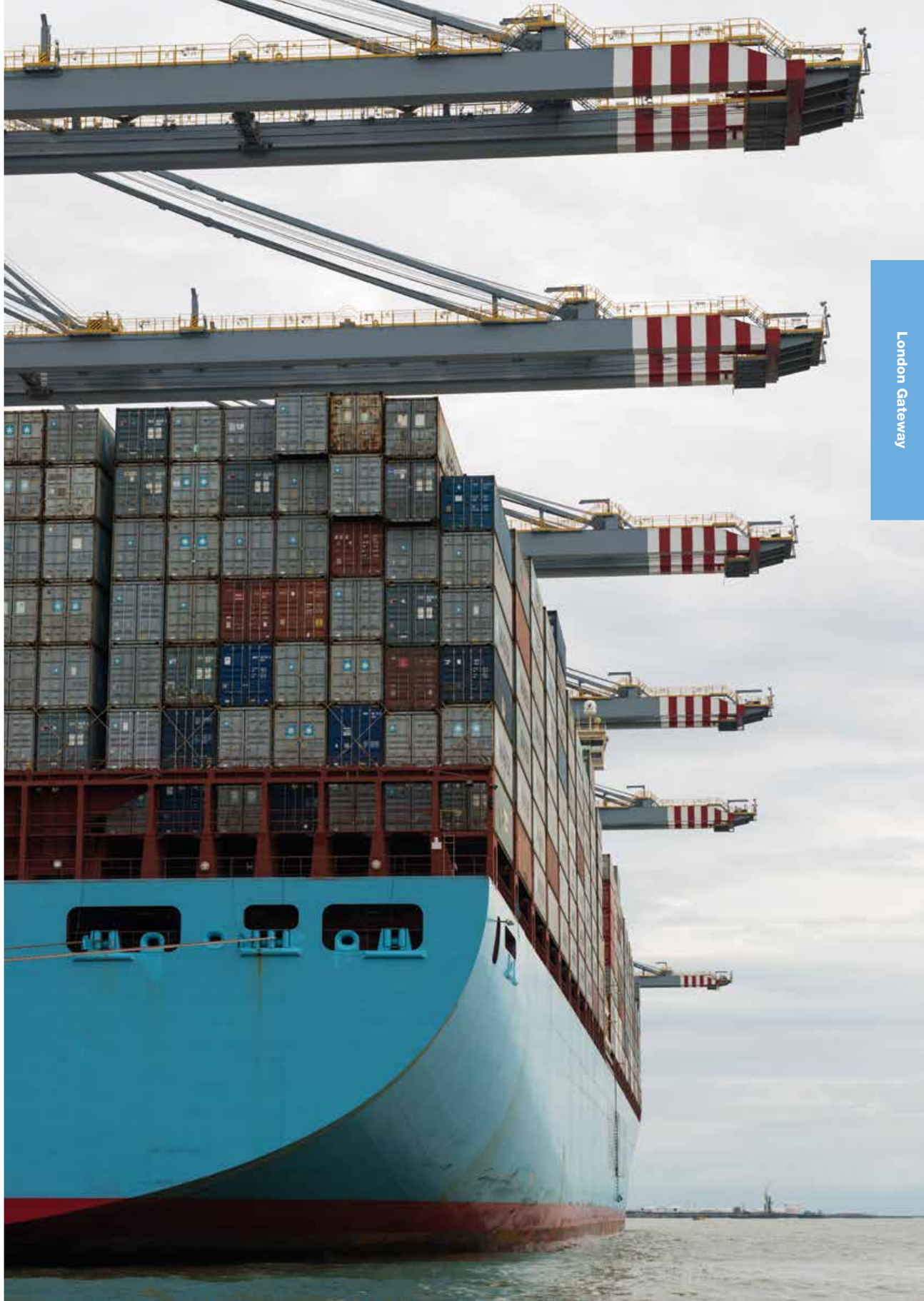
Shipping giants

At the end of August, two Maersk Line vessels and one China Shipping Container Lines vessel called into London Gateway because of delays elsewhere. CSCL's *XIN Beijing*, on the AEX1 loop, called into London Gateway to discharge Asian import boxes – and, as a result, at very short notice, the port handled its biggest number of box moves from one vessel so far.

Then, in October, the largest ship ever to enter the Thames arrived at DP World London Gateway – the 15,500 TEU *Edith Maersk*.

DP World London Gateway CEO Simon Moore says: "We were delighted to welcome the *Edith Maersk* to London Gateway. Handling one of the largest container ships in the world was clearly an exciting and historic moment for the whole team. Our high-tech facilities give us the capability to handle ships like *Edith Maersk* only 30 miles from the centre of London. By bringing the biggest ships in the world closer to UK consumers, we are now reducing UK import and export costs."

Since then, DP World London Gateway has welcomed the *Edinburgh Maersk*, another ultra large container ship, similar in size to its sister *Edith*.



Edith Maersk *largest ever container ship on the Thames.*

Edith Maersk ***arriving at London Gateway.***

Logistics park

The nine million square foot London Gateway Logistics Park is taking shape. By the end of 2014, phase one of the road network for the park, including surfacing, was largely complete, and all the utilities and services were installed.

The steelwork for the the London Gateway Logistics Centre, a common user facility, was erected in three weeks, cladding work was quickly under way and the building is scheduled to open in the second quarter of 2015. During 2014, DP World and Import Services Ltd signed a partnership agreement on the operation of the facility, which is being built to ensure that all shippers, large or small, can benefit from the low-cost supply chain opportunities available at London Gateway.

Southampton-based Import Services will provide a menu of logistics services and activities on a 'pay-as-you-go' basis – including devanning, cross-docking, storage and value-added activities such as pick-and-pack, labelling, pre-retail and distribution.

Right next to the deepwater container port and within 30 miles of central London, the logistics park provides the ultimate portcentric opportunity, enabling retailers and other importers to cut costs, time and carbon from their supply chains.

Another important benefit is that London Gateway has secured one of the first Local Development Orders (LDOs) of its kind in the UK, offering swift and simple planning procedures for potential tenants.

After a process that involved extensive environmental research and analysis, including environmental impact assessments and assessments under the EU habitats regulations, the LDO was approved by Thurrock Council and signed off by the Secretary of State. It is like one large planning permission covering the whole logistics park – outlining how it is to be built, what can be built, details of roads and drainage, and ongoing monitoring and environmental management systems for the next decade. As a result, a company looking to move on to the logistics park can expect a planning decision from the council within 28 days.

The future

In February 2015, DP World announced it was moving forward with plans for a third berth. This will enable the use of an additional 400 meters of quay, with a dredged depth of 17 meters alongside. Four more of the world's largest quay cranes have been ordered and the berth is planned to be operational in the second half of 2016. When fully developed, London Gateway will provide six berths along 2,700 metres of quay. There will be a total of 24 quay cranes and an annual capacity of 3.5 million teu.

New arrivals

- Maritime Transport, the UK's largest privately owned container transport operator, has completed a lease agreement with DP World London Gateway to enable the creation of the first container transport depot at the port.
- Fast-growing freight company Westbound Shipping Services relocated its head office to London Gateway, having outgrown its offices in Brentwood.
- Prologis and DP World have partnered up to build a speculative distribution centre on the logistics park. Construction of the 316,000 square foot distribution centre, which will be operated as a 50/50 joint venture, is underway.

New services

DP World London Gateway finished 2014 with a flurry of new services.

- Mediterranean Shipping Company (MSC) confirmed that from December, its service from South Africa to UK/North-west Europe would make a direct London Gateway call.
- Hamburg Süd chose London Gateway as the UK port of call for its new Europe-Mexico-Caribbean Service (EMCS).
- CSAV confirmed a weekly call into the port as part of its reconfigured Europe-Middle East/India (IMEX) services.
- CMA CGM announced services from West Africa to DP World London Gateway Port. The service, which will be provided through partnership with Hapag-Lloyd and MOL, started with the *Frisia Helsinki* calling at DP World London Gateway in January.

A successful, busy, efficient, safe port doesn't just happen. Behind the 'headline' operations of mega container ships, glitzy cruise ships, Tall Ships and river events, and supporting the steady, year-round transport of millions of tonnes of cargo and millions of passengers, there's a dedicated team of professionals with a breathtaking range of skills and expertise. Let's hear it for the PLA's marine services team!

Meanwhile, behind the scenes...

The PLA's marine services team are the people who work away in the background, providing everything from diving to mooring maintenance services to salvage to rubbish clearance. They are based at Denton Wharf, near Gravesend, where the PLA's fleet of around 40 vessels is maintained and a £2 million purpose-built operational support facility, Marine House, was opened a few years ago.

The 40-metre jetty at Denton Wharf is a strategically located and well equipped facility for serving the Thames, and is much in demand for its load-out capabilities, particularly in support of construction projects along the river.

A really important piece of kit is the 70-tonne boat lift, which takes commercial vessels, including dredgers, cabin cruisers, barges, workboats and passenger boats, out of the water to undergo surveys, routine maintenance work, refurbishments and repairs.

A milestone was reached during 2014, with the 1,000th boat lift at Denton. The vessel to be lifted was a Thames Clipper – fittingly symbolic of the increasing number of passengers travelling by river, and underlining just how vital it is to have the right kit in place for an ever-busier river.

The *London Titan*

It's one of the biggest single investments by the PLA in more than two decades and it's due to enter into service in 2015. The PLA's new mooring maintenance vessel (MMV), *London Titan*, is being built by Manor Marine in Portland.

The design team behind this £7 million vessel were set a real challenge – creating a vessel able to work along almost the entire 95-mile stretch of the tidal Thames for which the PLA is responsible. That means a vessel that is equally at home in the choppy waters of the estuary or in the quiet, leafy surroundings of Richmond. Purpose-built and compact, the *London Titan* will provide the ultimate in versatility.

Designed by naval architects MacDuff Ship Design, working in close collaboration with the PLA's marine engineers, masters and crew, the vessel is squat and shallow enough to negotiate bridges upriver, and robust enough to operate in the outer estuary. It will provide a lot of deck space, to ensure safe working, and will be equipped with two deck cranes with 20 metres reach and maximum 31 tonnes lift each, and winch capacity of 120 tonnes.

It duties will include laying buoys, hauling wreckage from the bottom of the river, supporting dive operations, removing old piles and anchors, loading/offloading machinery for salvage operations, and undertaking small plough-dredging operations.

PLA divers' essential services help keep vessels underway.

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The *Tyburn*

The PLA's marine engineers have pushed the boat out this past year – literally. They have overseen and project managed the design and construction of a new aluminium shuttle boat, the *Tyburn*, at Denton Wharf.

"We knew exactly what we wanted, so this new workboat was uniquely designed, specified and built for the PLA," says marine services manager Jim Denby. "This is a unique boat as it has been designed for two purposes. It can 'run light' for crew transfers to and from our larger vessels on the river, such as the driftwood collection boats and salvage craft. It will also be an integral part of our mooring overhaul and foreshore work, capable of transferring heavy supplies and equipment."

Sounding out jet washing

Jet-washing of vessels, carried out on the jetty at Denton Wharf, can create a fair bit of noise. So the PLA has invested in a soundproofing barrier which can be put up around vessels when jet-washing operations are planned – this has successfully minimised the noise, to the benefit of all nearby.

Almost 200 tonnes of driftwood is removed from the river every year.

"We knew exactly what we wanted, so this new workboat was uniquely designed, specified and built for the PLA"
Jim Denby, Marine Services Manager

Day-to-day duties

The PLA's marine services team has a huge checklist of responsibilities, taking them from one end of the tidal Thames to the other.

Divers based at Denton work with salvage teams to clear obstructions from the river – and that included a large amount of wreck clearance in advance of the London Gateway channel dredging. The divers are also regularly called upon to clear fouled propellers and to inspect dock gates.

The marine services team is responsible for maintaining more than 60 aids to navigation, including buoys, and inspecting/maintaining more than 230 PLA moorings along the river. They also play a vital role in events such as the University Boat Race, when they lay temporary moorings.

The PLA operates two specialist craft, *Driftwood II* and *Driftwood III,* for removing rubbish from the River Thames. The teams regularly empty passive driftwood collectors that are located along the river. The PLA also works with the environmental charity Thames21, supporting its work in foreshore clean-ups.

If evidence was needed of the remarkable skills of the PLA's pilots, then the arrival of the15,500 teu *Edith Maersk* in the Thames in October 2014 more than proved the point.

A 'new age' in London pilotage

The *Edith Maersk* was the largest ship ever to enter the Thames – and she was guided to and from her berth at London Gateway without a hitch.

"With the arrival of the *Edith Maersk*, we entered a new age in London pilotage," says Peter Steen, director of marine operations. "We had been training for well over a year in preparation for such a call. We have 13 'Haven pilots' capable of handling these very large ships, and we are training more."

These 'Haven pilots' have been designated as specialists in handling large vessels, defined as being at least 320 metres long.

While the 397-metre-long, 56-metre-wide, 16-metre draught *Edith Maersk* was making her first real call into the Port of London, the pilotage department had completed the task numerous times before – in a virtual, but extremely realistic, world.

The PLA's highly advanced ship bridge manoeuvring simulator, at Gravesend, plays a vital role in all of the pilots' training and also in planning and preparing for visits such as this. "We had worked on the simulator in preparation for a call by an E-class ship, practising at the highest wind speeds and in worst weather scenarios," says Peter Steen. "The simulator is about pushing the boundaries to see what you can do and what you can't do. Real life should be well within the safety boundaries of what we simulate – and, indeed, the *Edith Maersk* was turned in the river in just 15 minutes, whereas on the simulator the manoeuvre took slightly longer."

But as well as the simulator, the PLA added another 'pioneering' dimension – the pilots who boarded the *Edith Maersk* were equipped with Portable Pilot Units (PPU). A PPU is a laptop computer unit which brings together electronic charts, Vessel Traffic Services (VTS) images, and other safety and navigation information, together with precise positioning to help pilots with their onboard decision-making.

"The PPU is so accurate that it can almost detect the movement of a ship before the human eye can," says Peter Steen. "This technology moves up a gear by providing the pilot with precise information that helps in manoeuvring decisions. It will pinpoint exactly where the ship is in the channel, in real time, alert the pilot to any swinging, and identify precisely where the tugs are positioned.

"The PPU is so accurate that it can almost detect the movement of a ship before the human eye can"
Peter Steen, Director of marine operations

Launch on final approach for pilot transfer.

“We are open to new technology and the way in which it can help pilots with their training as well as day to day operations”
Peter Steen, Director of marine operations

It is particularly helpful in tight turning situations.”

The PPU delivers major benefits after a pilotage job has been completed, too. “With the Portable Pilot Unit, you can review the whole visit and analyse how everything worked,” he says. “This enables us to consider if there are any lessons to be learned in order to make it even more efficient next time.”

More innovation

In another innovative step, the pilotage department is investigating issuing pilots with tablet computers, which would carry electronic charts and deliver more direct communication with the VTS team. The logic behind this is that tablets would be easy to carry on board and keep up to date. “We are evaluating different systems through a pilot led working group and expect to make a decision based on their feedback in the New Year. We are open to new technology and the way in which it can help pilots with their training as well as day to day operations.”

“Yes, we are looking at an increasingly electronic experience,” says Peter Steen. “However, my mantra remains – ‘Window, not Windows’. You still have to be aware of what is going on outside the window, while also moving with the times.”

The team

The PLA has a team of nearly 90 qualified pilots, all of whom hold an STCW Class 1 Master’s Certificate. This includes 15 ‘river pilots’ who have specialist knowledge of the bridges, jetties, piers and tidal characteristics of the upper Thames. Their expertise was particularly in demand for the Royal Greenwich Tall Ships Festival in September; for the festival’s Parade of Sail, the Tall Ships were marshalled in Limehouse Reach before heading through the Thames Barrier and (for most) on down river.

Recruitment and training are carefully planned to ensure a steady number of pilots. “Volumes of trade have been fairly flat but what we are seeing is bigger vessels,” says Peter Steen. “At the same time, we are currently talking to operators involved in Crossrail and the Thames Tideway Tunnel. We are responsible for assessing masters and mates for Pilotage Exemption Certificates (PECs), and the number of PEC holders is increasing, as a reflection of the increased traffic connected with the shipment of spoil from the Crossrail tunnelling, amongst other things.”

Any officer applying for a PEC must undergo training and sit an examination to prove he or she has the necessary skills and knowledge of the river to navigate without a pilot.

On the bridge: PLA pilots guide more than 10,000 vessels to and from Thames berths every year.

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Alongside and boarding: pilot climbs aboard a tanker.

"The latest release of software and an upgrade of the hardware... this will enable us to add tugs into simulations and involve tug crews, making the exercise even more real"
Peter Steen, Director of marine operations

Simulator opportunities

The PLA's ship bridge manoeuvring simulator provides pilots with the opportunity to try out ship movements and test theories with colleagues. But it is also providing a commercial opportunity for the PLA.

"Not only are we training our own pilots, but we are seeing increasing demand for third party training, for pilots from other ports and also for commercial ships' officers," says Peter Steen. "We have provided ship manoeuvring and handling training on the simulator for ships' deck officers."

The PLA is about to embark on a significant upgrade of the simulator, which will feature the latest release of software and an upgrade of the hardware too. At the same time, a tug simulator is to be installed. "This will enable us to add tugs into simulations and involve tug crews, making the exercise even more real," says Peter Steen. "We are also investigating third party training for tug crews.

"As far as the bigger picture is concerned, one thing we can't rely on is a predictable level of trading in the port. We have seen in recent years refineries close and cargo volumes fluctuate as trades come and go. A focus on commercial work for the simulator is important because it helps provide a buffer against the vagaries of trade, over which we have no control. And at the PLA we can offer practical experience and really experienced operators, to provide a really expert training programme".

Expert eyes over traffic in the UK's second biggest port.

VTS play a vital role in bad weather conditions.

VTS: Mix, match and despatch...

Safety and efficiency are at the heart of the PLA's Vessel Traffic Services (VTS), which cover 600 square miles of waterway.

Predicting, planning, preparing – in the world of Vessel Traffic Services (VTS), nothing is left to chance.

"We constantly look ahead," says VTS manager Kevin Gregory. "We can predict if there is going to be higher traffic and a risk of congestion on the river, and act accordingly. There is no guesswork. Everything is done on the basis of evidence and fact – nothing should be done on the basis of 'feeling'."

Running a smooth VTS operation is a bit like solving a Rubik's cube but with a few added extras – a multidimensional challenge with changing schedules, massive tidal changes and a fair bit of weather thrown into the mix.

Running a smooth VTS operation is a bit like solving a Rubik's cube but with a few added extras

Cruise ships, container ships, roll-on/roll-off ferries, bulk carriers, chemical tankers…around 10,000 large vessels make their way into and out of the Port of London. The VTS team must coordinate vessel arrivals and departures, berth availability and pilotage and towage, working closely with the various terminal and wharf operators to ensure a smooth flow of traffic.

Efficiency is vital – delays and difficulties are costly for ship operators – but in every case, safety comes first. Quite apart from the tide, the River Thames presents some unusual challenges to the PLA's VTS team - for example, factors such as the flight path of London City Airport and the Emirates Air Line cable car must be considered when planning vessel movements.

The PLA operates one of the largest VTS areas in the UK, covering 600 square miles of waterway. It has an international reputation for excellence, and that's reflected in the PLA's contribution to regulatory issues worldwide and also in the extremely high demand for its unique VTS training programmes.

"We have a very good reputation as a centre of excellence for VTS and we are focusing on the regulatory side internationally," says Kevin Gregory. "We are seeking to influence policy for the benefit of VTS providers around the world."

The PLA works closely with the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA), which is the world governing body of VTS. Kevin Gregory is chairman of IALA's working group on VTS training, which deals with international policy in training and the human element. He has also been appointed as one of IALA's VTS experts – one of only eight around the world.

He is also chairman of the European Sea Ports Organisation's marine affairs committee, and sits on the International Maritime Organization's navigation, communications and search & rescue (NCSR) committee.

“We will continue to modify and fine tune our procedures... it is a constant evolution”
Kevin Gregory, VTS manager

The professionals

The entire VTS operation depends on highly trained professionals working with state-of-the-art equipment in a world of continually evolving technology. The last wholesale upgrade of the VTS was in 2011 but there have been constant updates and changes ever since, to add more capability, functionality and flexibility. Resilience and reliability are the watchwords of this vital system.

The PLA was a pioneer in investing in a sophisticated VTS simulator more than a decade ago and since then the simulator has been regularly updated and expanded. It plays a central role in training – both in-house and third party – but is also crucial for planning for unusual ship calls and analysing planned and potential future developments.

The simulator played a major role in planning for the arrival of the 15,500 teu *Edith Maersk* at London Gateway in October 2014. “When London Gateway was built, we gathered all the information we needed about the largest container ships and developed operational procedures and parameters in conjunction with the pilotage department,” says Kevin Gregory.

“We developed simulator workshops and groups. So a call by an E-class vessel was practised many times and, when the vessel did come, it wasn’t a big surprise. We knew what we were going to be dealing with and what we had to do. We analyse everything in advance to predict what they will might up against – weather conditions, tides, other river traffic. We will continue to modify and fine-tune our procedures – it is a constant evolution.”

The VTS team is preparing for much more river activity in central London once the Thames Tideway Tunnel works begin. “We are looking at more CCTV surveillance and also looking at our traffic management activities,” says Kevin Gregory. “We are gearing up for the Thames Tideway Tunnel in terms of infrastructure and procedures. We have learned many lessons from the way in which we prepared for London Gateway – it’s essential to plan and prepare in advance, so when it does begin, we know exactly what we will be dealing with and everything required will be in place.”

However, it’s also essential to be ready for the unexpected – being ready to respond to an incident or emergency. “We are increasingly proactive and forward planning to prevent any problems. At the same time, we organise emergency exercises regularly, to test our response to a potential major incident in the port. We use training experts to analyse our response to different scenarios and we focus on how we would mitigate the effects of an incident and keep the port open. So, if the worst did happen, we would be prepared for it.”

Training

The PLA is a recognised expert in VTS training, and its reputation continues to grow in this field.

What started out as training programmes to meet in-house requirements has developed into external training courses that are much in demand.

“We have continued to grow our training and now have a dedicated training manager,” says Kevin Gregory.

“We have trainees coming from around the UK and further afield for the range of courses, which cover new VTS recruits all the way up to VTS supervisor, as well as VTS refresher training to keep people at the top level. We are pretty much fully booked.”

What makes the PLA’s VTS training so attractive? “We take a very different approach – we have serving VTS professionals providing training for serving VTS professionals,” he says. “Our training is bolted on to our live VTS operations, so we know exactly what is going on in the industry and we know what is on people’s minds.

“We make it very practical in nature; we embrace all the modern teaching techniques to make the training a very interactive process. We make use of the simulator and, because we are a live VTS centre, we can put the training into context. That is much more than a college can offer.”

Among the overseas trainees, the PLA has provided training for a group of 12 VTS operators from Jersey, and supervisor training to a group from Finland.

“People like it when there is a mixture of trainees because you can be exposed to all the different techniques,” says Kevin Gregory. “We are not training people in ‘the PLA way’ – but as a facilitator to bring together all the professional expertise, so people can jointly improve together.”

Infrastructure investment

- The programme to switch the entire network of 17 radars across to solid state coherent radars has continued. Most recently, solid state radars have been installed at Margate – the radars at Woolwich and Erith will follow.
- A new, higher VTS tower to be built at Northfleet will house both CCTV and radar, giving the VTS team a better view of a critical area of the river.
- Work has been carried out at the Margate radar site to make it more resilient and robust – including the installation of a new generator.
- A phased replacement of the VTS department’s communications system is due to start in 2015. This will include both VHF and telephony.

The PLA’s VTS covers more than 600 square miles of river and estuary.

Hardware and software... the PLA's navigation systems team is always on standby to support the PLA's operational systems.

Diversity challenge!

It is tempting to describe the PLA's navigation systems team as a pure maintenance department, but navigation systems engineer Garry Shaw, who heads up the Department, will quickly put you right on that.

"We are always engaged in multiple activities, including fixing, but our strategy is to select and install the right systems, from the outset – the ones that last longer before they need any real fixing. We are always ready to respond, including emergencies, but most activities are balanced by a programme of maintenance and project work, carefully planned to minimise the emergency calls," he says. "We apply this philosophy to all of the projects and activities we get involved in. A ten-minute change of equipment may have been preceded by weeks of planning to achieve the constant availability demanded of the team."

The team's focus is on managing risk, managing the expectations of the user, both internal and external facing, and delivering.

The navigation systems team is responsible for the electronic hardware and software systems, which encompass all operational systems for VTS, and have major involvement with hydrographic, Pilotage, PLA Marine and fleet services, around the clock.

During 2014, one of many key projects the team completed was installing a completely new tidal telemetry system, including the upgrade of six new tidal gauges. This data is remotely transferred by PLA radio telemetry services, serving a new highly integrated data analysis capability for the use in VTS traffic management, hydrographic survey and by the leisure user, via the PLA website.

"It took 24 months to develop our strategy, tender and project manage the installation, ensuring full re-calibration was undertaken to meet the requirements of the tidal system. This meant the team were working in some very challenging conditions," says Garry Shaw. "We rolled sites out incrementally and even then had a six-month transition, with multiple systems running in parallel, but with completely different topologies, from January 2014, to ensure risk was near zero.

"These systems are extremely important and we simply can't rush anything. We had to make sure the new system was stable and could deal with any anomalies that the local environment, weather and seasonal atmospheric changes may present to us. The system is now complete and operational."

The team has been involved in numerous other projects over the past year, including (to name but a few)...

- Installing a single new technology radar at Beckton, which is better equipped to overcome local weather and sea conditions and deliver improved long distance coverage of a key area of the river. The radar upgrade saw it integrated with half of the existing system, so that risk management is maintained, until longer term performance targets are met.
- Upgrading the systems that monitor and control a suite of telematic services, including the Iso-phase Special Signal Bridge warning lights system in central London. This is vital for safety of navigation on the upper river, as one of the key post Marchioness measures now in place, providing better overview and management of the river regime. "The system also supports the Thames Barrier navigation safety systems.
- Upgrading the VTS radar, AIS and voice recording system, which is vital for the evaluation and refinement of VTS surveillance, leading to the continuous improvement of service, and in case of any incident, review or prosecution necessary.
- Continuing the upgrade of the PLA's radar network in the Thames Estuary, including re-use of high quality equipment. This sees a new technology radar at Margate and relocating the superseded Margate radar, to Warden Point on the Isle of Sheppey.
- Modifying the Richmond Lock height warning system to overcome health and safety issues and providing remote observation of the system.

"We have another 10 projects to start in 2015 – some to match changing regulations, others to replace equipment that is reaching the end of its life," says Garry Shaw. "There will be an incremental upgrade of PLA's ship bridge simulator, the completion of the radar relocation at Woolwich Ferry Terminal and contribution to the project to build a new tower for the Northfleet radar.

"What are we up to next? Everything. We are constantly evaluating our possibilities in all technological areas. And we always ask ourselves, where will this take us in ten years' time, and how do we make sure it stays valid and fit for purpose on our increasingly busy river?"

"We are always ready to respond, including emergencies, but most activities are balanced..."
Garry Shaw, Navigation systems engineer

Navigation engineers on PLA radar tower overseeing traffic around the Thames Barrier.

Engineering solutions

From replacing tap washers to planning a new radar tower, the PLA's civil engineering team are not so much jacks of all trades, but masters of them all.

"Sometimes we are designers, sometimes project managers. Sometimes we provide the maintenance man to unblock the drains or fix a door handle or sort out a window that won't close"
Derek Maynard, Civil engineer

The compact team of civil engineers and skilled tradesmen are responsible for the construction and maintenance of all the PLA's infrastructure, including jetties and marine structures, offices and workshops, radar towers and lighthouses, tide gauges and some historic structures.

"We cover a very wide range of roles and wide range of works," says civil engineer Derek Maynard, who heads up the team. "Sometimes we are designers, sometimes project managers. Sometimes we provide the maintenance man to unblock the drains or fix a door handle or sort out a window that won't close. But you will also find the team planning major projects such as replacing a causeway."

"The PLA has about 60 sites along the River Thames; we schedule regular inspections at intervals depending on how critical the site is, the type of structure and the environment in which it is located. We set out a programme of works for the year ahead, and we employ contractors depending on the scale of the work needed."

Northfleet radar tower

The civil engineering team are leading a project to build a new radar tower at the former cement works in Northfleet. The work has included appointing consultants to prepare the design, oversee the site investigation and assist with the administration of the contract to build the new structure.

Work is expected to start early in 2015, with a construction period of 26 weeks.

"The tower will be fabricated offsite by the contractors but then assembled into sections on site before being erected," says Derek Maynard. "But the site was previously occupied by a conveyor tower, so the design of the new tower's foundations has to thread in between existing piles and river wall tie-rods in the ground. Part of the ground investigation was not only to see if there was any contamination and to establish that it was strong enough to support the structure but also to position and locate these buried structures."

Lists and licences

The team also have a number of listed structures within their responsibilities – the Grade II listed Northfleet Lower Light, no longer in use; the Grade II* Richmond Lock and Weir; and the Grade II listed Royal Terrace Pier at Gravesend.

The structure at Richmond Lock and Weir is due to be reviewed in the near future, with the possibility of a new technique for analysing and monitoring this unique old structure. "We will appoint consultants to do that for us, and they will hopefully start the review in the next year," says Derek Maynard.

He is also consulted on river licensing applications, including for temporary river works such as scaffolding, structures for a specific event, or art installations in or alongside the river.

Timber causeways are another area of focus. A few years ago the team oversaw the replacement of a timber causeway at Holehaven, Canvey Island. "Wooden causeways need to be carefully looked after and repaired regularly, because of the forces exerted by tides and waves on these structures," says Derek Maynard. "We use Greenheart wood for the piles, a South American hardwood which is resistant to rot and doesn't float. That is what it is all about at the PLA – there is so much variety!"

Civil engineers maintain infrastructure essential to safe navigation.

PLA harbour launch at London's Thames Barrier.

From risk assessment to vessel safety, the PLA must work to balance the needs of all stakeholders.

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When the December 2013 North Sea storm surge swept down the UK east coast, the Port of London was fortunate – nature was on its side. The surge coincided with the high tide further north, causing some severe flooding, but when it reached the Thames, luckily, the high tide and the surge were out of sync, so the port was safe.

However, this was a very significant example of why the Port of London focuses strongly on resilience – and why it is involved in the Department for Transport's (DfT) surge tide working group.

"The DfT is looking very closely at the resilience of UK ports. We will be working with berth operators and partners in the Thames and Medway, and building liaisons and links and pulling together a framework plan to ensure that the port as a whole will work together and get back to normality more effectively in the event of a significant disruptive event such as a surge tide," says Julian Parkes, the PLA's deputy chief harbour master with responsibility for the lower district.

"We will be talking to local councils and berth and ship operators to make sure that collectively, we are better prepared as a port to face any sort of significant disruption. We have a good system in place but we have to evolve and improve our response capability."

Emergency planning is also an important area of focus for the PLA, which holds regular exercises looking at the tactical and strategic issues of a potential navigational incident on the river.

In addition to overseeing the lower district – from Dagenham to the outer port limits, Julian Parkes also has responsibility for the port's marine safety management system and vessel licensing, a remit that guarantees a wide mix of initiatives and activities. The team work closely with the upper district harbour master team, including on the planning for the Thames Tideway Tunnel works, and also working closely with the recreation/leisure boating community to support the safety of users on the river and estuary.

The team's role also involves some careful balancing of all stakeholders' needs. An example was the problem of ships' wash at Canvey Island's Concord Beach during summer 2014. "The beach is on the river side of the sea wall and is relatively narrow and steep, and there were problems with large ships causing wash," says Julian Parkes. "It is partly about people's lack of awareness of the dangers of wash and draw-off, but it is also about highlighting to ships that there is a public amenity here and their passage has an impact there ten minutes after they have passed through.

"The PLA's Vessel Traffic Services has also been monitoring ship traffic on a daily basis. At a regular public meeting some of those attending thanked us for taking the time to look into their concerns, and said they had seen improvements. It was a combination of responsible monitoring and traffic management by the PLA and the awareness and responsibility of people on the beach as well."

PLA's marine surveyors license more than 700 vessels.

The team works closely with sailing clubs... to ensure that risk assessments have been completed and the clubs are taking their responsibilities seriously

The team works closely with sailing clubs throughout the season but particularly before the season begins with a briefing on the season ahead and, to ensure that risk assessments have been completed and the clubs are taking their responsibilities seriously.

"We will sign off their risk assessment at the beginning of the season but if any big or special event is going ahead during the season, this may require event-specific risk assessments."

Vessel standards

In 2013, the Port of London Authority introduced the Thames Freight Standard, which lays down the technical and construction standards for the commercial inland waterway non-passenger vessels it licenses, working on the river.

This Standard lays down the inspection criteria in terms of construction, machinery, equipment, stability, fire-fighting equipment and lifesaving appliances for workboats, tugs, motor barges and other vessels; it is rigorously applied by the PLA's marine surveyors, who inspect and license more than 700 such vessels working on the tidal Thames.

Next, a vital new dimension was added to the Thames Freight Standard – a new code of practice for the management and operation of these vessels. Inspectors now also check that vessels are properly manned and operated and that the crew are competent to operate them. This is a vital element of safety as the river gets even busier with tugs, barges and small coastal ships serving the many large construction projects in central London – including the Tideway Tunnel.

"The Thames Freight Standard has gone down very well and we have had no compliance or other issues," says Julian Parkes. "We are inspecting against it and we will convene a working group in early 2015 of owners who took part in the development of the code, to see how it has gone in practice in the first eighteen months."

As from 1 January 2015, a new byelaw is being introduced requiring all vessels licensed by the PLA, and houseboats, not to dump sewage or 'black water' into the river. "We are doing a lot of work to ensure that the houseboats we licence pump their waste into the sewage system ashore, or make other arrangements," says Julian Parkes.

Ongoing regulatory initiatives include:

- Work on an update to the code of practice for ship towage on the Thames.
- Amending the rowing code; and republishing the recreational user guide ready for the 2015 season.
- A major audit of the PLA's Port Marine Safety Code.

Day in, day out... they work to ensure that the PLA goes far beyond its statutory duties in protecting and enhancing the environment

Focusing on the environment

Respect and care for the environment is embedded across the corporate and business world these days – but few organisations have such a broad and complex environmental remit as the Port of London Authority.

A constant focus on protecting the natural environment of the river and its diverse range of habitats, together with a commitment to reducing the carbon footprint of the PLA's own operations, must be balanced with the commercial and practical needs of terminal operations, port users and all those with an interest in the river.

There are new European and international regulations to be considered, including the impact of the new Sulphur Emission Control Areas (SECA) and of the upcoming Ballast Water Management Convention. And there are local issues to consider, such as monitoring the river and estuary for alien species and tackling the perennial problem of litter in and around the river.

Some of the PLA's environmental work makes headlines – for example, the extensive programme of protection and management work on Oliver's Ait, a historic wooded mid-channel island below Kew Bridge, or the PLA's response to the discovery of the invasive, non-native quagga mussel in the River Thames. But the vast majority of the environmental team's work is behind the scenes, day in, day out, as they work to ensure that the PLA goes far beyond its statutory duties in protecting and enhancing the environment.

Thames Tideway Tunnel

The environment team is heavily involved in assessments and planning work in connection with the Tideway Tunnel project.

"We have completed most of the assessments on the broader scale of the project and have spent many months supporting a compensation group to see where the project might put in mitigation sites," says environment manager Tanya Ferry. "Now we are getting involved in site-by-site assessments – it is preliminary work getting the sites ready, including demolition and river licence works. While we have signed off the Tideway Tunnel project with conditions, those conditions mean that every single detailed design structure will have to be individually signed off, for each of potentially eleven sites alongside the river.

"This involves a lot of work internally and externally to get our processes ready and agree on monitoring and survey plans for scour and other factors."

Water Framework Directive

The PLA is a member of the regional panel set up by the Environment Agency to steward the local plan which over some years considers the requirements for improvements under the EU's Water Framework Directive. The Directive is seeking to achieve a good status for all water bodies and the panel focuses on measures to improve the potential of the Thames from 'moderate' to 'good'.

However, an entirely separate development has added to the complexities of the Water Framework Directive – the EU's new Sulphur Emission Control Areas in force from January 2015. The EU Sulphur Directive requires that all ships sailing in the new SECAs in the English Channel, North Sea and Baltic Sea use bunker fuels with a sulphur content of 0.1% – or, alternatively, to install exhaust scrubbers. However, there are question marks over how the waste water from the scrubbers will be disposed of in port, and also over potential conflicts with the Water Framework Directive.

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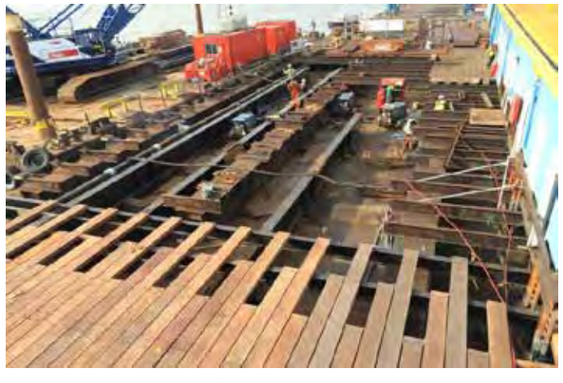

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Alien species
In October 2014, quagga mussels were first discovered in the River Wraysbury, then by November they were found in the tidal Thames. This is one of a number of invasive species which could threaten the native wildlife and habitats of the rivers, estuaries and coastlines around the UK.

Invasive species can cause serious and permanent problems by harming ecosystems with no natural predators. The quagga mussel can cover boat hulls and smother native mussels – other species for which the PLA and others are monitoring include the zebra mussel, which can reduce native biodiversity and alter freshwater ecosystems by filtration; the killer shrimp, which carries parasites that can reduce fish stocks; and the Chinese mitten crab, which undermines riverbanks through burrowing, leading to increased risk of erosion.

The litter problem
When measured by weight, the amount of rubbish removed from the River Thames by the PLA's specialist collection craft and other clean-up equipment would seem to be heading in the right direction. Only a few years ago, more than 400 tonnes of rubbish was being removed. "Now it's down to 200 tonnes – but the actual volume remains the same," says Tanya Ferry. "That's because there is a high level of plastic in the mix. This problem is very high on the agenda from the regulatory point of view. We have had incidents involving items floating in the river and getting caught on propellers."

The problem includes plastic cups, lids, bottles, boxes, road signs, traffic cones, buckets, barrels and even Christmas trees. The majority is thrown/blown from the river banks.

In response, the PLA has brought together a group of organisations and stakeholders to create the Thames Litter Forum.

"The idea is to share information, demonstrate how much waste there is in the Thames and change attitudes," says Tanya Ferry. "This will include talking to vendors about what they are providing to people and how it is dealt with – particularly plastic coffee cups. There are not enough bins, for example. And initiatives such as Transport for London trialling a water fountain at Embankment Pier, so people refill bottles instead of buying another, are to be applauded.

"We have also contributed to the House of Commons litter inquiry."

Marine mammals
The number of marine mammals in the River Thames has continued to increase, reflecting significant improvements in water quality in recent years. The 2014 survey by the Zoological Society of London's marine section recorded 900 animals.

The PLA has just updated its Personal Water Craft good practice code, which covers behaving responsibly around marine mammals and also improve awareness of appropriate behaviour.

Dredging developments
A new baseline document for dredging in the River Thames has been approved by Natural England. Drawn up in response to requirements in the EU Habitats Directive, the document gives details of all the dredging work carried out over the past ten years and the impact of that dredging. The information it contains will be particularly important in planning and approving future dredging operations.

Also related to dredging, the PLA is considering plans to reopen the Rainham Silt Lagoons for the disposal of dredged materials. The Silt Lagoons, which cover 152 hectares, lie between the Rainham to Thurrock railway lines and the river and were historically used for receiving dredged material. The site is part of a designated SSSI area and leased from the RSPB, with whom the PLA is working closely on the future of the site.

The 2014 survey by the Zoological Society of London's marine section recorded 900 animals

Thurrock Thameside Nature Park gives visitors a chance to see wildlife and shipping side by side.

The underwater view

State-of-the-art equipment and a tremendous breadth of experience make the PLA's hydrographic department one of the best resourced and most respected in the UK.

If a car breaks down in the fast lane or a truck spills its load across the carriageway, motorists would expect someone to notice and to take action quickly clearing it away or at least putting up warning signs. And of course, the motorists themselves would hope to see the obstruction before it was too late.

Translate that to taking a large commercial vessel up the Thames to its berth. The pilot or master certainly can't see down through the murky depths to the river bed. So how do they know if the water is deep enough, what the tide is going to do, or whether there's a wreck or other obstruction on the bottom?

The answer lies with the expertise of the PLA's hydrographic team. One of the best resourced and most respected hydrographic departments in the UK, they are responsible for surveying the river and its depths accurately, publishing that information for pilots and other river users, producing charts and maps of the Thames and providing accurate tide predictions.

The quality of their surveying and analytical work is crucial for the confidence of all river users. Navigators need to be aware of any new or longer-term hazards in order to plan a safe passage to and from any terminal, wharf or jetty.

In essence, equipped with state-of-the-art technology and a great deal of experience, the PLA hydrographic team provides the eagle eyes that can see what no one else can. Storms, shifting sand banks and tidal flows can all contribute to changes in water depths at critical points in the river. High-resolution multibeam echo sounder (MBES) technology enables the surveyors to detect and monitor even small changes, and alert mariners immediately.

The PLA hydrographic team surveys the whole river from bank to bank on a rolling programme over five to ten years, depending on the area. This information is all used on the UK Admiralty charts.

In parallel to this 'rolling' work, the team carries out surveys in advance of and during major developments and, thanks to its expertise, it is also in demand to carry out commercial surveying work for clients on the Thames and further afield.

With state-of-the-art technology and a great deal of experience, the PLA hydrographic team provides the eagle eyes that can see what no one else can

Tidal monitoring

The hydrographic department monitors and controls 16 tide gauges strategically located along the Thames, in an exercise that is particularly critical for larger, deeper ships that are reliant on often short tidal windows for access.

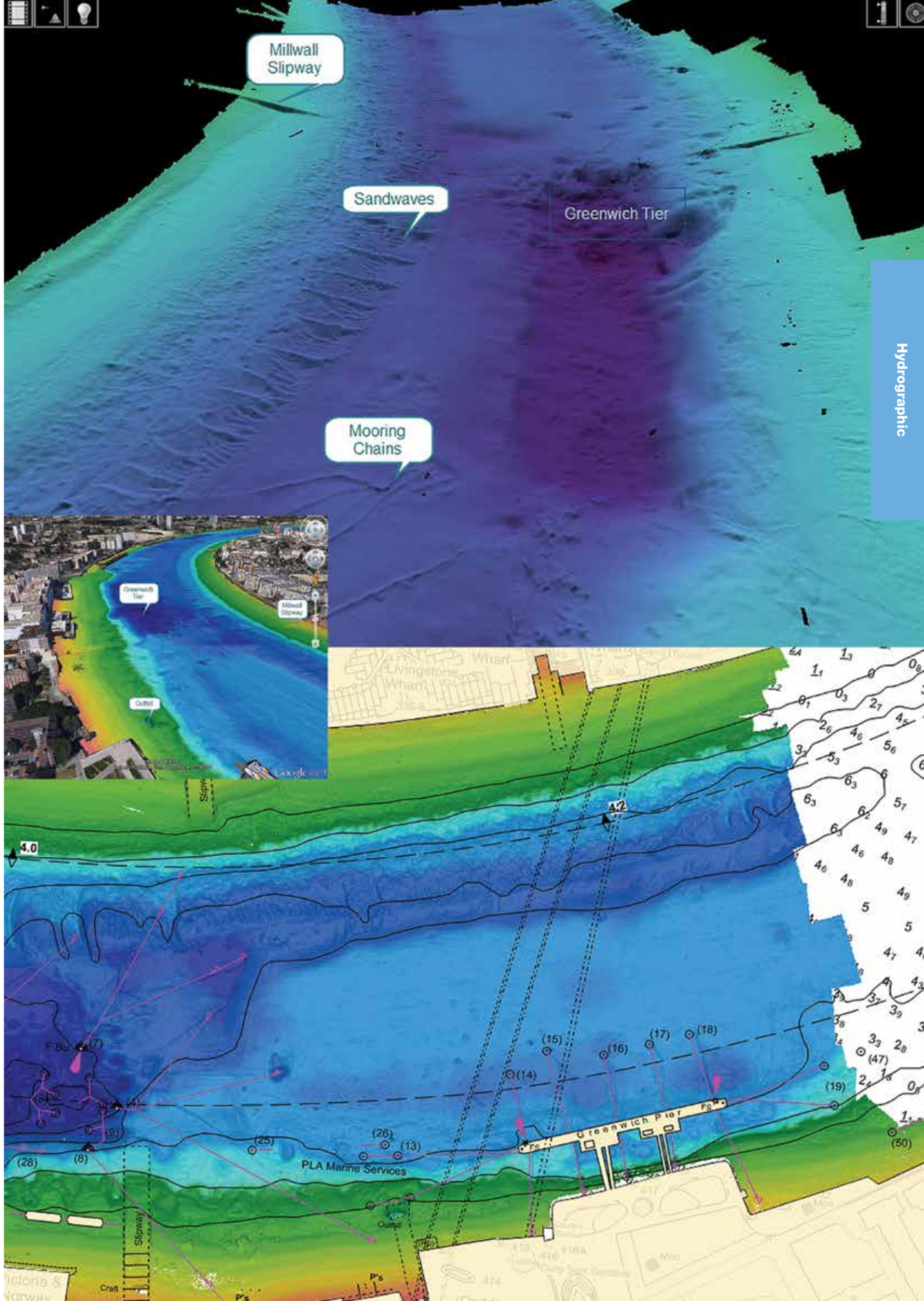
The PLA's daily tide predictions stretch forward five years, enabling ship operators to plan schedules according to the water depth available. The team produces a Tidal Booklet entirely from in-house information and software – a job that used to be carried out by the Admiralty.

The Thames has an incredibly fast tidal flow – and this too is carefully measured and predicted as understanding how fast the tide flows is very important for safe navigation.

The PLA has invested in a completely new, state-of-the-art tidal monitoring system in the lower river, replacing six tidal gauges and installing a highly responsive data transfer system which will be used by the hydrographic team to monitor, measure and predict tidal heights.

"Resilience and reliability of the system were the priorities in this important project," says PLA port hydrographer John Pinder. "Tidal heights and tidal flows must

Eyes under the river: PLA's survey team makes sure navigators can plan their trip properly.



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PORT OF LONDON AUTHORITY

be accurately measured and predicted, with all the information published clearly and promptly. It is also critical to get real-time data in order to see the changes in the tide, especially for the ultra large container vessels that need access."

The previous system was based on one communications platform; the new one also has a back-up mobile network to send data back, which makes it much more resilient.

Replacing the Yantlet

The hydrographic department operates a 7.9 metre catamaran, the *Galloper*, along with two survey vessels, the 21-metre *Verifier* and the 15 metre *Yantlet*.

After two decades of sterling service, it's time for the Yantlet to be retired, and plans are being made for the vessel's replacement with a 16-metre catamaran.

"The *Yantlet* has been a fantastic boat but it is time to replace it," says John Pinder. "The new vessel will be more fuel-efficient and will also have more deck space, both of which will enable us to undertake more commercial third party work."

"We have been assessing sonar systems in particular for the structural survey work that we do alongside the underwater surveying, and we will make a decision on whether to purchase new equipment for the new vessel, or transfer the equipment off the Yantlet."

Thames Tideway Tunnel

The hydrographic team is playing two important roles in the planning for the Thames Tideway Tunnel – one as part of the PLA's statutory responsibilities, the other on a commercial basis.

The first part of the work involves supervising, surveying and analysing in order to assess the impact of this massive project on the river and ensure its safety. Detailed assessment work must be carried out to ensure that the Tideway Tunnel project does not have a detrimental effect on the conservancy of the river.

"We have new software for managing the data in this project," says John Pinder. "Its primary purpose is to identify a baseline before the work starts and then monitor that baseline – in other words, we need to know precisely what the river is like before the work starts, and then watch to see if there are any changes during construction.

On the commercial side, Thames Water has awarded the PLA a significant contract to survey areas of the river bed between Hammersmith and Greenwich, to provide a huge set of data giving information both below and above water.

"At least three baseline surveys will identify areas that are liable to change through natural processes. This is very much like the work we did on London Gateway, when we monitored the river before, during and post-works. With major construction projects, whether it's wind farms, cables being laid in the estuary, new jetties or other developments, the principle of surveys remains the same – but the frequency and extent vary with the scale of the project."

"In addition, we have been very busy with third party dredging surveys, which is an area of business we are looking to develop," says John Pinder.

"...we need to know precisely what the river is like before the work starts, and then watch to see if there are any changes"
John Pinder, PLA port hydrographer

PLA's new hydro survey vessel (left) will join the fleet in late 2015.

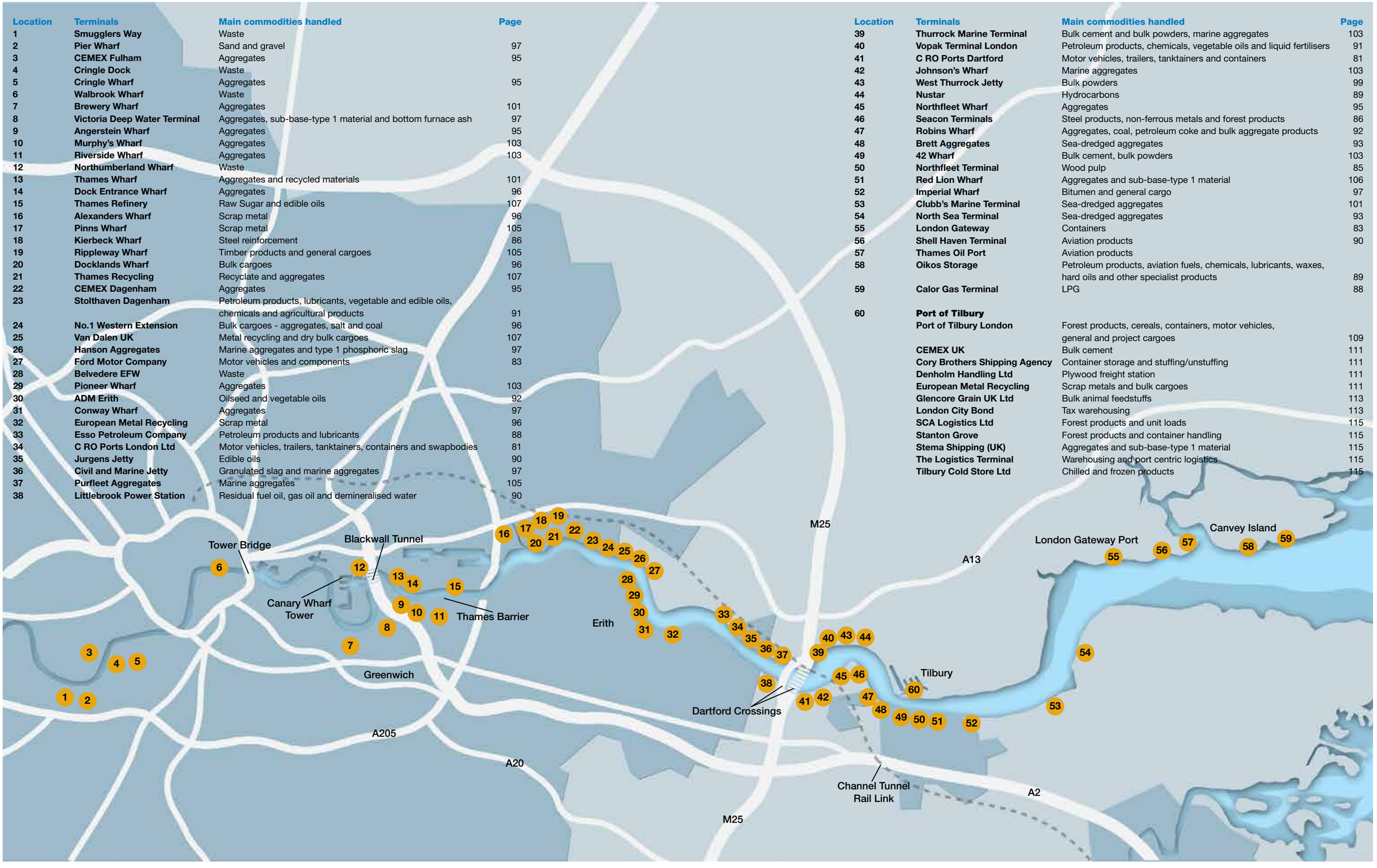
Terminal Factfiles

Terminal location map **78**
Unit loads **81**
Forest products **85**
Steel and general **86**
Liquid bulks **88**
Dry bulks **92**
Port of Tilbury **109**

The Port of London terminal location map

Location	Terminals	Main commodities handled	Page
1	**Smugglers Way**	Waste	
2	**Pier Wharf**	Sand and gravel	97
3	**CEMEX Fulham**	Aggregates	95
4	**Cringle Dock**	Waste	
5	**Cringle Wharf**	Aggregates	95
6	**Walbrook Wharf**	Waste	
7	**Brewery Wharf**	Aggregates	101
8	**Victoria Deep Water Terminal**	Aggregates, sub-base-type 1 material and bottom furnace ash	97
9	**Angerstein Wharf**	Aggregates	95
10	**Murphy's Wharf**	Aggregates	103
11	**Riverside Wharf**	Aggregates	103
12	**Northumberland Wharf**	Waste	
13	**Thames Wharf**	Aggregates and recycled materials	101
14	**Dock Entrance Wharf**	Aggregates	96
15	**Thames Refinery**	Raw Sugar and edible oils	107
16	**Alexanders Wharf**	Scrap metal	96
17	**Pinns Wharf**	Scrap metal	105
18	**Kierbeck Wharf**	Steel reinforcement	86
19	**Rippleway Wharf**	Timber products and general cargoes	105
20	**Docklands Wharf**	Bulk cargoes	96
21	**Thames Recycling**	Recyclate and aggregates	107
22	**CEMEX Dagenham**	Aggregates	95
23	**Stolthaven Dagenham**	Petroleum products, lubricants, vegetable and edible oils, chemicals and agricultural products	91
24	**No.1 Western Extension**	Bulk cargoes - aggregates, salt and coal	96
25	**Van Dalen UK**	Metal recycling and dry bulk cargoes	107
26	**Hanson Aggregates**	Marine aggregates and type 1 phosphoric slag	97
27	**Ford Motor Company**	Motor vehicles and components	83
28	**Belvedere EFW**	Waste	
29	**Pioneer Wharf**	Aggregates	103
30	**ADM Erith**	Oilseed and vegetable oils	92
31	**Conway Wharf**	Aggregates	97
32	**European Metal Recycling**	Scrap metal	96
33	**Esso Petroleum Company**	Petroleum products and lubricants	88
34	**C RO Ports London Ltd**	Motor vehicles, trailers, tanktainers, containers and swapbodies	81
35	**Jurgens Jetty**	Edible oils	90
36	**Civil and Marine Jetty**	Granulated slag and marine aggregates	97
37	**Purfleet Aggregates**	Marine aggregates	105
38	**Littlebrook Power Station**	Residual fuel oil, gas oil and demineralised water	90

Location	Terminals	Main commodities handled	Page
39	**Thurrock Marine Terminal**	Bulk cement and bulk powders, marine aggregates	103
40	**Vopak Terminal London**	Petroleum products, chemicals, vegetable oils and liquid fertilisers	91
41	**C RO Ports Dartford**	Motor vehicles, trailers, tanktainers and containers	81
42	**Johnson's Wharf**	Marine aggregates	103
43	**West Thurrock Jetty**	Bulk powders	99
44	**Nustar**	Hydrocarbons	89
45	**Northfleet Wharf**	Aggregates	95
46	**Seacon Terminals**	Steel products, non-ferrous metals and forest products	86
47	**Robins Wharf**	Aggregates, coal, petroleum coke and bulk aggregate products	92
48	**Brett Aggregates**	Sea-dredged aggregates	93
49	**42 Wharf**	Bulk cement, bulk powders	103
50	**Northfleet Terminal**	Wood pulp	85
51	**Red Lion Wharf**	Aggregates and sub-base-type 1 material	106
52	**Imperial Wharf**	Bitumen and general cargo	97
53	**Clubb's Marine Terminal**	Sea-dredged aggregates	101
54	**North Sea Terminal**	Sea-dredged aggregates	93
55	**London Gateway**	Containers	83
56	**Shell Haven Terminal**	Aviation products	90
57	**Thames Oil Port**	Aviation products	
58	**Oikos Storage**	Petroleum products, aviation fuels, chemicals, lubricants, waxes, hard oils and other specialist products	89
59	**Calor Gas Terminal**	LPG	88
60	**Port of Tilbury**		
	Port of Tilbury London	Forest products, cereals, containers, motor vehicles, general and project cargoes	109
	CEMEX UK	Bulk cement	111
	Cory Brothers Shipping Agency	Container storage and stuffing/unstuffing	111
	Denholm Handling Ltd	Plywood freight station	111
	European Metal Recycling	Scrap metals and bulk cargoes	111
	Glencore Grain UK Ltd	Bulk animal feedstuffs	113
	London City Bond	Tax warehousing	113
	SCA Logistics Ltd	Forest products and unit loads	115
	Stanton Grove	Forest products and container handling	115
	Stema Shipping (UK)	Aggregates and sub-base-type 1 material	115
	The Logistics Terminal	Warehousing and port centric logistics	115
	Tilbury Cold Store Ltd	Chilled and frozen products	115



Unit loads

C RO Ports London Ltd

The C Ro Ports London Ltd Ro-Ro terminal at Purfleet, owned by the Cobelfret Group, handles cars and trailers in conventional Ro-Ro style as well as handling containers by using two rail-mounted 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. During 2013, C Ro Ports London invested heavily in replacement pontoon and linkspan infrastructure.

The ferry operator runs three daily sailings each way between Purfleet and Zeebrugge and one daily sailing between Purfleet and Rotterdam. Internal changes in fleet utilisation have enabled it to use the largest ships ever deployed on this route. Cobelfret is also responsible for serving Ford's Dagenham Jetty.

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 10,000 cars. There are two working berths with one lay-by berth, all dredged to eight metres, an in-house engineering workshop and a transit shed. The terminal is rail linked, with its own sidings accommodating both container and car traffic.

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

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

C RO London Ltd
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London Road, Purfleet,
Essex RM19 1RP
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Fax: (01708) 866418
www.cobelfret.com
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Tel: (01708) 865522
Fax: (01708) 866418
Barry Day, Terminal Manager
E-mail: barry.day@croports.com
Tel: (01708) 865522
Fax: (01708) 866418
Map reference 34

Berths
2 Ro-Ro Berths each 200+ metres long.
(Stern ramp onto floating Pontoon).
1 Lay-by berth 175 metres.
Depth of Water
13.38 metres MHWS
(6.8 metres at Chart Datum).
Cranes/Capacity
2 x 40-tonne - 20' 30' 40' 45'
Gantry Crane (within Terminal).
Terminal Equipment
29 Terminal tractors
4 x 45-tonne Reachstackers
2 x 45-tonne Combilift
Various Forklifts 1x 32-tonne
1 x 40-tonne mobile crane attachment for Reachstacker
Access
Within minutes of the M25 and A13.
Two double rail sidings with direct entry to the main Railtrack network.
HM Revenue & Customs Sufferance
Fully approved (except Tobacco, Frozen Meat, Fresh Meat, Chilled Meat).
Customs office within the terminal open (office hours) Monday through to Saturday (inclusive).
Cargo Accommodation
90 acres available for handling/storage of Trailers/Tanktainers/Containers/ Swapbodies and Automobiles.
Space on terminal for 800 trailers, 650 containers/tanks and 6,000 cars.
Covered transhipment/restow area of 3,000 square metres.
20 Plug-in facilities for temperature controlled cargoes.
Automobile enhancement/PDI facility.
Fully Computerised Terminal Location system.

C RO Ports Dartford Ltd

The C RO Ports Dartford Ltd terminal, on the south side of the Thames and just minutes from the QEII Bridge, has been part of the Cobelfret Group since early 2006.

The site is 45 acres and has two berths dredged to 11 metres.

C RO Ports Dartford Ltd
Dartford
London Road, Purfleet,
Essex RM19 1RP
Tel: (01708) 865522
Fax: (01708) 866418
www.cobelfret.com
Contact
Mike Lewis
E-mail: mike.lewis@croports.com
Tel: (01708) 865522
Fax: (01708) 866418
Map reference 41

Berths
2 Deep water Ro-Ro Berths.
Length
Each berth can take vessels up to 236 metres in length.
Depth of Water
17.66 metres MHWS
(11.1 metres at Chart Datum).

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Ford Motor Company

About one million diesel engines are manufactured each year at Ford's Dagenham Engine Plant. 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 60,000 trailer movements per year between the UK and continental Europe. In addition to freight, more than 280,000 finished Ford vehicles are imported, with a further 12,000 Jaguar and Land Rover vehicles exported to Germany, Belgium and the Netherlands.

On behalf of Ford, Cobelfret operates vessels on the Dagenham/Vlissingen service, with two arrivals into Dagenham per day. In August 2012, a larger vessel was added into the loop, providing greater capacity and more flexibility. 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.

Ford has recently completed a year-long US$8 million jetty refurbishment at the terminal. The company plans to invest approximately US$1.4 million in new tow tugs early in 2015.

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

Ford Motor Company Ltd
Dagenham
Transport Operations,
Dagenham, Essex RM9 6SA
Tel: (020) 8526 3702
Fax: (020) 8526 1758
www.ford.co.uk
Contact
Jim Wright
Manager Jetty Operations
E-mail: jwrigh41@ford.com
Tel: (020) 8526 3702
Fax: (020) 8526 1758
Map reference 27

Berths
1 Ro-Ro berth.
Length
241 metres.
Depth of Water
11.45 metres MHWS
(6.4 metres at Chart Datum).
Cargo Accommodation
Trailer parks.
Car parks.
Access
Thames Avenue from A13.
HM Revenue & Customs Sufferance
PACE plus full T1 Clearance.
Specialisation
Unaccompanied trailers -
Ford Motor Company Components/
Third Party - including non-automotive.
Ford Motor Company, Jaguar and
Land Rover Vehicles.
Annual Volumes
30,000 trailers imported,
30,000 trailers exported,
280,000 cars imported,
10,000 cars exported.
Sailings
2 Ro-Ro sailings per day to/from
Vlissingen.
Vessels owned and operated by
Cobelfret Ferries - Service is under
contract with Ford Motor Company.
Agents: Cobelfret Ferries UK Ltd.

London Gateway Port Ltd
No 1 London Gateway
Stanford-le-Hope,
Essex SS17 9DY
Tel: (01375) 648300
Email: enquiries@londongateway.com
www.londongateway.com
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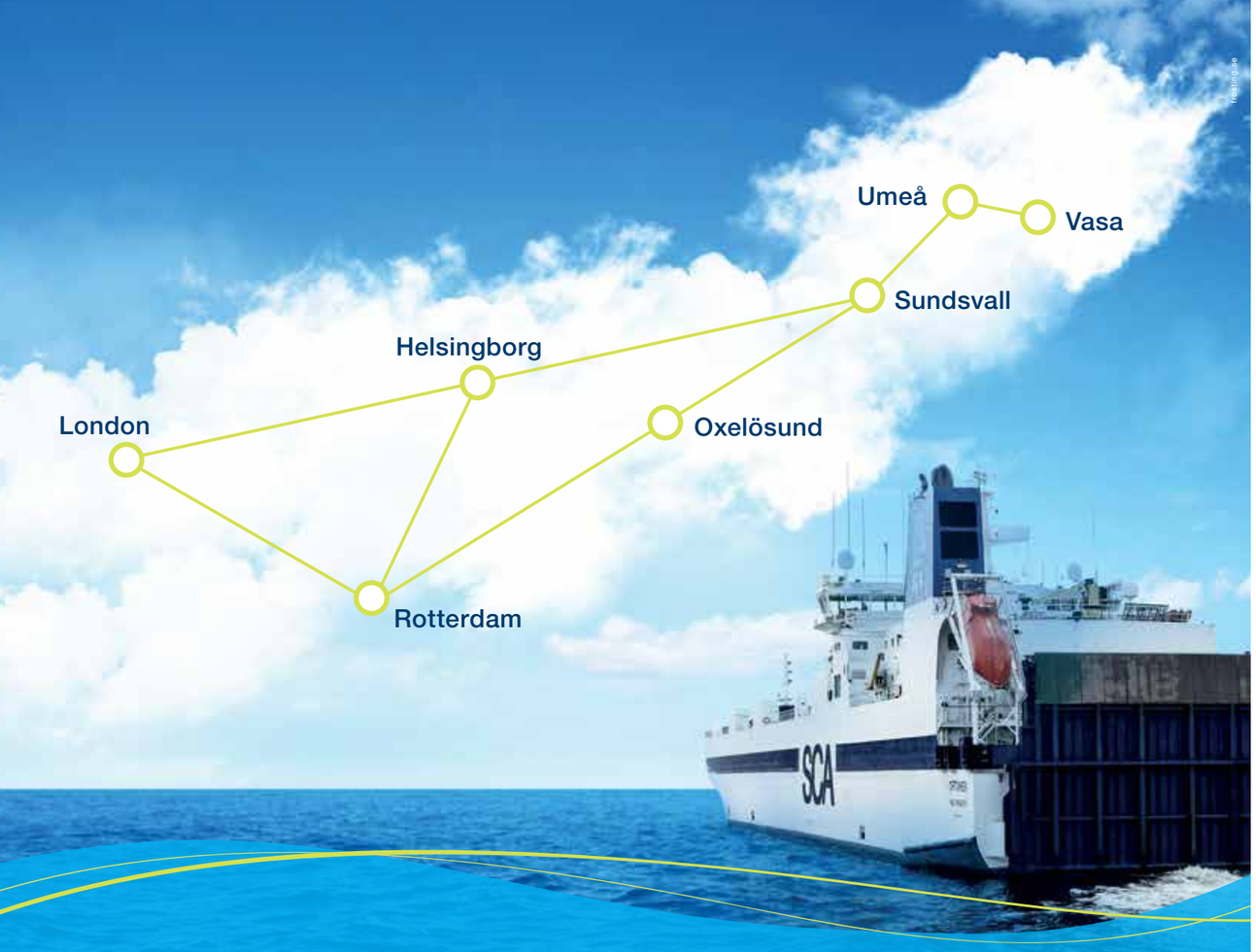
Tel: (01375) 648318
Mr Peter Ward,
Park Commercial Director
E-mail: peter.ward@dpworld.com
Tel: (01375) 648342
Mr Chris Evans,
Supply Chain Commercial Manager
E-mail: chris.evans@dpworld.com
Tel: (01375) 648394
Map reference 56

Berths
6 deepwater berths.
Length
2700 metres of quay.
Specialisations
Deep-sea container terminal close to major cargo centres. Portcentric warehousing with Europe's largest logistics park adjacent to the port.
Depth
17 metres Berth pockets.
Environment
ISO 14001 Certified.
HM Revenue & Customs
Comprehensive HMRC offices and staff on site with full examination facilities available.
Other facilities
Bunkering permitted through shipping agent.
Security
independent manned guarding service fully compliant with ISPS.

For other Terminals handling unit loads see...
SCA Logistics Ltd
page 115, map reference 60.
London Logistics Terminal
page 115, map reference 60.



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Forest products

Kimberly-Clark

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

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

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

Kimberly Clark Ltd
Northfleet Terminal
Gravesend
Crete Hall Road, Northfleet,
Kent DA11 9AD
Tel: (01474) 336304 or (01474) 336314
Fax: (01474) 336303
www.kimberly-clark.com
Contact
Greg Marshman, Wharf Supervisor
E-mail: greg.marshman@kcc.com
Tel: (01474) 336314
Fax: (01474) 336303
Operations Desk
Tel: (01474) 336304
Fax: (01474) 336303
Map reference 50

Berths
1 Deep Water Jetty.
1 Barge Bay.
Length
187.45 metres.
Maximum length of ship that can be moored 183 metres.
Depth of Water
15.66 metres MHWS
(9.3 metres at Chart Datum).
Cargo Accommodation
Open storage area - 9,000 sq. metres.
800 sq. metres warehouse.
Access
Close to A2 (Pepper Hill interchange), 20 minutes from Dartford Crossing (M25).
HM Revenue & Customs Sufferance
Approval for Forest Products (Wood pulp and Lumber).
Specialisation
Handling, storage and distribution of wood pulp for Kimberly-Clark Limited and Third Party Customers.

Seacon

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

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

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

For other Terminals handling forest products see...
Tower Wharf
page 86, map reference 46.

Steel and general cargoes

Kierbeck Thames Ltd

Kierbeck Thames Limited is well established as London's primary reinforcement supplier and is involved in many major construction projects in both the capital and the South East, normally within a 100-mile radial of the depot in Barking, Essex.

Part of the Al-Tuwairqi Group, Kierbeck is the largest rebar fabricator within the M25 and has successfully completed several large and high-profile contracts in London, such as Crossrail, on a just-in-time basis, which has provided significant savings for its clients.

Kierbeck Wharf, on Barking Creek, is a NAABSA tidal wharf and handles imports from Portugal, Spain, Turkey, France and The Netherlands. Annual throughput has been exceeding 40,000 tonnes and in 2015 is predicted to be more than 50,000 tonnes.

The arrival of this steel volume by sea has significantly reduced road congestion and pollution in London and reflects Kierbeck's commitment to the environment, as demonstrated by its environmental accreditation ISO 14001, which is audited by CARES. Kierbeck has also recently acquired OHSAS 18001 certification for health and safety.

Berthing, unloading and onward waterway deliveries servicing projects in London are an essential part of Kierbeck's service offering and are particularly valued by clients taking an increasing interest in the whole supply chain process. Kierbeck is currently in discussions with contractors competing for the new Tideway Tunnel project, for 20,000 tonnes to be supplied by barge to a new wharf to be constructed at Blackfriars Bridge.

Kierbeck Wharf is a seven-acre site with 150,000 sq feet of undercover industrial space dedicated to steel fabricating and re-engineering. Its heavy lifting facilities comprise two crawler cranes (100 tonne and 65 tonne) together with a fleet of eight articulated tractor units, crane offload and 40 trailers of various lengths and eight forklifts. The wharf underwent a major refurbishment two years ago and has also leased additional factory space of 28,000 square feet to assist prefabrication project vessels using the facility.

Kierbeck also welcomes the opportunity of berthing third party vessels and offers a stevedoring and transport/delivery service.

Kierbeck Thames Ltd
Kierbeck Wharf
Barking
Steel Reinforcement Engineers
Kierbeck Wharf, River Road,
Barking, Essex IG11 0DG
Tel: (020) 8522 9100
Fax: (020) 8522 9168
Email: post@kierbeck.com
www.kierbeck.com
Contact
Brendan O'Connell
Tel: (020) 8522 9100
Fax: (020) 8522 9168
Map reference 18

Berths
1 open berth.
Length
220 metres. Capacity for two vessels.
Depth of Water
5.51 metres MHWS.
Cranes
1 x 100-tonne Crawler (dockside).
1 x 65-tonne Crawler.
Equipment
Forklifts, Tractor Units, Trailers.
Cargo Accommodation
7.8 acres Total Size.
150,000 sq feet under cover.
Access
Close to A13, A406, M11 and M25.
HM Revenue & Customs Sufferance
Approved Customs.
Specialisation
Steel Reinforcement straight lengths and coils.
Commercial Wharfage Facilities.
Other Facilities
50-tonne x 18 metres (MOT)
Approved Weighbridge.
Throughput
In excess of 40,000 tonnes/year

Commercial Marine & Piling Ltd
Britannia Terminal
Northfleet
Botany Road, Off Lower Road,
Northfleet, Kent DA11 9BB
Tel: (01474) 320899
Fax: (01474) 323572
Email: george@cmp.uk.com
www.cmp.uk.com
Contact
George Stillwell
E-mail: george@cmp.uk.com
Tel: (01474) 320899
Fax: (01474) 323572
Mob: (07507) 793584

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

Seacon Terminals

Volumes through Seacon Terminals' facilities total about 500,000 tonnes a year, comprising steel coils, structural steel, non-ferrous metals and forest products.

The company operates its own fleet of 2,000 dwt ships handling cargoes mainly from northern European ports, with a particular emphasis on working with other covered berth facilities for steel and newsprint.

An all-weather covered berth at the Seacon Terminal in Northfleet allows the discharge of steel and paper under cover using up to 3 x 40 tonne gantry cranes. There is also a deepwater berth for vessels up to 50,000 dwt, serviced by two 20-tonne mobile harbour cranes, with direct transfer to the main storage areas.

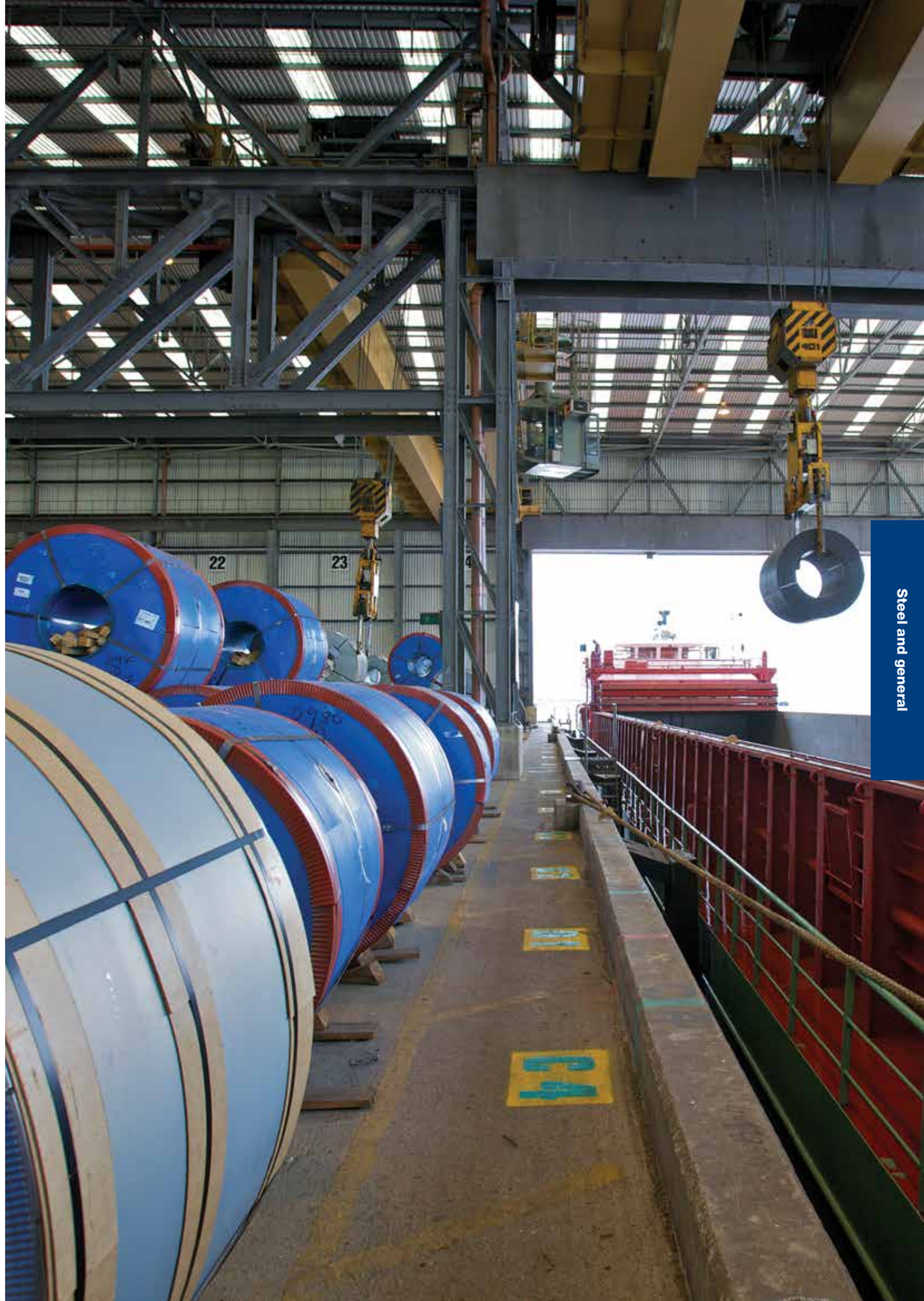
A total of 34,000 square metres of warehousing is available for all commodities, all serviced by gantry cranes or fork/clamp trucks.

Seacon's terminal is well located for national distribution, being only approximately two miles from the M25, allowing ease of access from the berth to the UK motorway network.

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

Seacon 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
Martin Holt, Managing Director
Tel: (01474) 320000
Fax: (01474) 329945
Russell Lennon, Operations Manager
Tel: (01474) 320000
Fax: (01474) 329945
Map reference 46

Berths
2 - (1 covered).
Length
Vessels up to 200 metres.
Depth of Water
17.61 metres MHWS
(11.2 metres at Chart Datum).
Cranes
3 x 40-tonne gantry cranes operating on covered berth.
2 x 20-tonne harbour mobile crane on main jetty.
Mobile cranes up to 500-tonnes.
Cargo Accommodation
32,700 square metres of covered storage space. 22 acre site.
2,200 sq. metres temperature controlled warehouse for sensitive products/ operations, i.e. unwrapping.
Access
Well located for national distribution being only approximately two miles from the M25 allowing ease of access from the berth to the UK motorway network.
Equipment
Full range of forklifts and clamps for handling steel products, non-ferrous metals and forest products.
HM Revenue & Customs Sufferance
Approved Customs warehouse allowing for the deferment of VAT and Duty on goods in store.
Specialisation
Seacon arranges distribution for all products utilising its fleet of modern units and specialist trailers for the relevant commodities. In addition, Seacon arranges haulage in collaboration with its national network of sub-contractors to all parts of the UK and Eire with short notice and just in time requirements being a speciality.



Liquid bulks

Calor Gas Terminal

The Calor Gas Terminal on Canvey Island handles a throughput of circa 140,000 tonnes of liquefied petroleum gas (LPG) a year. The Canvey Terminal plays a major role in the success of Calor as the leading distributor of LPG. It has a dedicated jetty, which allows for refrigerated LPG imports from VLGCs of up to 250 metres loa, with the product being stored in eight separate insulated tanks at -42 degrees centigrade.

LPG imports are distributed inland by road tanker and via a 12-kilometre LPG pipeline that connects the Canvey Terminal to Calor's Coryton Filling Plant, giving an important environmental advantage by reducing the number of road tanker movements in and out of the terminal.

A new access road to the terminal has been constructed at a cost of £1m following agreement between Calor, Oikos and the PLA; the new road will improve the amenity for the local residents, as all LPG road tankers will now be routed away from the built-up areas on Canvey and use the Roscommon Way extension for access to the terminal.

Some LPG is re-exported by ship via pressurised LPG carriers to north west Europe.

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

Calor Gas Ltd
Calor Gas Terminal
Canvey Island
Canvey Terminal, Thames Road
Canvey Island, Essex SS8 0HR
Tel: (01268) 511511
Fax: (01268) 694011
Email: glockwoo@calor.co.uk
www.calor.co.uk
Contact
Graeme Lockwood, Terminal Manager
E-mail: glockwoo@calor.co.uk
Tel: (01268) 511511
Fax: (01268) 694011
Map reference 59

Storage Capacity
35,000 tonnes of Refrigerated LPG storage comprising six 5,000 tonne capacity and two 2,500 tonne capacity storage tanks.
The storage tanks are capable of storing LPG at -42 degrees centigrade.
Access Sea
1 Jetty.
Length
Vessels up to 250 metres loa on 97 metres jetty head.
Depth of Water
12 metres at Chart Datum.
Access Road
M25 via A13/A127.
HM Revenue & Customs
Bonded Storage.
Further Information
Road tanker loading 24 hours.
Jetty for re-export, capable of loading up to 250 tph into fully refrigerated, semi-refrigerated or pressurised ships.

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

Berths
1.
Fuels Jetty
Length
Maximum length 180 metres (maximum SDWT 26,500 tonnes).
Depth of Water
17.83 metres MHWS (11.2 metres at Chart Datum).
108,000 tonnes.
Access Road
M25 via London Road.
Accesss Fuels
Red Gate.
Types of Storage
Fuels - High and Low flash petroleum products.
Other Facilities
The plant is pipeline and marine fed.
Fuels
Fleet of road vehicles for petroleum distribution using bottom loading facilities linked to a vapour recovery system.

Nustar Terminals

Nustar Terminals Ltd is the UK subsidiary of Nustar LP, which operates more than 90 bulk liquid storage terminals, 9,113 miles of pipelines and four crude oil storage facilities, making the company one of the largest independent terminal operators in the world.

Nustar's Grays terminal has two 228-metre jetties with a depth of 10.6 metres alongside at low water. The terminal specialises in the storage and delivery of hydrocarbons and has storage capacity of 310,000 cubic metres in 53 tanks ranging from 1,700 to 20,800 cubic metres.

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

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

NuStar Terminal Ltd
NuStar Grays Terminal
Grays
Askews Farm Lane
off London Road, Grays,
Essex RM17 5YZ
Tel: (01375) 896100
Fax: (01375) 390174
www.NuStarEnergy.com
Contacts
Frank Macklin, Grays Terminal Manager
E-mail: frank.macklin@nustarenergy.com
Tel: (01375) 896111
Mobile: 07919 353131
Fax: (01375) 896101
Graham Jenkins, Senior Account Manager Europe
E-mail: graham.jenkins@nustarenergy.com
Tel: (0151) 331 1707
Mob: (07801) 657939
Map reference 44

Storage Capacity
311,000 cubic metres.
Access Sea
2 Jetties.
Access Road
Easy access to M25 and motorway network.
Length
228 metres - unrestricted beam and four docklines.
Depth of Water
10.6 metres at Chart Datum.
Other Facilities
In the UK, NuStar operates six wholly-owned bulk liquid storage terminals.
The company has excellent geographic coverage of the UK with terminals in Belfast, Eastham (Merseyside), Runcorn, Grangemouth, Clydebank and Grays.
NuStar's terminal at Grays on the north bank of the Thames has a storage capacity of 311,000 cubic metres.
There are 51 tanks ranging from 1,700 to 20,800 cubic metres.
The terminal has a vapour processing unit to comply with European Union Emission Control Regulations.
The terminal currently stores Hydrocarbons only.
The facility has two jetties (Nos. 1 and 2) with a depth of 10.6 metres at low water, maximum length of 228 metres, unrestricted beam and four docklines.
Products are distributed to customers via rapid and efficient loading of vehicles through fully automated bottom loading facilities and computerised pre-loading authorisation.
The terminal's Thames-side location is excellent for receiving product from UK refineries and European markets. At the same time it is able to supply products to London and the South East using the easy accessible surrounding motorway network.

Oikos Storage Ltd

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

A top tier COMAH site, the Oikos terminal handles the full range of liquid bulks, including aviation fuel, gasoline, diesel, marine bunker fuels and other petroleum products and chemicals. The first phase of a £65 million investment programme at the site was completed mid-2012, including the rebuilding of Jetty 1 at a cost of £8 million to handle ships up to 50,000 dwt and 12.5 metres draft.

Other work included replacing the entire onsite pipeline network, refurbishing or demolishing/rebuilding dozens of tanks, building a high-tech control room and refurbishing road-loading racks.

A second phase of investment was completed and commenced operation in 2013.

Owned by the Australian financial services company Challenger, Oikos has signed up a number of major customers in the past three years and expects to continue its redevelopment programme through 2014.

The terminal is within easy reach of the M25 via the A13 and A127, and has recently benefited from a new road built as part of the Canvey Island regeneration. The opening of Roscommon Way enabled road tankers heading to and from the Oikos facility to by-pass local homes, thus minimising disruption to residents.

Oikos Storage Ltd
Canvey Island
Hole Haven Wharf, Haven Road,
Canvey Island, Essex SS8 0NR
Tel: (01268) 682206
Fax: (01268) 510095
Email: info@oikos.co.uk
www.oikos.co.uk
Contact
Colin Horton, Managing Director
Tel: (01268) 682206
Fax: (01268) 510095
Map reference 58

Storage Facilities
300,000 cubic metres in tanks ranging from 10 to 20,350 cubic metres.
100 tanks some lagged, coiled and with floating rooves for storage of all petroleum, products, aviation fuels, chemicals, lubricants, hard oils and other specialist products.
ISO 9002 accredited.
Access Sea
1 Jetty.
Length
300 metres LOA maximum.
Depth of Water
12.5 metres at Chart Datum.
Access Road
M25/A13/127 via a new dual carriageway road.
Access Pipeline
Direct connections to UKOP and GPSS pipeline systems.
Top and bottom road loading facilities.
Waste Licences
Licensed by Essex County Council and the Environment Agency for the transportation, receipt, storage and treatment of liquid waste, slop oils and oil/water mixtures, ship's washings etc.
Advanced oil/water separation and water purification plant.
HM Revenue & Customs
Bonded Storage.
A designated COMAH top tier site.

Pura Foods

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

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

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

Pura Foods Ltd
Jurgens Jetty
Purfleet
Jurgens Jetty, London Road,
Purfleet, Essex RM19 1SD
Tel: (01708) 894259
Fax: (01708) 894264
www.admworld.com
Contact
Gavin Chapman, Logistics Manager
E-mail: Gavin.Chapman@adm.com
Tel: (01708) 894259
Fax: (01708) 894264
Map reference 35

Berths
2.
Length
Outer
100 metres (with mooring dolphins) able to accommodate ship lengths of circa 180 metres.
Inner Barge Berth
50 metres.
Depth of Water
Outer
15.68 metres MHWS (9.1 metres at Chart Datum).
Inner Barge Berth
9.3 metres MHWS (2.72 metres at Chart Datum).
Access
Close connection to national motorway system.
Specialisation
Edible Oil Refiners.
Comments
Various discharge line facilities and segregated line systems.

RWE npower
Littlebrook Power Station
Dartford
Rennie Drive, Dartford, Kent DA1 5PT
Tel: (01322) 271121
Fax: (01322) 273770
www.rwenpower.com
Contact
Paul Harris, Production Manager
Tel: (01322) 271121
Fax: (01322) 273770
Map reference 38

Berths
Main Jetty (East).
Auxiliary Jetty (West).
Length
Main Jetty - Accommodate 200 metres vessel.
Auxiliary Jetty - 200 metres (only 100 metres of West End dredged).
Depth of Water
Main Jetty - 15.38 metres MHWS (8.8 metres at Chart Datum).
Auxiliary Jetty - 8.8 metres MHWS (2.2 metres at Chart Datum).
Storage Facilities
Residual Fuel Oil Storage Tanks (5 x 110,000 tonnes).
Gas Oil 2 x 5,000 tonnes.
Demineralised Water.
Possible open storage areas.
Access
To national road network M25 at Dartford Thames Crossing.
Equipment
Main Jetty - 3 Marine unloading arms (HFO).
Auxiliary Jetty - 2 Marine loading arms (HFO).
Auxiliary Jetty - 2 Marine loading arms (Gas Oil)
Other Facilities
Moorings available upon request.
Conferencing Facilities.
Garbage Skip.
Specialisation
Residual Fuel Oil.
Gas Oil.

Shell Haven Terminal

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

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

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

Shell UK Oil Products Ltd
Shellhaven Terminal
Shellhaven
Barkers Boulevard, Coryton
Stanford-le-Hope, Essex SS17 9GA
Tel: (01375) 653829 (Control Room)
(01375) 653598 (Security)
Fax: (01375) 653292 (Control Room)
www.shell.co.uk
Contact
Graham Hipkin, Terminal Manager
Tel: (01375) 653367
Fax:(01375) 653365
Map reference 56

Berths 1
S- jetty.
Ship Length
275 metres.
Depth of Water
15 metres at Chart Datum.
Access
A13/M25.
Other Facilities
Jetties liable to siltation; regular surveys and dredging of berths. Facilities in operation 24 hours.
Specialisation
Aviation products.

Stolthaven Dagenham

Stolthaven Dagenham handles a wide range of bulk liquids, including fuels, chemicals, bitumen, agricultural and food products. Capabilities include drumming services and IBC filling, laboratory services, blending, dilution and product heating. A deepwater jetty receives vessels with up to 9.3 metres draft.

Stolthaven Dagenham provides tailor-made storage solutions for specialty chemicals and operates a wide range of tank sizes and specialist handling equipment. The Dagenham terminal has benefited in recent years from new dock link roads to the A13, M25 and M11.

The terminal is moving ahead with a major refurbishment and expansion programme which will deliver a modern and versatile terminal with tank capacities ranging from 60 to 11,000 cubic metres. New tank capacity is scheduled to be commissioned in the third quarter of 2015 and customers are welcome to contact the terminal for more detail.

The terminal is in regular discussion with customers seeking bulk storage solutions on the Thames. A major long-term storage agreement was signed in 2014 with Trafigura for the storage of bitumen. Looking forward, special emphasis is put on growing the volume of commodity and specialty chemicals stored in Dagenham. This business will benefit from the chemical logistics services offered by Stolt Nielsen, the parent company of Stolthaven Dagenham.

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Dagenham
Thunderer Jetty, Choats Road,
Dagenham, Essex RM9 6PU
Tel: (020) 8593 7211
Fax: (020) 8593 1632
www.stolt-nielsen.com
Contact
Steve Walker, Terminal Manager
E-mail: s.walker@stolt.com
Tel: (020) 8593 7211
Fax: (020) 8593 1632
Map reference 23

Berths
Jetty for ocean-going vessels.
Inner barge berth for fuel and gas oils and vegetable oils.
Depth of Water
16.18 metres MHWS (9.3 metres at Chart Datum).

Vopak

Operating at three independent bulk liquid storage locations in London, Teesside and Windmill, Vopak provides excellent import and export coverage for the UK. Vopak's strengths lie in a combination of tank terminals at strategic locations for its customers; a strict policy with regard to safety, health, environment and quality; experienced and well-trained employees; a worldwide recognised quality based on the most stringent industrial standards; and a solid track record in strategic cooperation with third parties and partnerships with customers.

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

The London terminal consists of 86 tanks with a storage capacity of 376,644 cubic metres. There will be continued major investments during 2015 and subsequent years, to make further improvements in efficiency and flexibility.

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

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

Vopak Terminal London is classified as a strategic location for the continued supply of road fuels in the UK. The terminal has more than 66 dedicated road loading points, including fully automated bottom loading facilities and remote ordering and access to the site. To assist road hauliers in the area, Vopak also has road tanker parking and office facilities at the terminal.

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

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West Thurrock
Oliver Road, West Thurrock,
Grays, Essex RM20 3ED
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Fax: (01708) 683721
Email: terminals.uk@vopak.com
www.vopak.com and
www.vopak.co.uk
Contacts
Elliott Dell, Fuels Relationship Manager
Tel: (01708) 683744
Fax: (01708) 683721
Gordon Walker, Terminal Manager
Tel: (01708) 683731
Fax: (01708) 683721
Jason Hornsby, Commercial Manager
Tel: (01708) 683716
Fax: (01708) 683721
Map reference 40

Berths
3 berths.
Depth of Water
16.56 metres MHWS (10.0 metres at Chart Datum).
Capacity
376,644 cubic metres.
86 tanks, ranging from 50 to 10,500 cubic metres; mild steel, coated.
Access
Road
Fully automated road vehicle bottom loading facilities available.
Closely situated to Dartford Crossing and M25 (Junction 30/31).
Loading/discharging facilities for sea and road.
Specialisation
High and low flash petroleum products.
Other Facilities
HM Revenue & Customs bonded storage. Blending, marking, dyeing and additive injection facilities.
Internal floating roofs and vapour recovery systems on motor spirits tanks.
More than 66 dedicated road loading points.Heating.
Advanced computer system.
ISO 9002 certified.
COMAH Top Tier Accreditation.
Other locations at Teesside and Windmill (Barry).

For other Terminals handling liquid bulks see...
Thames Refinery
page 107, map reference 15

Dry bulks

Aggregate Industries

Aggregate Industries supplies and manufactures quarry products and building materials to the construction industry. Employing thousands of people in the UK, northern Europe and the Channel Islands, Aggregate Industries was the first company in its sector to achieve the Carbon Trust Standard, and the first to be certified to BES 6001: The Framework Standard for the Responsible Sourcing of Construction Products, currently rated 'Very Good' across the whole of its business.

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 Brentford-based ready-mixed concrete business London Concrete, it has supplied construction projects such as the Shard, the Olympic Park and Crossrail.

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

Bennett's Barges transports hundreds of thousands of tonnes of aggregate products from the Isle of Grain depot to its Thames customers, saving more than six million lorry miles each year. It has a reputation for taking on the South East's most technically complicated maritime projects. In 2012, Bennett's Barges was at the forefront of the Queen's Diamond Jubilee pageant. The specially refitted tug Stephen B and barge Ursula Katherine underwent extensive redesign to carry the floating belfry containing the eight Jubilee Bells.

Aggregate Industries is committed to use of the river for transporting freight through the capital without adding to road use. The amount of freight being carried on the Thames will potentially treble over the next five years, and for good reason. The specialist barge fleet is used to reduce carbon emissions for a cleaner environment in the capital. Away from the rivers and canals, aggregates are transported by rail wherever possible into depots and terminals, hauled by energy-efficient locomotives.

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

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

Aggregate Industries is a member of the Holcim Group, one of the world's leading suppliers of cement, aggregates, ready-mixed concrete and asphalt.

Aggregate Industries (UK) Ltd
(Yeoman Asphalt Ltd)
Robins Wharf
Northfleet
Grove Road, Northfleet, Kent DA11 9AX
Tel: (01474) 333186
Fax: (01474) 369438
www.aggregate-uk.com
Contact
Alex Harris
E-mail: alex.harris@aggregate.com
Tel: (01474) 330417
Fax: (01474) 369438
Map reference 47

Berths
1.
Length
Ships/barges up to 100 metres length.
Depth of Water
9.01 metres MHWS
(2.6 metres at Chart Datum).
Cargo Accommodation
Open Storage.
Access
Close connection to A2 and M25.
HM Revenue & Customs Sufferance
Limited Approval.
Specialisation
Aggregates and Bulk Aggregate Products.
Discharge by grab or self-discharge at 200 tph.
7 day week working berth.
Onward transportation arranged.

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

Berths
2.
Outside Berth
Rapeseed discharge, Vegetable Oil discharge/outloading.
Inside Berth
Rapeseed Meal outloading.
Length
Outside Berth
121 metres (including dolphin).
Inside Berth
56 metres (accommodate vessels up to 85 metres).
Depth of Water
Outside Berth
13.58 metres MHWS
(6.8 metres at Chart Datum).
Inside Berth
9.18 metres MHWS
(2.4 metres at Chart Datum).
Access
A2 and M25.
Specialisation
Oilseed processors and vegetable oil refiner.
Able to handle both crude and refined vegetable oils.

Brett Aggregates

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

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

An on-site block-making plant utilises 25% of the terminal's throughput to produce a number of products for Brett Landscaping and Building Products. Additional aggregate is landed and stored at Brett's Northfleet facility before processing and onward transit to the construction industry.

The site has very significant capacity for receipt of spoil from construction projects and is able to receive imported spoil by river, rail, and road.

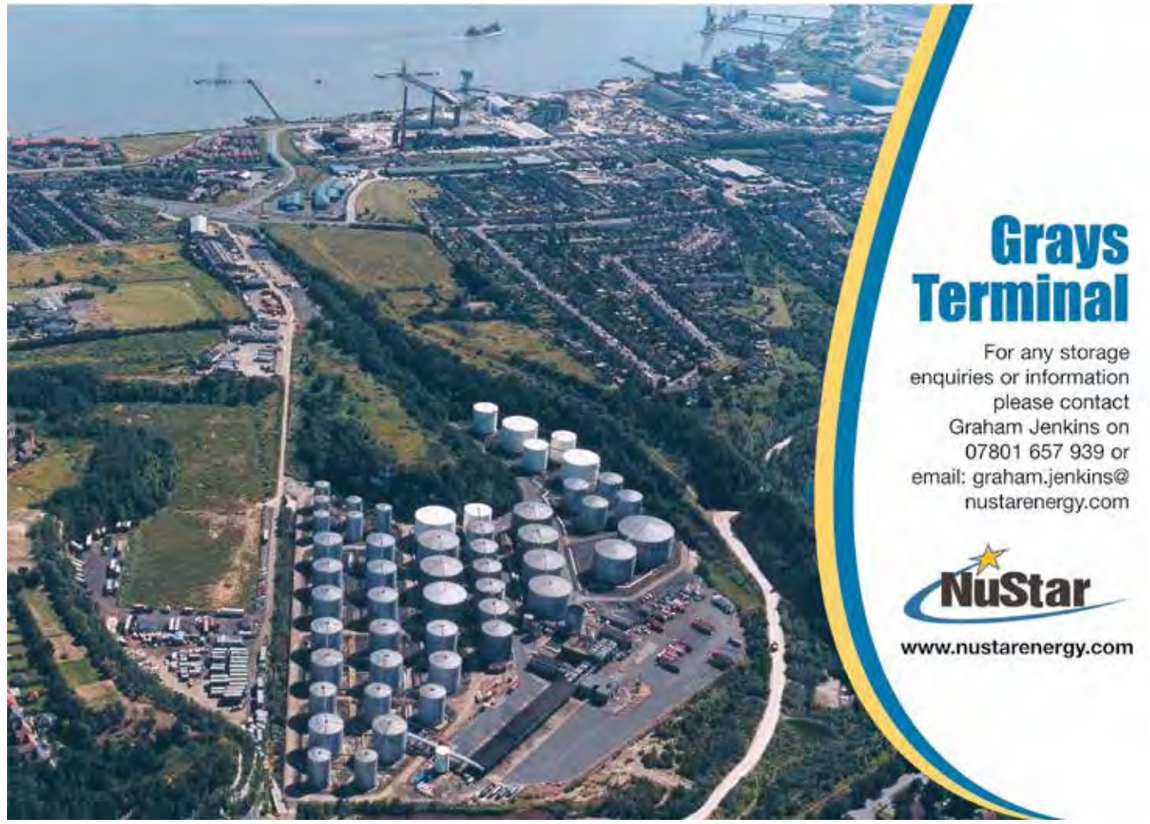
Brett Aggregates also has terminals at Northfleet, Ridham, Whitstable and Ramsgate, which handle bulk materials including minerals, supplying goods and services into the South East market.

Brett Aggregates Ltd
North Sea Terminal
Cliffe
North Sea Terminal, Salt Lane,
Cliffe, Kent ME3 7SX
Tel: (01634) 220631
Fax: (01634) 220067
www.brett.co.uk
Contact
Nick Brabin, Area Production Manager
Tel: (01634) 220631
Fax: (01634) 220067
Map reference 54

Berths
1.
Length
149 metres.
Depth of Water
11.4 metres MHWS
(5.2 metres at Chart Datum).
Cargo Accommodation
Open Storage with access to rail head facility.
Access
A2/M2/M25.
HM Revenue & Customs Sufferance
Limited Approval.
Specialisation
Sea-Dredged Aggregates.
Other cargoes could be accommodated.

Brett Aggregates Ltd
Northfleet
North Sea Terminal, Salt Lane,
Cliffe, Kent ME3 7SX
Tel: (01634) 220631
Fax: (01634) 220067
www.brett.co.uk
Contact
Russ Spooner, Area Production Manager
Tel: (01474) 536043
Map reference 48

Berths
1.
Length
Ships/barges up to 100 metres length.
Depth of Water
9.01 metres MHWS
(2.6 metres at Chart Datum).
Cargo Accommodation
Open Storage.
Access
Close connection to A2 and M25.
HM Revenue & Customs Sufferance
Limited approval.
Specialisation
Sea-Dredged Aggregates.



Quality storage and safe handling

FACILITIES
- Chemicals, CPP, solvents, base and vegetable oils
- Access via ship, barge, road
- Draft 9.3 m, 31 jetty lines
- COMAH compliant
- Laboratory services
- Drumming and IBC filling
- Blending/dilution/filtration/product heating

TANK FEATURES
- 133,000 cbm capacity
- 150 tanks, 50 to 11,000 cbm
- Mild, coated and stainless steel
- Heating/cooling/mixing/nitrogen blanketing

For further information contact Steve Walker
Tel: +44 20 8953 7211 Email: s.walker@stolt.com

Stolthaven Dagenham Limited
Hindmans Way, Choats Road, Dagenham, Essex RM9 6PU
Tel: +44 20 8593 7211 www.stolt-nielsen.com

CEMEX UK

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

The company operates five wharves on the river.

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

The CEMEX concrete products factory at Northfleet produces paving and concrete blocks. The dual-purpose facility is CEMEX's largest concrete products factory in the UK. It has a prime location by the Thames which enables it to maximise both the amount of dredged raw material it can use and the amount of material that is brought in by boat, as opposed to road.

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

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

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

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

CEMEX UK Materials
Cringle Wharf
Battersea
CEMEX House, Coldharbour Lane,
Thorpe, Egham, Surrey TW20 8TD
Tel: (01932) 568833
www.cemex.co.uk
Contact
Glyn Richards, Area Operations Manager
Tel: (01932) 568833
Fax: (01622) 583611
Map reference 5

Berths
1.
Length
80 metres.
Depth of Water
7.55 metres MHWS
(1.2 metres at Chart Datum).
Cranes
10-tonne bulk handling.
Cargo Accommodation
Open Storage/Silo Storage.
Access
Central London/A3.
HM Revenue & Customs Sufferance
Limited Approval.
Specialisation
Aggregates Handling/Bulk Cement Handling.

CEMEX UK Materials
Angerstein Wharf
Greenwich
CEMEX House, Coldharbour Lane,
Thorpe, Egham, Surrey TW20 8TD
Tel: (01932) 568833
www.cemex.co.uk
Contact
Glyn Richards,
Area Operations Manager for SE Region
Tel: (01932) 568833
Fax: (01932) 583611
Map reference 9

Berths
1.
Length
100 metres.
800-tonne barge facility.
Depth of Water
10.97 metres MHWS
(3.9 metres at Chart Datum).
Cargo Accommodation
Open storage.
Access
A2.
HM Revenue & Customs Sufferance
Limited Approval.
Specialisation
Aggregates Handling.

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

Berths
1.
Length
110 metres.
Depth of Water
10.28 metres MHWS
(3.3 metres at Chart Datum).
Cargo Accommodation
Open storage.
Access
A13.
HM Revenue & Customs Sufferance
Limited approval.
Specialisation
Aggregates handling.

CEMEX UK Materials
Northfleet Wharf
Northfleet
CEMEX House, Coldharbour Lane,
Thorpe, Egham, Surrey TW20 8TD
Tel: (01932) 568833
www.cemex.co.uk
Contact
Glyn Richards,
Area Operations Manager for SE Region
Tel: (01932) 568833
Fax: (01932) 583611
Map reference 45

Berths
1 Riverside.
Length
100 metres.
Depth of Water
10.31 metres MHWS
(3.9 metres at Chart Datum).
Access
A2/M2/M25.
Discharge
27" ship to shore pipe.
HM Revenue & Customs Sufferance
Limited.
Specialisation
Sand and gravel discharges and processing with conveyor loading of all suitable materials for home or export. Sea-Dredged Aggregates.

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

Berths
1.
Length
46 metres.
Depth of Water
5 metres MHWS.
Cargo Accommodation
Open/Bin Storage/Silo Storage.
Access
Central London/A217.
HM Revenue & Customs Sufferance
Limited Approval.
Specialisation
Aggregate Handling/Concrete Production /Bulk Cement Handling.

Docklands Wharf Ltd
Barking
72-76 River Road, Barking,
Essex IG11 0DS
Tel: (020) 8591 2020
Fax: (020) 8591 1010
Email: docklandswharf@msn.com
Contact
George Harvey, Managing Director
Tel: (020) 8591 2020
Fax: (020) 8591 1010
Map reference 20

Berths
1 NAABSA Berth.
Length
160 metres.
Depth of Water
5.91 metres MHWS.
Cargo Accommodation
4 Acres Open Storage.
Access
Close connection to national motorway system by upgraded A13 and A406.
Cranes
3 x 5-tonne Sennobogen.
Heavy lift crane on demand for loads of up to 300-tonne.
Equipment
50-tonne weighbridge.
HM Revenue & Customs Sufferance
Limited Approval.
Specialisation
Bulk Cargoes of scrap metals.
Grab discharge of bulk material.
24 hour wharf operation.

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

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

Euromix Ltd
Dock Entrance Wharf
Silvertown
Dock Road, Silvertown,
London E16 1AF
Tel: (020) 7473 8222
Fax: (01245) 451507
Email: info@euromixconcrete.com
www.euromixconcrete.com
Contact
Jim Minter, Area Manager
Tel: (01708) 892932
Fax: (01245) 451507
Map reference 14

European Metal Recycling Ltd
Erith
Manor Road, Erith
Kent DA8 2AD
Tel: (01322) 336970
Fax: (01322) 331581
Email: bob.garwood@emrgroup.com
www.emrgroup.com
Contact
Bob Garwood
E-mail: bob.garwood@emgroup.com
Tel: (01322) 344300
Fax: (01322) 331581
Map reference 32

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

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

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

FM Conway Aggregates & Asphalt
Conway Wharf
Erith
Conway House, Rochester Way,
Dartford, Kent DA1 3QY
Tel: (020) 8636 8822
Fax: (020) 8636 8827
Email: enquiries@fmconway.co.uk
www.fmconway.co.uk
Contact
Tim Metcalf, Director
E-mail: tim.metcalf@fmconway.com
Tel: (01322) 443806
Fax: (020) 8636 8827
Mob: (07887) 642996
Map reference 31

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

FM Conway Ltd
Imperial Wharf
Gravesend
Conway House, Rochester Way
Dartford, Kent DA1 3QY
Tel: (020) 8636 8822
Fax: (020) 8636 8827
E-mail: enquiries@fmconway.co.uk
www.fmconway.co.uk
Contact
Tim Metcalf, Director
E-mail: tim.metcalf@fmconway.com
Tel: (0844) 880 9249
Fax: (020) 8636 8827
Mob: (07887) 642996
Map reference 52

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

Hanson

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

Volumes of marine-dredged sand and gravel through the Dagenham wharf increased again last year as the London construction market remained buoyant. Huge quantities of sand, gravel and limestone were used to make ready-mixed concrete for the underground sections of the new east-west rail link Crossrail – the biggest construction project in Europe. The commercial and office redevelopment markets have also been strong and boosted sales of aggregates and concrete.

Looking ahead to 2015, construction activity in London and the South East is expected to increase again, fuelled by further investment in shops, offices and infrastructure and an increase in road maintenance funding announced in the Chancellor's autumn statement.

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

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

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

Hanson's Victoria Deep Water Terminal was used by Greenwich Council for the Tall Ships event in September, as the ideal place on the river where the ships could be safely moored for visitors to go on board.

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

Berths
1.
Length
150 metres.
Depth of Water
14.05 metres MHWS
(7.2 metres at Chart Datum).
Barge Loading Facility
4 Dolphins - approximately 25 metres in length.
Depth of Water
10.05 metres MHWS
(3.2 metres at Chart Datum).
Cargo Accommodation
Marine Aggregates plus possibility of handling other aggregates on site.
Access
Close connection to M25 via A13 and A406.
HM Revenue & Customs Sufferance
Limited Approval.
Specialisation
Marine Aggregates dredging and processing.
Receiving hopper and discharge conveyor 2,000 tph for self-discharging vessels.
Barge loading feeder conveyor 600 tph, for all suitable materials for home or export.

Hanson Aggregates
Victoria Deep Water Terminal
Greenwich
c/o The Weighbridge, Tunnel Avenue,
Victoria Deep Water Terminal,
Greenwich, London SE10 0QE
Tel: (020) 8858 8161
Fax: (020) 8858 6285
Contact
Steve Chidgey,
East London Unit Manager
E-mail: Steve.Chidgey@hanson.biz
Tel: (020) 8984 1900
Fax: (020) 8984 7212
Map reference 8

Berths
2.
Length
259 metres total length.
Depth of Water
12.73 metres MHWS
(5.6 metres at Chart Datum).
Cargo Accommodation
7 hectares of open storage.
Access
Direct access to A102(M) - Blackwall Tunnel South Side.
Direct links to A2, M2 and M25.
HM Revenue & Customs Sufferance
Limited Approval.
Specialisation
Accommodation for both self-discharging vessels and land grab crane discharge.
Aggregates, Sub-Base-Type 1 Material.

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

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

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

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

KOTUG

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KOTUG is a leading towage operator offering its innovative 24/7 services to ports and terminals on a global scale. With a sophisticated, powerful fleet, its dedicated staff and well trained crew KOTUG safely assists a vast range of vessels from and to their berthing place at some of the busiest ports in the world. KOTUG is committed to the highest industry standards of health, safety, environment and quality.

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- Comprehensive Laboratory
- Fully licensed by the Environment Agency
- H.M. Customs & Excise approvals
- Top/bottom road loading facilities

For further information contact:
Oikos Storage Ltd
Hole Haven Wharf
Haven Road
Canvey Island
Essex SS8 0NR
Tel: 01268 682206
Fax: 01268 510095
Email: info@oikos.co.uk

OIKOS
STORAGE

Industrial Chemicals

Industrial Chemicals Limited has operated in the Thurrock area since 1976 and purchased its 80-acre site at the former West Thurrock Power Station some 17 years ago.

The company employs over 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 20 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.

West Thurrock Jetty handled 118,000 tonnes of products in 2014 and the signs are extremely promising for 2015, with several new commodities for in-house processing due to come on stream.

Situated only two miles from Junction 30/31 of the M25 London orbital motorway and close to the Dartford Crossing, with deep water and sufficient storage land, the facility offers an ideal location for serving end-markets both north and south of the Thames for third-party customers.

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

Industrial Chemicals Ltd
West Thurrock Jetty
West Thurrock
Stoneness Road, West Thurrock,
Essex RM20 3AG
Tel: (01708) 258510
Fax: (01708) 258445
www.icgl.co.uk
Contacts
Charles Carver,
Operations Director
E-mail: ccarver@icgl.co.uk
Tel: (01375) 389000
Ken Giles,
Terminal Manager
E-mail: kgiles@icgl.co.uk
Tel: (07800) 976112
John Carr,
Shipping Manager
E-mail: jcarr@icgl.co.uk
Tel: (07711) 640101
Map reference 43

Berths
1 Deep-Water Berth.
Length
213 metres (291 metres including accessible mooring dolphins).
Depth of Water
12.23 metres MHWS
(5.7 metres below Chart Datum).
Access
HGV Vehicle direct access via Fixed Link Bridge Approach Road to the Jetty.
National Roads approximately
2 Miles via non-residential roads from junction 30/31 M25.
Queen Elizabeth II Bridge North or South opportunities.
A13, 2 miles and A406, 15 Miles.
UK Border Agency Wharf Approval
Specialisation
Imports of raw materials for in-house processing.
Third Party work opportunities
Export/Imports.
Lay-by work undertaken.

Cargo Accommodation
Mostly open hard standing, covered subject to availability and agreement.
Equipment
Siwertell Mobile Screw Unloader 250 tph (subject to density).
Travelling Rail Mounted Quay Crane,
48 tonnes @ 16 metres;
16 tonnes @ 25 metres,
Grab Fitted, plus general cargo and container options.
Mobile Ship-Loading Conveyor 500 tph.
Full support services also offered.
On site approved Weighbridge.
Commodities
Dry Bulks, Bulk Powders and Products, General and Container Cargoes.

Thames Shipping and J. CLUBB LTD
suppliers of aggregate & concrete

Taking freight off of the roads and on to the river, the sustainable answer, every tonne saves 6kgs CO2

Enquiries

J.Clubb Ltd - Church Hill, Wilmington, Dartford, Kent, DA2 7DZ

Tel: 01322 225431 Email: sales @jclubb.co.uk

Thames Shipping Ltd - Epsilon House, West Road, Ransomes Europark, Ipswich IP3 9FJ

Tel: 01473 276132 Email: info@thames-shipping.co.uk

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J Clubb Ltd
Clubb's Marine Terminal
Gravesend
Church Hill, Wilmington,
Dartford KentDA2 7DZ
Tel: (01322) 225431
Fax: (01322) 289932
Email: sales@jclubb.co.uk
www.jclubb.co.uk
Contacts
Jon Lovett, Commercial Director
Tel: (01322) 225431
Fax: (01322) 289932
Shaun Jury, Operations Manager and PFSO
Tel: (01322) 225431
Fax: (01322) 289932
Simon Clubb, Managing Director
Tel: (01322) 225431
Fax: (01322) 289932
Map reference 53

Berths
2 including:
New transhipment berth available for delivery of all grades of finished aggregates in barges and coasters with loading capacity of 600 tonnes per hour shore to ship automatic conveyor. Ideal for delivery of aggregates to London wharves or coastal locations and major city projects. The sustainable alternative to road deliveries by HGV.
Length
100 metres.
Depth of Water
11.41 metres MHWS (5.1 metres at Chart Datum).
Cargo Accommodation
Bulk storage of aggregates - 30,000 tonnes.
Access
A2/M2/M25.
HM Revenue & Customs Sufferance
Limited Approval.
Specialisation
Sea-Dredged Aggregates.
Self-discharge vessels only - ship to shore conveyor.

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

Berths
1.
Length
43 metres.
Depth of Water
5.23 metres MHWS.
Cranes
4.25-tonne Bulk Handling.
Cargo Accommodation
Open and Bin Storage.
Access
Central London/A2.
HM Revenue & Customs Sufferance
Limited Approval.
Specialisation
Aggregates.

Keltbray Group Holdings Ltd
Thames Wharf
Canning Town
Dock Road, Silvertown,
London E16 1AF
Tel: (020) 7476 3538
Fax: (020) 7474 3338
Email: reception@keltbray.com
www.keltbray.com
Contact
Cliff Burton, Managing Director
E-mail: cliff.burton@keltbray.com
Tel: (020) 7643 1000
Fax: (020) 7643 1064
Mobile: (07919) 325355
Map reference 13

Berths
1.
Length
185 metres.
Depth of Water
5.91 metres MHWS.
Cargo Accommodation
Open Storage 1 Hectare.
Access
Close connections to national motorway network, A13, A406 and Blackwall Tunnel.
Cranes
Bulk Grabbing Cranes.
HM Revenue & Customs Sufferance
Approved Customs.
Specialisation
Import of construction materials and handling of export of construction waste to 2 recovery sites.
Other Facilities
50-tonne Weighbridge.

Lafarge Tarmac

Lafarge Tarmac is a leading sustainable building materials group, providing customers with a wide range of aggregates and asphalt, cement and lime, ready-mix concrete, road contracting and recycling solutions.

The group has contributed to some of the UK's biggest construction projects, including Wembley Stadium, Heathrow Terminal 5, the Shard and London 2012. It has supplied a number of prestigious projects from its wharves on the Thames, including the Channel Tunnel terminus at King's Cross/St Pancras, the Emirates Stadium, Canary Wharf, the Millennium Dome, the Olympic athletes' village, Crossrail and the M25.

Lafarge Tarmac has a number of operations along the tidal Thames, at Northfleet, Charlton, Erith, Thurrock, Greenhithe and Belvedere. Between them, these sites distribute millions of tonnes of cement, marine-dredged sand and gravel, and crushed rock aggregate throughout the London and South East by road, rail and water.

Murphy's Wharf, in Charlton, is ideally placed to supply east and central London, being located on the south of the River Thames and near the Blackwall Tunnel. It is believed to be the largest marine aggregate terminal in Europe in terms of output, capable of operating 24/7 and complemented by an onsite concrete plant which supplies ready-mix concrete into the local market. Nearly half of all material made at the facility is transported to customers by rail. During 2013, a new rail loading facility and primary screens were installed to expand this capability.

The sites at Riverside Wharf (Charlton), Mulberry Wharf (Belvedere) and Pioneer Wharf (Erith) complement the Murphy's Wharf operation, providing additional capacity and flexibility to supply the Kent and south/east London markets.

Greenhithe processes sea-dredged sand and gravel for use in building projects across the region.

Lafarge Tarmac's cement and aggregates distribution hub at West Thurrock combines a deepwater wharf with rail-loading facilities and excellent access to the local road network. The wharf allows ships to discharge at all times, regardless of the tide. The material is processed on site ready for onward distribution by road or rail.

Belvedere Wharf is used to bring high-PSV stone (used in road surfacing because of its skid-resistant properties) into the heart of London.

Northfleet is a notable success story. The former cement plant, which covers around 42 hectares, has been demolished and the company is planning for new operations that will enable it to supply essential construction materials to and from the site by river, road and rail. A cement import cement terminal is operational at Northfleet and planning permission has been granted for an aggregates terminal to make use of the site's deepwater wharf (42 Wharf) and its proximity to London.

Lafarge Tarmac is planning a major investment in reconnecting its rail freight facilities to the main north Kent line. The new line is initially being used to transport excavated material from the Crossrail tunnels, reducing HGV movements in central London. At Northfleet, the excavated material is transferred to ship for the final part of its journey along the Thames to enhance the RSPB nature reserve at Wallasea Island in Essex.

Lafarge Tarmac Ltd
Johnson's Wharf
Greenhithe
Crossways Boulevard, Greenhithe,
Kent DA9 9AD
Tel: (01322) 386561
Fax: (01322) 381189
www.lafargetarmac.com
Contact
Nigel Stephenson, Production Manager
E-mail: nigel.stephenson@lafargetarmac.com
Tel: (07702) 635244
Map reference 42

Berths
2 Dolphins
1 dedicated to own dredgers.
Depth of Water
11.16 metres MHWS
(4.6 metres at Chart Datum).
Cargo Accommodation
Marine Aggregates only.
Access
Connection to national road system A2/M2/M25.
HM Revenue & Customs Sufferance
Limited Approval.
Specialisation
Marine Aggregates dredging and processing.
2 Receiving hoppers and 2,000 tph discharge conveyors for self-discharging vessels.

Lafarge Tarmac Ltd
42 Wharf
Northfleet
Northfleet Works, The Shore,
Northfleet, Kent DA11 9AN
Tel: (01474) 531500
Fax: (01474) 531541
www.lafargetarmac.com
Contacts
John Cox, Operations Manager
E-mail: john.cox@lafargetarmac.com
Tel: (01708) 685300
Fax: (01708) 685301
Steven Quinn, Manufacturing Manager
E-mail: steven.quinn@lafargetarmac.com
Tel: (01708) 685300
Fax: (01708) 685301
Map reference 49

Berths
1.
Length
298.7 metres.
Depth of Water
16.06 metres MHWS
(9.7 metres at Chart Datum).
Access
To national road network via A2 and M25.
Equipment
Kovako Ship Unloader
HM Revenue & Customs Sufferance
Limited Approval.
Specialisation
Export Cement.

Lafarge Tarmac Ltd
Lafarge Jetty
West Thurrock
Oliver Close, West Thurrock
Grays, Essex RM20 3EE
Tel: (01708) 864857
Fax: (01708) 864987
www.lafargetarmac.com
Contact
Nigel Stephenson, Production Manager
E-mail: nigel.stephenson@lafargetarmac.com
Tel: (07702) 635244
Map reference 39

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

Lafarge Tarmac Ltd
Murphy's Wharf
Charlton
Lombard Wall, Charlton,
London SE7 7SH
www.lafargetarmac.com
Contacts
Nigel Stephenson, Production Manager
E-mail: nigel.stephenson@lafargetarmac.com
Tel: (07702) 635244
Steven Wallis, Area Manager
E-mail: steven.wallis@lafargetarmac.com
Tel: (020) 8305 0978
Fax: (020) 8305 2183
Map reference 10

Berths
1 - Mainly dedicated to own dredgers.
Length
143 metres (43 metres walkway).
Depth of Water
10.87 metres MHWS
(3.8 metres Chart Datum).
Access
A2/M2/M25.
HM Revenue & Customs Sufferance
Limited Approval.
Specialisation *Aggregates.*
Receiving hopper and discharging conveyors 2,200 t.p.h. to receive self-discharging vessels.
On-site Readymix concrete plant.

Lafarge Tarmac Ltd
Pioneer Wharf
Erith
Church Manorway, Erith,
Kent DA8 1DE
Tel: (01322) 444710
Fax: (01322) 438032
www.lafargetarmac.com
Contacts
Nigel Stephenson, Production Manager
E-mail: nigel.stephenson@lafargetarmac.com
Tel: (07702) 635244
Steven Wallis, Area Manager
E-mail: steven.wallis@lafargetarmac.com
Tel: (020) 8305 0978
Fax: (020) 8305 2183
Map reference 29

Berths
1 - Mainly dedicated to own dredgers.
Length
160 metres (43 metres walkway).
Depth of Water
13.58 metres MHWS
(6.8 metres Chart Datum).
Access
A2/M /M25.
HM Revenue & Customs Sufferance
Limited Approval.
Specialisation
Aggregates.
Two separate receiving hoppers and conveyors 1,800 t.p.h. to receive self-discharging vessels.

Lafarge Tarmac Ltd
Riverside Wharf
Charlton
Charlton Plant, Riverside Wharf,
Herringham Road, Charlton,
London SE7 8SJ
Tel: (020) 8858 3444
Fax: (020) 8858 9261
www.lafargetarmac.com
Contacts
Kevin Riley, Plant Supervisor
E-mail: kevin.riley@lafargetarmac.com
Tel: (020) 8858 3444
Fax: (020) 8858 9261
Steve Wallis, Area Manager
E-mail: Steven.Wallis@lafargetarmac.com
Tel: (07860) 260492
Fax: (020) 8858 9261
Map reference 11

Berths
1.
Length
40 metres - can accommodate ships up to 70 metres, normally handles cargoes up to 1,400 tonnes.
Depth of Water
5.77 metres MHWS.
Cranes
1 x 200 tph - minimal tracking.
Equipment
Loading shovels.
Cargo Accommodation
Minimal open storage only.
Access
Close to A2, A102(M) and A13 (via Blackwall Tunnel).
HM Revenue & Customs Sufferance
Limited Approval.
Specialisation
Site storage for aggregates only for the manufacture of road coating materials. This facility is able to off-load aggregates to a riverside receiving hopper only, which is then transferred via conveyors to stockpile bays.
Vessels above 1,000 tonnes need to be moved along the berth as discharge takes place.

Lafarge Tarmac Ltd
Thurrock Marine Terminal
West Thurrock
West Thurrock, Grays, Essex RM20 3EE
Tel: (01708) 685300
www.lafargetarmac.co.uk
Contacts
John Cox, Operations Manager
E-mail: john.cox@lafargetarmac.com
Tel: (01708) 685300
Fax: (01708) 685301
Steven Quinn, Manufacturing Manager
E-mail: steven.quinn@lafargetarmac.com
Tel: (01708) 685300
Fax: (01708) 685301
Map reference 39

Berths
1.
Length
190 metres.
Depth of Water
14.78 metres MHWS
(9.2 metres at Chart Datum).
Cargo Accommodation
4 x 10,000-tonne storage silos.
Access
To national road network via A13 and M25.
Equipment
Kovako Pneumatic Ship Unloader
HM Revenue & Customs Sufferance
Limited Approval.
Other Facilities
Bagging plant; blending plant; private weighbridges; despatch department; general offices.
Specialisation
Bulk powder discharge.
Import, sale and distribution by road of bulk cement throughout UK.
Blending of specialised cement based products.
Use as lay-by berth permitted.

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Thames Moorings London Ltd offers a safe, secure and complete alongside service for all vessels mooring along the tidal River Thames.

We will provide you with everything you need for your time spent on the river, whatever the size of your vessel, including line handling, quayside and buoys, rubbish, sewage, fresh water, waste oil (bilge slops), tendering and gangway, pontoon and fendering hire.

To discuss your requirements call Paul Wilson on **07539 368 202** or email **paulwilsontm@btinternet.com**

Thames Moorings London Ltd is a member of British Marine Federation, The Yacht Harbour Association and BMF Thames Valley Association.
Waterman to HM The Queen.

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Email: **davidhoward@hchmarine.co.uk**

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

Berths
1 Open Berth.
Length of Berth
250 metres.
Depth of Water
5.0 metres MHWS.
Cranes
2 Sumitomo Cranes.
Liebherr Hydraulic Dock Cranes with grabs.
Cargo Accommodation
Total Site 10 Acres.
2.5 Acres under cover.
Access
Close to A13, A406, M11 and M25.
HM Revenue & Customs Sufferance
Approved Customs.
Specialisation
Aggregates, Timber Products and General Cargoes.

Pinns Wharf Ltd
Barking Creek
18 River Road, Barking, Essex IG11 0DH
Tel: (020) 8594 4200
Fax: (020) 8594 4550
Email: pinnswharf@dial.pipex.com
Contact
David Slattery
E-mail: pinnswharf@dial.pipex.com
Tel: (020) 8594 4200
Fax: (020) 8594 4550
Map reference 17

Berths
2.
Length
140 metres overall.
Depth of Water
5.41 metres MHWS.
Cranes
3 x mobile cranes.
Equipment
360 degree Fuchs machines for grab use.
Cargo Accommodation
4 acre site.
Open storage.
Access
1 mile from A406, connecting to national road system (M11).
12 miles from M25.
HM Revenue & Customs Sufferance
Ferrous scrap handling.
Specialisation
Privately owned scrap export facility.
Own weighbridge - 50-tonne capacity.

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

Berths
2 Dolphins each berth
2 dedicated to own dredgers.
Depth of Water
11.98 metres MHWS
(5.4 metres at Chart Datum).
Cargo Accommodation
Marine Aggregates.
Access
A13, A127 and M25.
HM Revenue & Customs Sufferance
Limited Approval.
Specialisation
Marine Aggregates dredging and processing.
2 Receiving Hoppers, 1,800 tph.
Civil & Marine Slag Cement Ltd and Hanson Aggregates Marine joint-venture discharge conveyors for self-discharging vessels.

Stema Shipping (UK) Ltd

Stema has two operations on the Thames handling sand, gravel and aggregates on the Thames – at Red Lion Wharf in Northfleet and at the Port of Tilbury. The company had a very busy 2014, with volumes significantly up as it supplied aggregates to several major construction projects.

Red Lion Wharf, which is owned by Stema, has a 220-metre jetty with depth alongside of seven metres and six acres of open storage for imported aggregates. About 750,000 tonnes of sand, gravel and aggregates from Stema's own quarries in Norway, and sand from Denmark, are imported through this facility. Of this, about 150,000 tonnes goes back out by barge, and the company is looking at ways of increasing this.

At Tilbury, Stema operates at 1 Berth, where it has 10.5 metres water depth and a 2.75 acre site. At present it handles about 300,000 tonnes per annum at Tilbury.

Stema invested about £95 million upgrading Jelsa Quarry to an output of 11 million tonnes a year. Work was completed in August 2010, and this is now the largest coastal aggregates quarry in the world. The company took delivery of three new self-discharging 32,000 dwt vessels in 2010. A key strength for Stema is its fully independent supply of aggregates with an integrated supply chain from quarry through to delivery to the end user.

Stema Shipping (UK) Ltd
Red Lion Wharf
Northfleet
Red Lion Wharf, Crete Hall Road,
Northfleet, Kent DA11 9AA
Tel: (01375) 857890
Fax: (01375) 857456
www.mibau-stema.de/en/
Contact
Martin Johansen
E-mail: enquiries@stemauk.co.uk
Tel: (01375) 857890
Fax: (01375) 857456
Sales
E-mail: enquiries@stemauk.co.uk
Tel: (01375) 857890
Fax: (01375) 857456
Map reference 51

Berths
1.
Length
240 metres.
Depth of Water
14.06 metres MHWS
(7.7 metres at Chart Datum).
Cargo Accommodation
6 acres of open storage (in use).
Access
Easy access to A2 and M25.
Specialisation
Accommodation for self-discharging vessels - minimum 45 metres outreach of self-discharging equipment required. Aggregates & Sub-Base-Type 1 Material.

T & L Sugars

The T & L Sugars Thames Refinery at Silvertown is one of the largest cane sugar refineries in the world. The 13.6 hectare site can process 160 tonnes of raw sugar an hour, with an annual capacity of up to 1.1 million tonnes per annum. There is bulk storage for 65,000 tonnes, together with 2,000 tonnes of storage capacity for palletised refined sugar for export.

The 161-metre raw sugar jetty has a guaranteed minimum depth of 10 metres at low water and receives up to 50 vessels each year in a range of sizes from 4,000 to 58,000 dwt.

Raw sugar is imported by Tate & Lyle from a variety of suppliers who 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.

Tate & Lyle is committed to supporting Fairtrade, and sugar cane growers in Belize, Guyana, Jamaica and Fiji are already enjoying the benefits of the premiums paid to them over and above the normal prices for raw sugar they deliver to the refinery.

T & L Sugars
Thames Refinery
Silvertown
Thames Refinery, Silvertown,
London E16 2EW
Tel: (020) 7476 4455 or (020) 7540 1271
Fax: (020) 7511 0805
www.tateandlyle.com
Contact
Bob Woods, Port Operations Manager
Tel: (020) 7540 1271
Map reference 15

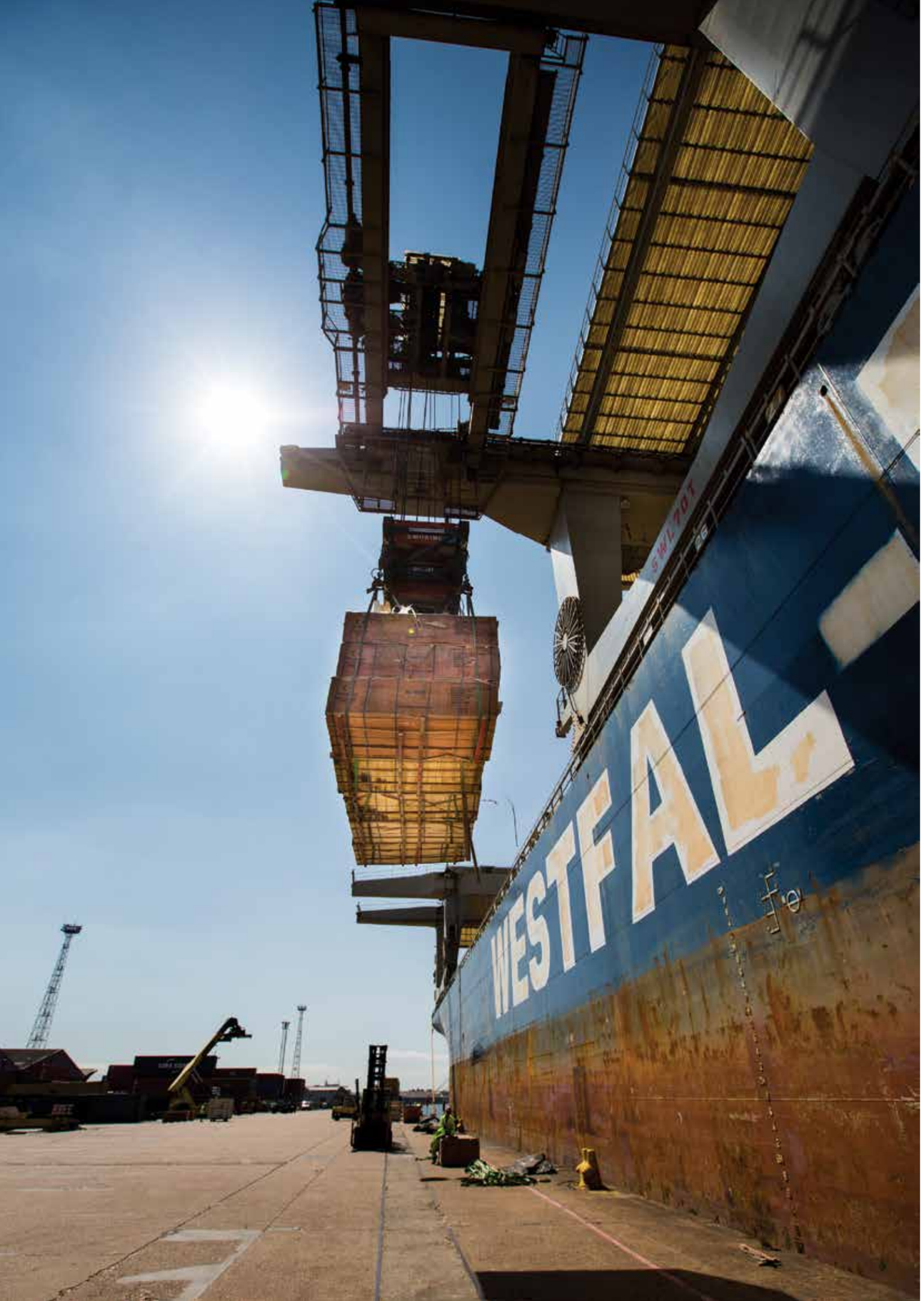
Berths
Raw Sugar Jetty (Imports).
Refined Jetty (Exports).
Shore Berth (Imports).
Raw Sugar Jetty
Length
161 metres.
Depth of Water
17.03 metres MHWS
(10.0 metres at Chart Datum).
Refined Jetty
Length
48 metres.
Depth of Water
8.73 metres MHWS
(1.7 metres at Chart Datum).
Shore Berth
Length
180 metres.
Depth of Water
3.03 metres MHWS.
Cargo Accommodation
Raw Sugar in Bulk: 72,000 tonnes.
Export Refined Sugar
Palletised:
2,000 tonnes.
Edible Oils (Storage & Distribution):
12,000 tonnes.
Access
A406, A13, M11, M25.
HM Revenue & Customs Sufferance
Sugar. Edible Oils.
Specialisation
Sugar Refiner.
Equipment
2 x 25 tonnes NDC grabbing cranes
16 tonnes grab capacity each.
Agents
Kentships, Thames Refinery,
Silvertown, London E16 2EW
Tel: (020) 7626 6525
Fax: (020) 7540 1330
Telex: 884061
E-mail: kentships@tateandlyle.com
Imports from
Mauritius, Fiji, Caribbean, Africa, Central and South America.
Exports to
World-wide.

Thames Recycling
Barking
78 River Road, Barking
London IG11 0DS
Tel: (020) 8594 1002
Mobile: (07860) 396808
Fax: (020) 8594 7035
www.gregorydemolition.co.uk
Contact
Dean Gregory, Managing Director
Tel: (020) 8594 1002
Mobile: (07860) 396808
Map reference 21

Berths
1.
Length
200 metres plus 3 dolphins
for 3 x 7,000 ton vessels.
Depth of Water
4 metres minimum.
Terminal Equipment
New conveyors for aggregates
and cements installed.
Access
15 minutes into central London by main A406 and 10 minutes to M25 and Dartford Bridge.
Cargo Accommodation
5 acres to accommodate 100,000 tonnes of aggregates.
Specialisation
The company recycles C&D aggregate and materials and will import aggregates for the London market via the new on-site concrete production plant.

Van Dalen Dagenham Ltd
Dagenham
Email: dgreen@vandalenrecycling.com
www.vandalenrecycling.com
Map reference 25

For other Terminals handling dry bulks see...
Stema Shipping (UK)
page 115, map reference 60.



Port of Tilbury

The Port of Tilbury is the largest deep water port on the River Thames.

It is the UK's No 1 port for importation of Forest Products, the third largest UK Container Port and is also the UK's largest Grain Terminal.

The port handles 16 million tonnes of cargo per year.

The port handles over 3,000 ships per year and over 10,000 road vehicles are handled per day.

With it's own dedicated Crown Police Force, the port has full International Security (ISPS) compliance. Following a change to EU legislation in 2012, Freeport status has been withdrawn across the UK. The Port of Tilbury now operates a Type A Customs Warehouse facility across a number of warehouses within the Conventional Department. This allows approved owners of forest products to defer payment of import duties, VAT and EU levies.

Port of Tilbury London Ltd
Tilbury
Leslie Ford House, Tilbury,
Essex RM18 7EH
Tel: (01375) 852200
Fax: (01375) 855106
www.forthports.co.uk/ports/tilbury
www.londondistributionpark.com
Contacts
Mr Jamie Frater, Senior Asset Manager (London Container Terminal)
E-mail: jamie.frater@londoncontainerterminal.com
Tel: (01375) 363708
Miss Angela Black, Head Of Commercial (London Container Terminal)
Email: angela.black@londoncontainerterminal.com
Tel: (01375) 363755
Mr John Speakman,
Senior Asset Manager (Property)
E-mail: john.speakman@potll.com
Tel: (01375) 852379
Mr Paul Dale, Senior Asset Manager Conventional/EDC
E-mail: paul.dale@potll.com
Tel: (01375) 852218
Mr Peter Ward, Senior Asset Manager Grain/Bulks & Utilities
E-mail: peter.ward@potll.com
Tel: (01375) 852485
Map reference 60

Asset Areas
The Port of Tilbury's cargo handling activities are divided into five 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.

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.

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 sq ft of warehousing within the port.

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www.qps.nl or www.qps-us.com

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- Trans Shipments
- Freight Forwarding
- Barging
- Charter Broking
- Oversize Cargoes
- Special Cargoes
- Consultancy
- Waste Transfer
- Bio Fuels
- Recycling

Armac Shipping Services Ltd
Crown Wharf, Whitewall Way
Medway City Estate, Rochester
Kent ME2 4EN, United Kingdom
Tel : +44 (0)1634 712699

Agency and Chartering Enquiries:
agency@armacshipping.com

Import and Export Enquiries:
forwarding@armacshipping.com

www.armacshipping.co.uk

CEMEX UK
CEMEX UK Cement Grinding Facility
Tilbury
Tilbury, Essex RM18 7LA
Tel: (01375) 856221
Fax: (01375) 856618
Contacts
Gavin Cowen, Plant Director
Tel: (01375) 856617
Fax: (01375) 856618
Kevin Hockley, Maintenance Manager
Tel: (01375) 843502
Fax: (01375) 856618
Tony Drake, Operations Manager
Tel: (01375) 856268
Fax: (01375) 856618
Map reference 60

Berths
4: Berths 7-10.
Length
285 metres.
Authorised Depth of Water
10.5 metres.
Cargo Accommodation
Terminal: 8.5 acres.
Equipment
Loesche Vertical Grinding Mill for cement grinding.
Controlled overhead loading of road powder tankers from the terminal.
White Cement Bagging Plant.
4,500-tonne White Cement Silo.
Specialisation
Import, sale and distribution by road of bulk cement and cementitious products throughout South-East England.
Other Facilities
Private weighbridge; despatch department; general offices.

Cory Brothers Shipping Agency Ltd.
Tilbury
Cory House, 21 Berth, Tilbury Docks,
Tilbury, Essex RM18 7JT
Tel: (01375) 843461
Fax: (01375) 842854 or (01375) 840743
Email: enquiries@cory.co.uk
www.cory.co.uk
Contact
Stuart Dymond
Tel: (01375) 843461
Fax: (01375) 842854
Map reference 60

Berths
1 In-dock barge berth (21 Berth).
Length
55 metres.
Depth of Water
6 metres.
Equipment
1 x 2-tonne Forklift.
Mobile crane availabilty.
Cargo Accommodation
Floodlit - secure area 1 Acre for Container storage.
Container stuffing/ unstuffing facilities.

Denholm Handling Ltd
Tilbury
46B Berth, Port of Tilbury
Tilbury, Essex RM18 7HS
Tel: (01375) 857741
Fax: (01375) 857743
www.denholm-handling.co.uk
Contacts
Terry Quilter,
Site and Operations Manager
E-mail: terry.quilter@denholm-handling.co.uk
Tel: (01375) 852033
Fax: (01375) 857743
Map reference 60

Equipment
3 x 5.5 tonne capacity Forklift trucks for container working including clamps.
Internal Dock Shunters/trailers for container transfers and cargo transfers within the port. Mobile container unloading ramps.
Undercover Cargo Accommodation
66,000 sq ft.
Specialisation
Multi-user dedicated terminal for containerised Plywood and other Forest products.

European Metal Recycling Ltd
Tilbury
13-18 Berth, Port of Tilbury,
Tilbury, Essex RM18 7EH
Tel: (01375) 844525
Fax: (01375) 846180
www.emrgroup.com
Contacts
Bob Garwood,
Director - Southern Region
E-mail: bob.garwood@emrgroup.com
Tel: (01322) 344300
Fax: (01322) 331581
Map reference 60

Berths
Suitable for 4 vessels - Panamax size
Length
960 metres.
Authorised Depth of Water
10.5 metres.
Cargo Accommodation
Open storage for handling varying kinds of scrap metal and other bulk cargoes.
Equipment
Range of equipment for handling scrap and other bulk cargoes, including 2 Liebherr gantry cranes.
Specialisation
Largest scrap metal terminal in southern England.

Over 35 years experience in Marine Construction

Crane Barges
Pontoons Work Boats
Construction Design & Build
Demolition Timberwork
Dredging Pile Driving

Maintenance
Steel Fabrication
Surveying and Inspections
Riverwall Refurbishments
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info@wphmarine.com
www.wphmarine.com

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Email: enquiries@land-water.co.uk
www.land-water.co.uk

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The project is an ambitious one with a view to the future and already has significant environmental, energy and time-saving innovations. It is ahead of its time and ready for the future.

This unique terminal is used as midpoint in the network between Tilbury and the continent.

With a quay length of 236 meters and a depth of five meters, ships of all types can load or unload quickly and professionally with the use of the container gantry crane. Loads are processed quickly through collaboration with various terminals in the immediate area, reducing travel times to a minimum.

Terminal address Accraweg 1A, 1047 HJ, Amsterdam
Mailing address PO Box 50, 2370 AB, Roelofarendsveen
Phone +31 (0) 20 262 0850
Fax +31 (0) 20 334 7163
E-mail info@scsmultiport.nl
Website www.scsmultiport.nl

Glencore Grain UK Ltd
Tilbury
Warren House, Bell Lane,
Thame OX9 3AL
Tel: (01844) 261261
Fax: (01844) 216301
Email: nick.oakhill@glencore.co.uk
www.grainman.co.uk
Contacts
Angela Gibson
Tel: (01844) 261261
Mob: (07831) 843663
Mark Hanger, Forwarding
Tel: (01844) 264128
Mob: (07768) 880749
Map reference 60

Berths
5/6 Berths.
Quay Length
180 metres.
Depth of Water
10.5 metres.
Cargo Accommodation
60,000 tonnes covered storage.
Specialisation
Import of animal feedstuffs.

London City Bond Ltd
Tilbury
29-30 Berth, Port of Tilbury,
Tilbury, Essex RM18 7EH
Tel: (0845) 4989918
Fax: (0843) 6593625
Email: sales@lcb.co.uk
www.lcb.co.uk
Contacts
Brian Davis, Director
E-mail: sales@lcb.co.uk
Tel: (01375) 853700
Fax: (01375) 487110
Neil Cowey
E-mail: sales@lcb.co.uk
Tel: (01375) 853700
Fax: (01375) 487110
Map reference 60

Berths
Berths 29 and 30.
Length
350 metres.
Depth of Water
11.2 metres (non-tidal).

Cranes
10-tonne and 15-tonne SWL shore cranes.
Equipment
Full range of mechanical handling equipment.
Cargo Accommodation
32,500 square metres quayside temperature controlled storage facility plus 7,875 square metres insulated ambient shed.
5 Acre Site.
Specialisation
High Security Tax Warehousing and Distribution.
Full Import/Export HMRC Approved.
Advanced IT and Supply Chain Management.
National Distribution for Picked Orders.
No Trading Interest.
Normal Hours of Working
06.00-17.00 Monday to Friday.
Extended evening and weekend opening subject to demand.

Van Oord
Marine ingenuity

Marine ingenuity

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

www.vanoord.com

Van Oord I Bankside House, Henfield Road I Small Dole I West Sussex BN5 9XQ
T +44 1273 494843 I E infogb@vanoord.com

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Fax: 01375 385804
E-mail: works@etmarine.com
www.etmarine.com

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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

PORT AGENCY • CHARTERING • SHIP SUPPLY

EFFICIENT REPORTING • BUNKERING • CREW CHANGES

SCA Logistics Ltd (London Terminal)
Tilbury
44 Berth, Port of Tilbury
Tilbury, Essex RM18 7HR
Tel: (01375) 488501
Fax: (01375) 488503
Email: steve.harley@sca.com
www.scalogistics.se
Contacts
Steve Harley, Managing Director
Tel: (01375) 488501
Fax: (01375) 488503
Map reference 60

Berths
One deep-sea ship.
Pontoon for stern Ro-Ro and Sto-Ro vessels.
Length
230 metres.
Authorised Depth of Water
11.6 metres (non-tidal).
Cranes
Ships' cranes.
Equipment
27 Forklift trucks (2.5 - 8 tonnes) with full range of clamps
3 Forklift trucks (12 - 22 tonnes)
5 Tugmaster tractors
4 Liftec Translifters
1 Reachstacker
Cargo Accommodation
Terminal area 8.8 Hectares, including 50,000 square metres of covered storage.
Specialisation
Forest products and unit loads on/off, Lo-Lo, Side-Port, Ro-Ro and Sto-Ro vessels.
All through transport service by road.
Container stuffing/unstuffing
Further Information
Brochure and DVD available from company address.

Stanton Grove Ltd
Tilbury
Tela House, 47C Berth,
Port of Tilbury, Essex RM18 7EH
Tel: (01375) 488602
www.stantongrove.com
Contacts
Tony Corbett, Director
E-mail: tcorbett@stantongrove.com
Tel: (0151) 944 4624
Mob: (07748) 621787

Specialisation
Container Handling.
Groupage and consolidation.
Heavy lift. Forest products.
15,000 sq metres warehouse.
Order picking and fulfillment.
Third party warehousing.
National distribution.
Fully integrated WMS.
Normal Hours of Working
07.00-17.00 Monday to Friday

Stema Shipping (UK) Ltd
Tilbury
1 Berth, Tilbury, Essex RM18 7JT
Tel: (01375) 857890
Fax: (01375) 857456
www.mibau-stema.de/en/
Contact
Martin Johansen
E-mail: enquiries@stemauk.co.uk
Tel: (01375) 857890
Fax: (01375) 857456
Sales
E-mail: enquiries@stemauk.co.uk
Tel: (01375) 857890
Fax: (01375) 857456
Map reference 60

Berths
1 In-Dock Berth.
Depth Alongside: 10.9 metres (non-tidal).
Length
202 metres.
Equipment
Loading Shovel, Grab Crane - available on demand
Cargo Accommodation
2.03 acres of open storage area.
Weighbridge facility.
Specialisation
Accommodation for self discharging vessels. Aggregates, Sub-Base-Type 1 Material.

The Logistics Terminal
Tilbury
46A Berth, Shed 46D & E, Tilbury Docks
Tilbury, Essex RM18 7HS
Tel: (01375) 843269
Fax: (01375) 856911
Mobile: (07710) 998697
Email: info@tlterminal.co.uk
www.tlterminal.co.uk
Contact
Mike Brown, Managing Partner
E-mail: mike.brown@tlterminal.co.uk
Tel: (020) 8123 8366
Fax: (01375) 856911
Map reference 60

Cargo Accommodation
General import/export ERTS 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, Dock levellers

Tilbury Cold Store Ltd
Tilbury
Berth 29, Tilbury, Essex RM18 7SX
Tel: (01375) 844266
Fax: (01375) 844335
Mobile: (07970) 052962
www.tilburycoldstore.com
Contacts
Kelly Dennis, Office Manager
E-mail: kelly.dennis@tilburycoldstore.com
Tel: (01375) 844266
Fax: (01375) 844335
Simon Dunne, Operations/Site Manager
E-mail: simon.dunne@tilbury coldstore.com
Tel: (01375) 844266
Fax: (01375) 844335
Map reference 60

Berths
Berth 29.
Storage Facilities
45,951 cubic metres (1,624,000 cubic feet) quayside temperature controlled storage facilities comprising five chambers and a temperature controlled marshalling area. Storage capacity of 8,000 pallets.
Services
include post-stevedore handling, container stuffing/unstuffing, storage, order picking, freezing, tempering, packing, labelling and stock control.
The facilities are EC and Customs approved.
Inspection and distribution facilities are also available.

Shipping Services

Direct ports of call and service details **119**

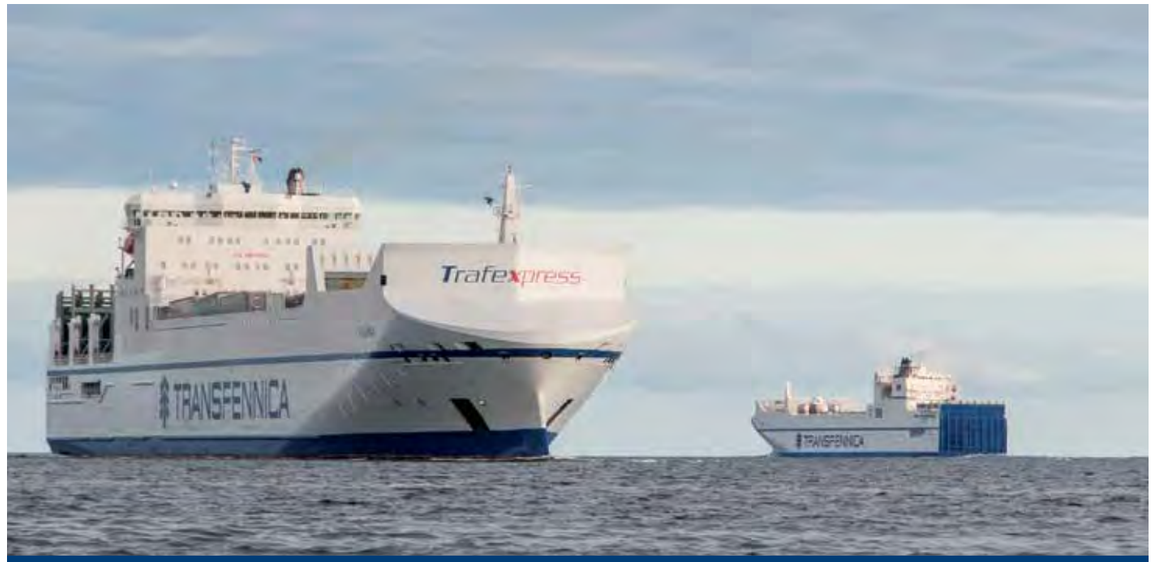
Sailings to/from Europe

	Destination / Line	Agent	Terminal	Service / Cargo
Belgium	CMA CGM	CMA CGM (UK) Shipping Ltd	LG	LO, C
	Cobelfret Ferries N.V.	CldN RoRo Agencies Ltd	CROL	RO
	CSAV GmbH	MK Shipping Ltd/CSAV UK & Ireland Ltd	LCT	LO, C
	CSAV GmbH	MK Shipping Ltd/CSAV UK & Ireland Ltd	LG	LO, C
	Delmas (UK) Ltd	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	EUKOR Car Carriers Inc	MK Shipping Ltd	POTL	RO, E, I
	Grimaldi Lines	Grimaldi Agencies UK Ltd	POTL	LO, RO, E, I
	Grimaldi Lines	Grimaldi Agencies UK Ltd	LCT	LO, RO, E, I
	Hamburg Sud	John Good Shipping	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LG	LO, C
	Hugo Stinnes Schiffahrt GmbH	VM Liner Ltd	LG	LO, C
	Maersk Line	MK Shipping Ltd	LCT	LO, C
	Maersk Line	MK Shipping Ltd	LG	LO, C
	Marfret	Independent Maritime Agencies Ltd	LCT	LO, C
	Mediterranean Shipping Company (UK) Ltd	Mediterranean Shipping Company (UK) Ltd	LCT	LO, C
	Mediterranean Shipping Company (UK) Ltd	Mediterranean Shipping Company (UK) Ltd	LG	LO, C
	MOL Europe	Denholm Wilhemsen Ltd	LG	LO, C
	NYK	NYK	LG	LO, C
	OPDR	John Good Shipping	LCT	LO, C
	P&O Ferries Holdings Ltd	P&O Ferries Holdings Ltd	POTL	RO, C
	SCS	CWT Commodities	LCT	LO, C
	Seacon	Seacon Terminals Ltd	ST	LO, I
	Transfennica Ltd	Transfennica (UK) Ltd	POTL	LO, RO, FP, C, E
	WEC Lines	JSA Global	LCT	LO, C
Canary Islands	Mediterranean Shipping Company (UK) Ltd	Mediterranean Shipping Company (UK) Ltd	LCT	LO, C
	OPDR	John Good Shipping	LCT	LO, C
Cyprus	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C
France	APL	Inchcape Shipping Services	LG	LO, C
	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	CSAV GmbH	MK Shipping Ltd/CSAV UK & Ireland Ltd	LCT	LO, C
	Delmas (UK) Ltd	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	Grimaldi Lines	Grimaldi Agencies UK Ltd	POTL	LO, RO, E, I
	Grimaldi Lines	Grimaldi Agencies UK Ltd	LCT	LO, RO, E, I
	Hamburg Sud	John Good Shipping	LCT	LO, C
	Hamburg Sud	John Good Shipping	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LCT	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LG	LO, C
	Hugo Stinnes Schiffahrt GmbH	VM Liner Ltd	LG	LO, C
	Hyundai Merchant Marine	Hyundai Merchant Marine	LG	LO, C
	Maersk Line	MK Shipping Ltd	LG	LO, C
	Marfret	Independent Maritime Agencies Ltd	LCT	LO, C
	Mediterranean Shipping Company (UK) Ltd	Mediterranean Shipping Company (UK) Ltd	LCT	LO, C
	Mediterranean Shipping Company (UK) Ltd	Mediterranean Shipping Company (UK) Ltd	LG	LO, C
	MOL Europe	Denholm Wilhemsen Ltd	LG	LO, C
	NYK	NYK	LG	LO, C
	OOCL	OOCL	LG	LO, C
	Seacon	Seacon Terminals Ltd	ST	LO, I
Germany	Andrew Weir Shipping Ltd	Andrew Weir Shipping Ltd	LG	LO, C
	APL	Inchcape Shipping Services	LG	LO, C
	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	CMA CGM	CMA CGM (UK) Shipping Ltd	LG	LO, C
	CSAV GmbH	MK Shipping Ltd/CSAV UK & Ireland Ltd	LCT	LO, C
	CSAV GmbH	MK Shipping Ltd/CSAV UK & Ireland Ltd	LG	LO, C
	Delmas (UK) Ltd	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	Deutsche Afrika-Linien	MK Shipping	LG	LO, C
	EUKOR Car Carriers Inc	MK Shipping Ltd	POTL	RO, E, I
	Grimaldi Lines	Grimaldi Agencies UK Ltd	POTL	LO, RO, E, I
	Grimaldi Lines	Grimaldi Agencies UK Ltd	LCT	LO, RO, E,I
	Hamburg Sud	John Good Shipping	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LCT	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LG	LO, C
	Hugo Stinnes Schiffahrt GmbH	VM Liner Ltd	LG	LO, C
	Hyundai Merchant Marine	Hyundai Merchant Marine	LG	LO, C
	Maersk Line	MK Shipping Ltd	LCT	LO, C
	Maersk Line	MK Shipping Ltd	LG	LO, C
	Marfret	Independent Maritime Agencies Ltd	LCT	LO, C
	Mediterranean Shipping Company (UK) Ltd	Mediterranean Shipping Company (UK) Ltd	LCT	LO, C
	Mediterranean Shipping Company (UK) Ltd	Mediterranean Shipping Company (UK) Ltd	LG	LO, C
	MOL Europe	Denholm Wilhemsen Ltd	LG	LO, C
	NYK	NYK	LG	LO, C
	OOCL	OOCL	LG	LO, C
	OPDR	John Good Shipping	LCT	LO, C
	Safmarine	MK Shipping	LG	LO, C
	Seacon	Seacon Terminals Ltd	ST	LO,I
	Transfennica Ltd	Transfennica (UK) Ltd	POTL	LO, RO, FP, C, E
Greece	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C
Ireland	EUKOR Car Carriers Inc	MK Shipping Ltd	POTL	RO, E, I
	Grimaldi Lines	Grimaldi Agencies UK Ltd	POTL	LO, RO, E,I
	Grimaldi Lines	Grimaldi Agencies UK Ltd	LCT	LO, RO, E, I
	Maersk Line	MK Shipping Ltd	LCT	LO, C
	X-Press Feeders	Cory Brothers Shipping Agency	LG	LO, C
Italy	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	CSAV GmbH	MK Shipping Ltd/CSAV UK & Ireland Ltd	LG	LO, C
	Hamburg Sud	John Good Shipping	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LCT	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LG	LO, C
	Marfret	Independent Maritime Agencies Ltd	LCT	LO, C
	NYK	NYK	LG	LO, C

Key to abbreviations

Terminal
CROL *C Ro London*
FORD *Ford, Dagenham*
IT *SCA Logistics Ltd*
LCT *London Container Terminal*
LG *London Gateway*
NT *Northfleet Terminal*
POTL *Port of Tilbury London*
ST *Seacon Terminals*

Service/Cargo
C *Import and export containers*
E *Export general cargoes (unless qualified)*
FP *Forest products (imports only)*
I *Import general cargoes (unless qualified)*
LO *Import and export of lift-on and lift-off cargoes*
RO *Import and export of ro-ro and sto-ro cargoes*
SP *Side port*



Highway of the sea

TRANSFENNICA

www.transfennica.com

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+32 3 570 9292
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+372 6 318 870
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U.K.
Transfennica (UK) Ltd
+44 1375 363 900
info.uk@transfennica.com

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.

MEMBER OF **SPLIETHOFF GROUP**

Sailings to/from Europe	Destination / Line	Agent	Terminal	Service / Cargo
Malta	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LCT	LO, C
Portugal	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LG	LO, C
	Hugo Stinnes	VM Liner Ltd		
	Mediterranean Shipping Company (UK) Ltd	Mediterranean Shipping Company (UK) Ltd	LG	LO, C
	OPDR	John Good Shipping	LCT	LO, C
	WEC Lines	JSA Global	LCT	LO, C
Spain	Andrew Weir Shipping Ltd	Andrew Weir Shipping Ltd	LG	LO, C
	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	CSAV GmbH	MK Shipping Ltd/CSAV UK & Ireland Ltd	LCT	LO, C
	Deutsche Afrika-Linien	MK Shipping	LG	LO, C
	EUKOR Car Carriers Inc	MK Shipping Ltd	POTL	RO, E, I
	Grimaldi Lines	Grimaldi Agencies UK Ltd	POTL	LO, RO, E, I
	Grimaldi Lines	Grimaldi Agencies UK Ltd	LCT	LO, RO, E, I
	Hamburg Sud	John Good Shipping	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LG	LO, C
	Hugo Stinnes Schiffahrt GmbH	VM Liner Ltd	LG	LO, C
	Maersk Line	MK Shipping Ltd	LCT	LO, C
	Maersk Line	MK Shipping Ltd	LG	LO, C
	MOL Europe	Denholm Wilhelmsen Ltd	LG	LO, C
	Mediterranean Shipping Company (UK) Ltd	Mediterranean Shipping Company (UK) Ltd	LG	LO, C
	OPDR	John Good Shipping	LCT	LO, C
	Safmarine	MK Shipping	LG	LO, C
	Samskip Multimodal BV	Samskip Multimodal BV	LCT	LO, C
The Netherlands	Andrew Weir Shipping Ltd	Andrew Weir Shipping Ltd	LG	LO, C
	APL	Inchcape Shipping Services	LG	LO, C
	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	CMA CGM	CMA CGM (UK) Shipping Ltd	LG	LO, C
	Cobelfret Ferries N.V.	CldN RoRo Agencies Ltd	CROL	RO
	CSAV GmbH	MK Shipping Ltd/CSAV UK & Ireland Ltd	LCT	LO, C
	CWT	CWT Commodities	LCT	LO, C
	Deutsche Afrika-Linien	MK Shipping	LG	LO, C
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	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LG	LO, C
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	Maersk Line	MK Shipping Ltd	LG	LO, C
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	Mediterranean Shipping Company (UK) Ltd	Mediterranean Shipping Company (UK) Ltd	LG	LO, C
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	NYK	NYK	LG	LO, C
	OOCL	OOCL	LG	LO, C
	OPDR	John Good Shipping	LCT	LO, C
	Safmarine	MK Shipping	LG	LO, C
	Samskip Multimodal BV	Samskip Multimodal BV	LCT	LO, C
	SCA Transforest	SCA Logistics Ltd	IT	LO, RO, SP, FP, C, E
	Seacon	Seacon Terminals Ltd	ST	LO, I
	WEC Lines	JSA Global	LCT	LO, C
	X-Press Feeders	Cory Brothers Shipping Agency	LG	LO, C
Turkey	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C
Sailings to/from Scandinavia, The Baltic and Russia				
Denmark	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	EUKOR Car Carriers Inc	MK Shipping Ltd	POTL	RO, E, I
	Mediterranean Shipping Company (UK) Ltd	Mediterranean Shipping Company (UK) Ltd	LCT	LO, C
Estonia	Mediterranean Shipping Company (UK) Ltd	Mediterranean Shipping Company (UK) Ltd	LCT	LO, C
	Timbership Line	Lacy & Middlemiss Shipbrokers Ltd	POTL	LO, FP
	Transfennica Ltd	Transfennica (UK) Ltd	POTL	LO, RO, FP, C, E
Finland	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	KL Shipping SIA Ltd	Port of Tilbury London Ltd	LCT	LO, C
	Mediterranean Shipping Company (UK) Ltd	Mediterranean Shipping Company (UK) Ltd	LCT	LO, C
	Transfennica Ltd	Transfennica (UK) Ltd	POTL	LO, RO, FP, C, E
Latvia	Mediterranean Shipping Company (UK) Ltd	Mediterranean Shipping Company (UK) Ltd	LCT	LO, C
	Scotline	Scotline	POTL	LO, C
	Timbership Line	Lacy & Middlemiss Shipbrokers Ltd	POTL	LO, FP
Lithuania	Mediterranean Shipping Company (UK) Ltd	Mediterranean Shipping Company (UK) Ltd	LCT	LO, C
Norway	Mediterranean Shipping Company (UK) Ltd	Mediterranean Shipping Company (UK) Ltd	LCT	LO, C
Poland	Mediterranean Shipping Company (UK) Ltd	Mediterranean Shipping Company (UK) Ltd	LCT	LO, C
	Transfennica Ltd	Transfennica (UK) Ltd	POTL	LO, RO, FP, C, E
Russia	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	KL Shipping SIA Ltd	Port of Tilbury London Ltd	LCT	LO, C
	Mediterranean Shipping Company (UK) Ltd	Mediterranean Shipping Company (UK) Ltd	LCT	LO, C
	Seacon	Seacon Terminals Ltd	ST	LO,
	Timbership Line	Lacy & Middlemiss Shipbrokers Ltd	POTL	LO, FP
	Transfennica Ltd	Transfennica (UK) Ltd	POTL	LO, RO, FP, C, E

Key to abbreviations

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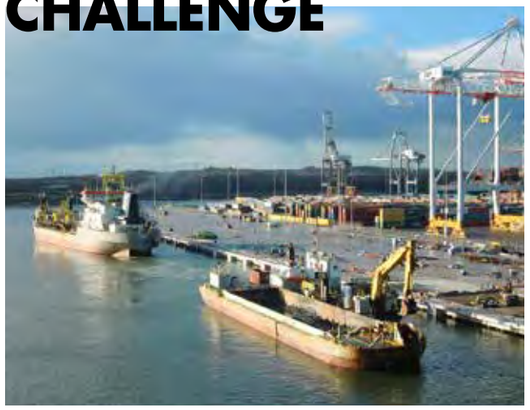
FP *Forest products (imports only)*
I *Import general cargoes (unless qualified)*
LO *Import and export of lift-on and lift-off cargoes*
RO *Import and export of ro-ro and sto-ro cargoes*
SP *Side port*

Boskalis
Westminster

MEETING YOUR EVERY CHALLENGE



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- Coastal defence and river protection
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- Heavy lifting, subsea services and marine towage
- Salvage

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TGM

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- ☐ Underwater structural surveys
- ☐ Underwater mud clearance systems
- ☐ Propeller clearance and inspection

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Fax: +44 (0) 1634 408195
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www.medwaydiving.co.uk

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MANOR MARINE

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London Titan - 36.5m Multi Purpose Mooring Maintenance Vessel constructed for the Port of London Authority

	Destination / Line	Agent	Terminal	Service / Cargo
Sailings to/from Scandinavia, The Baltic and Russia				
Sweden	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	DFDS Tor Line	DFDS Seaways PLC	POTL	RO, FP, C, E,
	EUKOR Car Carriers Inc	MK Shipping Ltd	POTL	RO, E, I
	Mediterranean Shipping Company (UK) Ltd	Mediterranean Shipping Company (UK) Ltd	LCT	LO, C
	SCA Transforest	SCA Logistics Ltd	IT	LO, RO, FP, C, E
Sailings to/from north Africa				
Morocco	CCNI	Cory Brothers Shipping Agency Ltd	LCT	LO, C
	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	CSAV GmbH	MK Shipping Ltd/CSAV UK & Ireland Ltd	LG	LO, C
	Delmas (UK) Ltd	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	Grimaldi Lines	Grimaldi Agencies UK Ltd	POTL	LO, RO, E, I
	Grimaldi Lines	Grimaldi Agencies UK Ltd	LCT	LO, RO, E, I
	Hamburg Sud	John Good Shipping	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LG	LO, C
	Maersk Line	MK Shipping Ltd	LCT	LO, C
	Maersk Line	MK Shipping Ltd	LG	LO, C
	Mediterranean Shipping Company (UK) Ltd	Mediterranean Shipping Company (UK) Ltd	LG	LO, C
	NYK	NYK	LG	LO, C
	OPDR	John Good Shipping	LCT	LO, C
Sailings to/from southern Africa				
South Africa	Andrew Weir Shipping Ltd	Andrew Weir Shipping Ltd	LG	LO, C
	Deutsche Afrika-Linien	MK Shipping	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LG	LO, C
	Hugo Stinnes Schiffahrt GmbH	VM Liner Ltd	LG	LO, C
	Maersk Line	MK Shipping Ltd	LG	LO, C
	Mediterranean Shipping Company (UK) Ltd	Mediterranean Shipping Company (UK) Ltd	LG	LO, C
	MOL Europe	Denholm Wilhelmsen Ltd	LG	LO, C
	Safmarine	MK Shipping	LG	LO, C
Sailings to/from east Africa				
Kenya	EUKOR Car Carriers Inc	MK Shipping Ltd	POTL	RO, E, I
Tanzania	EUKOR Car Carriers Inc	MK Shipping Ltd	POTL	RO, E, I
Sailings to/from west Africa				
Benin	Delmas (UK) Ltd	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	Grimaldi Lines	Grimaldi Agencies UK Ltd	POTL	LO, RO, E, I
	Grimaldi Lines	Grimaldi Agencies UK Ltd	LCT	LO, RO, E, I
	Mediterranean Shipping Company (UK) Ltd	Mediterranean Shipping Company (UK) Ltd	LCT	LO, C
Cameroon	Delmas (UK) Ltd	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	EUKOR Car Carriers Inc	MK Shipping Ltd	POTL	RO, E, I
	Grimaldi Lines	Grimaldi Agencies UK Ltd	POTL	LO, RO, E, I
	Grimaldi Lines	Grimaldi Agencies UK Ltd	LCT	LO, RO, E, I
	Mediterranean Shipping Company (UK) Ltd	Mediterranean Shipping Company (UK) Ltd	LCT	LO, C
Cote D'Ivoire	Delmas (UK) Ltd	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	Grimaldi Lines	Grimaldi Agencies UK Ltd	POTL	LO, RO, E, I
	Grimaldi Lines	Grimaldi Agencies UK Ltd	LCT	LO, RO, E,I
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LG	LO, C
	Mediterranean Shipping Company (UK) Ltd	Mediterranean Shipping Company (UK) Ltd	LCT	LO, C
	MOL Europe	Denholm Wilhelmsen Ltd	LG	LO, C
Gabon	Delmas (UK) Ltd	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	Grimaldi Lines	Grimaldi Agencies UK Ltd	POTL	LO, RO, E, I
	Grimaldi Lines	Grimaldi Agencies UK Ltd	LCT	LO, RO, E, I
Ghana	Delmas (UK) Ltd	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	Grimaldi Lines	Grimaldi Agencies UK Ltd	POTL	LO, RO, E, I
	Grimaldi Lines	Grimaldi Agencies UK Ltd	LCT	LO, RO, E, I
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LG	LO, C
	Mediterranean Shipping Company (UK) Ltd	Mediterranean Shipping Company (UK) Ltd	LCT	LO, C
	MOL Europe	Denholm Wilhelmsen Ltd	LG	LO, C
Guinea	Delmas (UK) Ltd	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	Grimaldi Lines	Grimaldi Agencies UK Ltd	POTL	LO, RO, E, I
	Grimaldi Lines	Grimaldi Agencies UK Ltd	LCT	LO, RO, E, I
Nigeria	Delmas (UK) Ltd	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	EUKOR Car Carriers Inc	MK Shipping Ltd	POTL	RO, E, I
	Grimaldi Lines	Grimaldi Agencies UK Ltd	POTL	LO, RO, E, I
	Grimaldi Lines	Grimaldi Agencies UK Ltd	LCT	LO, RO, E, I
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LG	LO, C
	Mediterranean Shipping Company (UK) Ltd	Mediterranean Shipping Company (UK) Ltd	LCT	LO, C
	MOL Europe	Denholm Wilhelmsen Ltd	LG	LO, C
Senegal	Delmas (UK) Ltd	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	EUKOR Car Carriers Inc	MK Shipping Ltd	POTL	RO, E, I
	Grimaldi Lines	Grimaldi Agencies UK Ltd	POTL	LO, RO, E, I
	Grimaldi Lines	Grimaldi Agencies UK Ltd	LCT	LO, RO, E, I
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LG	LO, C
	Mediterranean Shipping Company (UK) Ltd	Mediterranean Shipping Company (UK) Ltd	LCT	LO, C
	MOL Europe	Denholm Wilhelmsen Ltd	LG	LO, C

Key to abbreviations

Terminal
CROL *C Ro London*
FORD *Ford, Dagenham*
IT *SCA Logistics Ltd*
LCT *London Container Terminal*
LG *London Gateway*
NT *Northfleet Terminal*
POTL *Port of Tilbury London*
ST *Seacon Terminals*

Service/Cargo
C *Import and export containers*
E *Export general cargoes (unless qualified)*
FP *Forest products (imports only)*
I *Import general cargoes (unless qualified)*
LO *Import and export of lift-on and lift-off cargoes*
RO *Import and export of ro-ro and sto-ro cargoes*
SP *Side port*

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	Destination / Line	Agent	Terminal	Service / Cargo
Sailings to/from west Africa				
Sierra Leone	Delmas (UK) Ltd	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	Grimaldi Lines	Grimaldi Agencies UK Ltd	POTL	LO, RO, E, I
	Grimaldi Lines	Grimaldi Agencies UK Ltd	LCT	LO, RO E, I
The Gambia	Grimaldi Lines	Grimaldi Agencies UK Ltd	POTL	LO, RO, E, I
	Grimaldi Lines	Grimaldi Agencies UK Ltd	LCT	LO, RO, E, I
Togo	Delmas (UK) Ltd	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	Grimaldi Lines	Grimaldi Agencies UK Ltd	POTL	LO, RO, E, I
	Grimaldi Lines	Grimaldi Agencies UK Ltd	LCT	LO, RO, E, I
	Mediterranean Shipping Company (UK) Ltd	Mediterranean Shipping Company (UK) Ltd	LCT	LO, C
Sailings to/from Middle East				
Egypt	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LCT	LO, C
Saudi Arabia	CSAV GmbH	MK Shipping Ltd/CSAV UK & Ireland Ltd	LG	LO, C
	Hamburg Sud	John Good Shipping	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LG	LO, C
	NYK	NYK	LG	LO, C
United Arab Emirates	CSAV GmbH	MK Shipping Ltd/CSAV UK & Ireland Ltd	LG	LO, C
	Hamburg Sud	John Good Shipping	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LG	LO, C
	NYK	NYK	LG	LO, C
Sailings to/from Indian sub-continent				
India	CSAV GmbH	MK Shipping Ltd/CSAV UK & Ireland Ltd	LG	LO, C
	Hamburg Sud	John Good Shipping	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LCT	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LG	LO, C
	NYK	NYK	LG	LO, C
Pakistan	CSAV GmbH	MK Shipping Ltd/CSAV UK & Ireland Ltd	LG	LO, C
	Hamburg Sud	John Good Shipping	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LG	LO, C
	NYK	NYK	LG	LO, C
Sri Lanka	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LCT	LO, C
Sailings to/from Far East				
China	EUKOR Car Carriers Inc	MK Shipping Ltd	POTL	RO, E, I
	Westfal- Larson & Co A/S	SBZ Logistics	POTL	FP
Hong Kong	EUKOR Car Carriers Inc	MK Shipping Ltd	POTL	RO, E, I
Japan	APL	Inchcape Shipping Services	LG	LO, C
	EUKOR Car Carriers Inc	MK Shipping Ltd	POTL	RO, E, I
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LG	LO, C
	Hyundai Merchant Marine	Hyundai Merchant Marine	LG	LO, C
	MOL Europe	Denholm Wilhelmsen Ltd	LG	LO, C
	NYK	NYK	LG	LO, C
	OOCL	OOCL	LG	LO, C
Malaysia	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LCT	LO, C
Singapore	EUKOR Car Carriers Inc	MK Shipping Ltd	POTL	RO, E, I
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LCT	LO, C
South Korea	APL	Inchcape Shipping Services	LG	LO, C
	EUKOR Car Carriers Inc	MK Shipping Ltd	POTL	RO, E, I
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LG	LO, C
	Hyundai Merchant Marine	Hyundai Merchant Marine	LG	LO, C
	MOL Europe	Denholm Wilhelmsen Ltd	LG	LO, C
	NYK	NYK	LG	LO, C
	OOCL	OOCL	LG	LO, C
Taiwan	APL	Inchcape Shipping Services	LG	LO, C
	EUKOR Car Carriers Inc	MK Shipping Ltd	POTL	RO, E, I
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LG	LO, C
	Hyundai Merchant Marine	Hyundai Merchant Marine	LG	LO, C
	MOL Europe	Denholm Wilhelmsen Ltd	LG	LO, C
	NYK	NYK	LG	LO, C
	OOCL	OOCL	LG	LO, C
Sailings to/from Australasia and Pacific Islands				
Australia	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LCT	LO, C
	Marfret	Independent Maritime Agencies Ltd	LCT	LO, C

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CROL *C Ro London*
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FP *Forest products (imports only)*
I *Import general cargoes (unless qualified)*
LO *Import and export of lift-on and lift-off cargoes*
RO *Import and export of ro-ro and sto-ro cargoes*
SP *Side port*

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	Destination / Line	Agent	Terminal	Service / Cargo
Sailings to/from Australasia and Pacific Islands				
New Zealand	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	Marfret	Independent Maritime Agencies Ltd	LCT	LO, C
Pacific Islands	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LCT	LO, C
	Marfret	Independent Maritime Agencies Ltd	LCT	LO, C
Sailings to/from north America				
Canada west coast	CCNI	Cory Brothers Shipping Agency Ltd	LCT	LO, C
	APL	Inchcape Shipping Services	LG	LO, C
United States - Atlantic	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LG	LO, C
	Hyundai Merchant Marine	Hyundai Merchant Marine	LG	LO, C
	Marfret	Independent Maritime Agencies Ltd	LCT	LO, C
	MOL Europe	Denholm Wilhelmsen Ltd	LG	LO, C
	NYK	NYK	LG	LO, C
	OOCL	OOCL	LG	LO, C
	APL	Inchcape Shipping Services	LG	LO, C
United States - Pacific	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LG	LO, C
	Hyundai Merchant Marine	Hyundai Merchant Marine	LG	LO, C
	MOL Europe	Denholm Wilhelmsen Ltd	LG	LO, C
	NYK	NYK	LG	LO, C
	OOCL	OOCL	LG	LO, C
Sailings to/from central America and Caribbean				
Aruba (Dutch Antilles)	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	CSAV GmbH	MK Shipping Ltd/CSAV UK & Ireland Ltd	LCT	LO, C
Belize	Maersk Line	MK Shipping Ltd	LCT	LO, C
Costa Rica	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	CSAV GmbH	MK Shipping Ltd/CSAV UK & Ireland Ltd	LCT	LO, C
	Hamburg Sud	John Good Shipping	LG	LO, C
	Maersk Line	MK Shipping Ltd	LCT	LO, C
Curacao (Dutch Antilles)	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	CSAV GmbH	MK Shipping Ltd/CSAV UK & Ireland Ltd	LCT	LO, C
Dominican Republic	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	CMA CGM	CMA CGM (UK) Shipping Ltd	LG	LO, C
	CSAV GmbH	MK Shipping Ltd/CSAV UK & Ireland Ltd	LCT	LO, C
	Hamburg Sud	John Good Shipping	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LG	LO, C
Guatemala	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	CSAV GmbH	MK Shipping Ltd/CSAV UK & Ireland Ltd	LCT	LO, C
Haiti	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	CSAV GmbH	MK Shipping Ltd/CSAV UK & Ireland Ltd	LCT	LO, C
Honduras	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	CSAV GmbH	MK Shipping Ltd/CSAV UK & Ireland Ltd	LCT	LO, C
Jamaica	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	CSAV GmbH	MK Shipping Ltd/CSAV UK & Ireland Ltd	LCT	LO, C
Mexico	CCNI	Cory Brothers Shipping Agency Ltd	LCT	LO, C
	Hamburg Sud	John Good Shipping	LG	LO, C
	Maersk Line	MK Shipping Ltd	LCT	LO, C
Panama	APL	Inchcape Shipping Services	LG	LO, C
	CCNI	Cory Brothers Shipping Agency Ltd	LCT	LO, C
	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	CMA CGM	CMA CGM (UK) Shipping Ltd	LG	LO, C
	CSAV GmbH	MK Shipping Ltd/CSAV UK & Ireland Ltd	LCT	LO, C
	Hamburg Sud	John Good Shipping	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LG	LO, C
	Hyundai Merchant Marine	Hyundai Merchant Marine	LG	LO, C
	Maersk Line	MK Shipping Ltd	LCT	LO, C
	Marfret	Independent Maritime Agencies Ltd	LCT	LO, C
	MOL Europe	Denholm Wilhelmsen Ltd	LG	LO, C
	NYK	NYK	LG	LO, C
	OOCL	OOCL	LG	LO, C
Puerto Rico	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	CSAV GmbH	MK Shipping Ltd/CSAV UK & Ireland Ltd	LCT	LO, C
Trinidad & Tobago	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	CSAV GmbH	MK Shipping Ltd/CSAV UK & Ireland Ltd	LCT	LO, C

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Sailings to/from south America

	Destination / Line	Agent	Terminal	Service / Cargo
Argentina	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	CSAV GmbH	MK Shipping Ltd/CSAV UK & Ireland Ltd	LCT	LO, C
	Grimaldi Lines	Grimaldi Agencies UK Ltd	POTL	LO, RO, E, I
	Grimaldi Lines	Grimaldi Agencies UK Ltd	LCT	LO, RO, E, I
	Hamburg Sud	John Good Shipping	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LG	LO, C
	Maersk Line	MK Shipping Ltd	LCT	LO, C
	Maersk Line	MK Shipping Ltd	LG	LO, C
	Mediterranean Shipping Company (UK) Ltd	Mediterranean Shipping Company (UK) Ltd	LCT	LO, C
	Mediterranean Shipping Company (UK) Ltd	Mediterranean Shipping Company (UK) Ltd	LG	LO, C
Brazil	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	CSAV GmbH	MK Shipping Ltd/CSAV UK & Ireland Ltd	LCT	LO, C
	Grimaldi Lines	Grimaldi Agencies UK Ltd	POTL	LO, RO, E, I
	Grimaldi Lines	Grimaldi Agencies UK Ltd	LCT	LO, RO, E, I
	Hamburg Sud	John Good Shipping	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LG	LO, C
	Maersk Line	MK Shipping Ltd	LCT	LO, C
	Maersk Line	MK Shipping Ltd	LG	LO, C
	Marfret	Independent Maritime Agencies Ltd	LCT	LO, C
	Mediterranean Shipping Company (UK) Ltd	Mediterranean Shipping Company (UK) Ltd	LCT	LO, C
	Mediterranean Shipping Company (UK) Ltd	Mediterranean Shipping Company (UK) Ltd	LG	LO, C
Chile	CMA CGM	CMA CGM (UK) Shipping Ltd	LG	LO, C
	CSAV GmbH	MK Shipping Ltd/CSAV UK & Ireland Ltd	LCT	LO, C
	Hamburg Sud	John Good Shipping	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LG	LO, C
Colombia	CCNI	Cory Brothers Shipping Agency Ltd	LCT	LO, C
	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	CMA CGM	CMA CGM (UK) Shipping Ltd	LG	LO, C
	CSAV GmbH	MK Shipping Ltd/CSAV UK & Ireland Ltd	LCT	LO, C
	Hamburg Sud	John Good Shipping	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LG	LO, C
Ecuador	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	CSAV GmbH	MK Shipping Ltd/CSAV UK & Ireland Ltd	LCT	LO, C
Peru	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	CMA CGM	CMA CGM (UK) Shipping Ltd	LG	LO, C
	Hamburg Sud	John Good Shipping	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LG	LO, C
Uruguay	CSAV GmbH	MK Shipping Ltd/CSAV UK & Ireland Ltd	LCT	LO, C
	Grimaldi Lines	Grimaldi Agencies UK Ltd	POTL	LO, RO, E, I
	Grimaldi Lines	Grimaldi Agencies UK Ltd	LCT	LO, RO, E, I
	Hamburg Sud	John Good Shipping	LG	LO, C
	Hapag-Lloyd AG	Denholm Wilhelmsen Ltd/ Hapag-Lloyd (UK) Ltd	LG	LO, C
	Maersk Line	MK Shipping Ltd	LCT	LO, C
	Maersk Line	MK Shipping Ltd	LG	LO, C
	Mediterranean Shipping Company (UK) Ltd	Mediterranean Shipping Company (UK) Ltd	LCT	LO, C
	Mediterranean Shipping Company (UK) Ltd	Mediterranean Shipping Company (UK) Ltd	LG	LO, C
Venezuela	CMA CGM	CMA CGM (UK) Shipping Ltd	LCT	LO, C
	CSAV GmbH	MK Shipping Ltd/CSAV UK & Ireland Ltd	LCT	LO, C

Key to abbreviations

Terminal
CROL *C Ro London*
FORD *Ford, Dagenham*
IT *SCA Logistics Ltd*
LCT *London Container Terminal*
LG *London Gateway*
NT *Northfleet Terminal*
POTL *Port of Tilbury London*
ST *Seacon Terminals*

Service/Cargo
C *Import and export containers*
E *Export general cargoes (unless qualified)*
FP *Forest products (imports only)*
I *Import general cargoes (unless qualified)*
LO *Import and export of lift-on and lift-off cargoes*
RO *Import and export of ro-ro and sto-ro cargoes*
SP *Side port*

Port Directory

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Aggregate suppliers

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(Yeoman Asphalt Ltd)
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Fax: (0870) 140 5395
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ELG Haniel Metals Ltd
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Fax: (020) 8594 0786
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Port of Tilbury
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Fax: (01375) 846180
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FM Conway Aggregates & Asphalt
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Dartford
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Thame OX9 3AL
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Email: nick.oakhill@glencore.co.uk
www.grainman.co.uk

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Port of Tilbury
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Essex RM18 7HB
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Industrial Chemicals Ltd
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www.londondistributionpark.com

S Walsh & Sons Ltd
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www.swalsh.com

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www.chastheboat.co.uk

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Fax: (01634) 893983
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www.gpsmarine.co.uk

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www.exports.to.iraq.com
www.exports.to.nigeria.com
www.cotecna.com

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www.bctq.com

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www.gvagrimley.co.uk

Charts and navigational aids

Kelvin Hughes Ltd
Voltage
Mollison Avenue
Enfield EN3 7XQ
Tel: (01992) 805200
Email: webmaster@kelvinhughes.com
www.kelvinhughes.com

Thomas Gunn Navigation Services Ltd
5 Capitol Centre
Fulmar Road
Wickford
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www.birsecl.co.uk

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Fax: (01474) 323572
Email: george@cmp.uk.com
www.cmp.uk.com

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Fax: (020) 7357 6048
Email: london.ship@dnv.com
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Lloyd's Register EMEA
71 Fenchurch Street
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EC3M 4BS
Tel: (020) 7709 9166
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www.lr.org

Cold stores

Tilbury Cold Store Ltd
Berth 29
Port of Tilbury
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Essex RM18 7SX
Tel: (01375) 844266
Fax: (01375) 844335
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Email: simon.dunne@tilburycoldstore.com
www.tilburycoldstore.com

Diving services

Abwood Contract Support Ltd
Dock Office
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Surrey Quays
London SE16 7PF
Tel: (020) 7740 2323
Fax: (020) 7740 2340
Email: officemanager@abwood.co.uk
www.abwood.co.uk

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Botany Road
Off Lower Road
Northfleet
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Tel: (01474) 320899
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L Bain & Co Ltd
2 The Yews
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Kent DA12 1PA
Tel: (01474) 363025
Mobile: (07890) 886369
or (07973) 303442 (24 hrs)
Email: info@thamesworkboats.co.uk
www.thamesworkboats.co.uk

Livett's Group
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Email: meddive@aol.com
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Port of London Authority Marine Services
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Direct Shipping Agencies Ltd
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Lyons Approach
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Southend Airport
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Orient Export Ltd
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PD Shipping & Inspection Services Ltd
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Email: fix@pdports.co.uk
www.pdports.co.uk

PJ Shipping Ltd
7-8 The Glenmore Centre
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Fax: (020) 8893 2888
Email: sales@perishablemovements.com
www.perishablemovements.com

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www.pfeweb.com

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Colnbrook
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Fax: (0208) 797 8787

Polar Shipping Ltd
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HM revenue and customs

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HM Revenue & Customs
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UKBA enquiries - (01375) 853272
Customs Confidential - 0800 59 5000 (Freephone UK)
www.hmrc.gov.uk

HMRC (Salford)
National Clearance Hub
Custom House
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Salford M5 2XX
Tel: (0845) 001 0085
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Email: nch@hmrc.gsi.gov.uk

UK Border Agency
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Isle of Grain
Kent ME3 0EP
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Hydrographic services

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Gravesend
Kent DA12 1PA
Tel: (01474) 363025
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www.pla.co.uk/hydrohomepage
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Tel: (01795) 422764
Fax: (01795) 432590
Email: info@wphmarine.com
www.wphmarine.com

Marine contractors

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53 Lafone Street
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Fax: (020) 7378 1359
Email: chris.livett@bennettsbarges.com
www.bennettsbarges.com

Commercial Marine & Piling Ltd
Botany Road
Off Lower Road
Northfleet
Kent DA11 9BB
Tel: (01474) 320899
Fax: (01474) 323572
Email: george@cmp.uk.com
www.cmp.uk.com

Land & Water Group
Weston Yard
Albury
Surrey GU5 9AF
Tel: (0844) 875 1260
Fax: (0844) 875 1261
www.land-water.co.uk

Livett's Group
Eagle Wharf
53 Lafone Street
London SE1 2LX
Tel: (020) 7378 1211
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Email: info@livetts.co.uk
www.livettslaunches.co.uk

Medtow Marine Ltd
Rooks Hill House
Bitchet Green
Sevenoaks
Kent TN15 0NG
Tel: (01732) 761945
Fax: (01732) 761957
Email: medtowmarine@yahoo.co.uk

Thames Gateway Marine Ltd
(Tidy Thames Refuse Services)
Wharf Office
Northfleet Terminal
Crete Hall Road
Gravesend
Kent DA11 9AO
Tel: (07946) 151 860
Email: sales@thamesgatewaymarine.co.uk
www.thamesgatewaymarine.co.uk

Topbond Plc Group
Oyster Quay
Castle Road
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Kent ME10 3EU
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Fax: (01795) 472022
Email: simon.barham@topbond.co.uk
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WPH Marine Construction
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Marine electronics

Northrop Grumman Sperry Marine BV
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Fax: (020) 8329 2415
www.sperry-marine.com

Marine engineers

ABS Marine Services Ltd
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Tel: (020) 7247 3255
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Albright Design Services Ltd
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Rainham
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or (01206) 385329
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ET Marine & Industrial Engineering Co Ltd
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Passenger cruise ship agents

Cory Brothers Shipping Agency Ltd
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Pilotage

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or (07966) 022979
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Email: helpdesk@cnsonline.net
www.cnsonline.net

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Suffolk IP11 7LL
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www.signalis.com

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FERA (Food, Environment & Research Agency)
Government Buildings
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Chelmsford
Essex CM1 2RU
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Fax: (01245) 347294

London Port Health Authority
River Division
Quarantine Station
Denton
Near Gravesend
Kent DA12 2QE
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Fax: (01474) 353354
Email: porthealth.denton@cityoflondon.gov.uk
www.cityoflondon.gov.uk/porthealth

London Port Health Authority
City of London Corporation
PO Box 270
Guildhall
London EC2P 2EJ
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Fax: (020) 7332 1623
Email: porthealth@cityoflondon.gov.uk
www.cityoflondon.gov.uk/porthealth

Rail freight operators

Freightliner Ltd
Freightliner Terminal
Rail Container Depot
Tilbury Freeport
Tilbury
Essex RM18 7EH
Tel: (01375) 812310
Fax: (01375) 812317
Email: granta@freightliner.co.uk
www.freightliner.co.uk

River events

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Surrey Quays
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Tel: (020) 7237 9542
Mobile: (07931) 282114
Email: info@earlesfireworks.co.uk
www.earlesfireworks.co.uk

Riverboat operators

Bateaux London
Embankment Pier
Victoria Embankment
London WC2N 6NU
Tel: (020) 7695 1800
Fax: (020) 7839 1034
Email: marketing@bateauxlondon.com
www.bateauxlondon.com

Capital Pleasure Boats
Temple Pier
Victoria Embankment
London WC2R 2PN
Tel: (01689) 898959
Email: info@cpbs.co.uk
www.cpbs.co.uk

City Cruises PLC
Cherry Garden Pier
Cherry Garden Street
Rotherhithe
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www.citycruises.com

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www.thamesluxurycharters.co.uk

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Somerset House
West Wing
Strand
London WC2R 1LA
Tel: (020) 7759 1900
Email: sales@silverfleet.co.uk
www.silverfleet.co.uk

Road haulage

AAA Transport Services
Clipper House
Unit 25 Clipper Park
Tilbury
Essex RM18 7HG
Tel: (01375) 856900
Fax: (01375) 856911
Email: info@aaatransport.co.uk
www.aaatransport.co.uk

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Thurrock Park Way
Tilbury
Essex RM18 7HZ
Tel: (01375) 487700
Fax: (01375) 487790/1
www.allportcargosservices.com

Buckle Shipping Ltd
157a High Street
Hornchurch
Essex RM11 3YD
Tel: (01708) 456939
Fax: (01708) 472480
Email: buckle@buckleshipping.co.uk
www.buckleshipping.co.uk

C&H (Hauliers) Ltd
Knightrider House
Knightrider Street
London EC4V 5JT
Tel: London (020) 7815 3500
or Tilbury (01375) 845685
Fax: London (020) 7815 3506
or Tilbury (01375) 844556
Email: headoffice.cnh@geegroup.co.uk
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Chief Logistics Ltd
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Tilbury Freeport
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Roadways Container Logistics Ltd
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Seaweather Marine Services Ltd
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Thames Gateway Marine Ltd
(Tidy Thames Refuse Services)
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Northfleet Terminal
Crete Hall Road
Gravesend
Kent DA11 9AO
Tel: (07946) 151 860
Email: sales@thamesgatewaymarine.co.uk
www.thamesgatewaymarine.co.uk

Thames Tank Cleaning Services Ltd
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Kerry Avenue
Purfleet Industrial Park
Purfleet
Essex RM15 4YE
Tel: (01708) 891313 or Freefone (0800) 0778 851
Fax: (01708) 862684
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www.thamestankcleaning.co.uk

Waste services

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Fax: (020) 7378 1359
Email: chris.livett@bennettsbarges.com
www.bennettsbarges.com

Cory Environmental Ltd
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Charlton
London SE7 7SU
Tel: (020) 8853 5434 or (020) 8853 7926
Fax: (020) 8858 8388
www.coryenvironmental.co.uk

Thames Gateway Marine Ltd
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Thames Mooring London Ltd
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Email: paulwilsontm@btinternet.com

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Essex RM13 9YB
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Fax: (01708) 524612

Water suppliers

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www.livettslaunches.co.uk

Thames & Medway Fresh Water Ltd
770 Lower Rainham Road
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Email: 363@gmail.com

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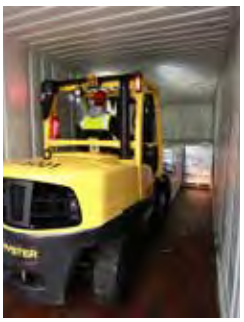

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