

*1909 - 2009*  
A CENTURY OF SERVICE

# 100

**ANNUAL REVIEW 2008**

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## ABOUT THE PLA

The Port of London Authority (PLA) was created by an Act of Parliament and officially came into being on 31 March 1909, when it took over the assets of the Thames Conservancy and three London dock companies.

Today, after a century of service, the PLA continues to discharge its core functions, conserving (maintaining/improving) the river, facilitating the safety of river users, encouraging the use of the river and protecting its unique marine environment. The PLA's area of responsibility is 95 miles of tidal river from Teddington Lock to the sea.



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## ABOUT THIS REPORT

We prepare our Annual Review to provide stakeholders with an easy to read summary of our activities.

Traditionally the main statistics in this review have been for PLA financial and port trade performance. In line with emerging Department for Transport guidance for Trust Ports we have included an increased amount of performance data in this year's report to give a better indication of our service provision and performance.

We have also integrated into this report, for the first time:

- data on the environmental performance of our operations; this has previously been reported in a separate environmental report
- information on the Board of the PLA and main policy and licensing committees

Our performance reporting will continue to evolve. If you have any comments on this report and how we might improve it, please let us know at: [corporateaffairs@pla.co.uk](mailto:corporateaffairs@pla.co.uk)

Readers may also wish to read our Strategic Framework Summary. For this publication and other information on the Port of London Authority and its operations, visit our website: [www.pla.co.uk](http://www.pla.co.uk) or call the Corporate Affairs team on 01474-562364.

# HIGHLIGHTS

## SAFETY

- No major navigational incidents during the year. Total number of lesser safety and navigational incidents for the year was 44; all investigated to identify causes and any necessary changes for the future.
- Galloper, our newest hydrographic survey vessel, officially entered service in the summer of 2008. A total investment in excess of £300,000, Galloper is equipped with state-of-the-art systems for rapid measurement of the depth and profile of the river bed.



## ECONOMY

- London's trade exceeded 50 million tonnes for the eighth consecutive year. Throughputs of crude oil, petroleum, unutilised cargoes, sugar, cereals, vegetable oils, metals and chemicals increased; trades in forest products, cement and aggregates declined.
- An increasing number of vessels started using the deepened Princes Channel, with traffic up by five per cent over the year. Dredged to a depth of eight metres in a £1.5 million project, Princes now provides more vessels with a shorter, straighter route to and from berths in the Port.



## ENVIRONMENT

- Our continuing work to improve the environmental performance of our operation included installing new boilers and solar panels at our main administration base, London River House.
- Partnership agreement signed with the Royal Society for the Protection of Birds (RSPB). They are supporting us with our developing Conservation Management Framework, part of our work to protect the unique marine environment of the tidal Thames.



## OPERATIONAL IMPROVEMENTS

- We acquired Barrier Gardens Pier and, latterly, Unity House at Woolwich as a base for our operations in the middle district of the river (Crossness to Putney). The acquisition creates a hub of PLA activity with Thames Barrier Navigation Centre close by.
- We announced a £2 million investment in five purpose-built patrol boats that will improve the environmental and operational performance of our patrol service on the Thames.



# CHAIRMAN'S STATEMENT



**In 2008 cargo volume through the Port of London remained above 50 million tonnes for the eighth year in a row. At 53 million tonnes the tonnage handled was 0.4% ahead of 2007. However this successful overall result masks a weaker second half when cargo volumes came under pressure from the reducing economic activity within the United Kingdom. Of the specific trades, the largest increases were seen in crude oil, petroleum products, sugar and chemicals.**

## Financial results

The operating profit in 2008 was £2.2m (2007 £1.5m loss). This turnaround in profitability was most satisfactory given that a substantial portion came from an improvement in the performance of the pilotage service.

The relatively buoyant volumes in 2008 led to an increase in revenues which, as a result of strict cost control, had a direct impact on financial performance. The benefits from actions taken in previous years are now being seen.

There was a loss after tax of £5.0m (2007 £0.2m loss). The reason for the increase in the loss was the effect of re-consolidating Port of London Properties Ltd. The accounting ramifications of the re-consolidation (deconsolidation having taken place in 1992 as a direct result of an agreement between the PLA and the Secretary of State for Transport) can be found in the financial statements.

The PLA was able to maintain its programme of investment in infrastructure during 2008, spending £3.3m, which was £1.5m higher than 2007. Further investment in the Princes Channel dredge took place during the year. These investments were funded by the net cash flow from activities of £3.0m (2007 £0.8m) together with interest received of £1.3m (2007 £1.3m).

Ever mindful of the effect of our charges on port operations and shipowners alike, the PLA has been able to contain increases for 2009 to more than 1% below the rate of inflation.

## Port Development

In April we published the results of a new study demonstrating that the Port of London handles the movement of goods to and from more than 80 countries. This broad spread underlines the diversity of trade within the Port which creates its strength, emphasising its position as a critical transport hub for the country.

Our work in deepening the Princes Channel as part of our policy of increasing the competitiveness of the Port and improving services to port users, will enhance London's position as it provides more vessels with a shorter, straighter route to and from berths in the Port. The number of vessels using the deepened channel was up by 5 per cent over the year.

In May we welcomed the news that the Department for Transport had made an 'Harbour Empowerment Order' creating London Gateway Port for DP World on the north bank of the Thames at the site of the old Shell Haven oil refinery. The development of this much needed container-handling facility will be beneficial not only for the South East but also the country as a whole.

It is unfortunate that the very extended approval process, stretching back some eight years, resulted in consent being given coincident with the country sliding into recession. However, container ports are, of course, long-term infrastructure projects and we hope that the development will be carried out on a timely basis ensuring its availability once the economic outlook begins to improve. The project will offer a unique combination of a container port and the largest logistics park in Europe side-by-side and is, therefore, likely to have a material impact on the way in which imported goods are distributed in the United Kingdom.

The Port of Tilbury announced plans to develop a riverside roll-on/roll-off facility. This development also enhances the flexibility of the Port as it fulfils the wishes of transport companies to land vehicles on the north bank of the River thus avoiding the bottle-neck of the Dartford Crossing.

There has been much press speculation about the concept of an airport being developed in the estuary. Experience elsewhere in the world has demonstrated that airports accessed by flight paths over the sea are favoured by the population. While we are supportive of any project which will enhance the use of the River, our role is to



ensure that nothing compromises access to the Port or the safety of seafarers or terminals. In the event of this proposal being taken forward, we look forward to working further with the promoters on these questions. We do not wish to see a similar situation to the London Array windfarm project where the initial proposals laid out would have severely prejudiced the operation of the Port.

#### Policy on Ports

During the year the Department for Transport undertook work to update the Port Marine Safety Code (PMSC) which is now nearly a decade old. The PMSC is an essential underpinning of marine safety and we were pleased to be an active contributor to the development of the revisions to the Code.

The proposed Marine Bill was subject to a further round of public consultation and by the end of the year it was introduced into Parliament. We welcome the Bill and have held extensive discussions with Defra and Natural England on the Bill itself and more particularly on how its provisions will affect the Thames Estuary and the Port of London. We continue to have concerns about whether the Marine Management Organisation will be properly resourced, the relative weight that will be applied to the balance of economic, environmental and social considerations in assessing issues and furthermore how the proposed coastal access provisions might affect current and future port operations. It is important that Government mediates prudently on these matters. Given our experience and knowledge of the unique marine environment of the Tidal Thames, the PLA is ready and enthusiastic to continue marine licensing on the Thames under delegated powers from the MMO.

The Department for Transport has now published for consultation its long-awaited second edition of "Modernising Trust Ports". We already follow the basic principles of open communications on the performance of our operations that are set out in the document and will continue to develop our operations, reporting and stakeholder liaison in accordance with the guidance.

### Principal Statistics 2008

#### Port trade

Tonnage of goods handled in Port	53 million tonnes
No of ships arrivals	10,814

#### PLA financial performance

Turnover	£45.6 million
Operating surplus	£2.2 million

# CHAIRMAN'S STATEMENT

The Department published further guidance on the preparation of port master plans in July. Its view was that, on balance, master plans could be very useful for at least the larger ports to maintain. In our case, master plans will potentially be relevant to the protection of port land, particularly in the Thames Gateway. We have already started work with the Regional Development Agencies, where we represent the diverse interests of the many private enterprises, terminal owners and operators on the river.

## Olympics

We have been actively promoting the use of the River for supplying materials to the Olympic site at Stratford, and during the year we were pleased to see the initial barge runs on the Lea Navigation. As a result, the first contract for the waterborne movement of building materials to the site has been awarded following completion of the work on the Prescott Lock enabling access for larger barges. The prospects for the expansion of this more environmentally sustainable trade look encouraging.

We also expect the Thames to be in sharp focus during the Games with increased commuting to riverside venues, the mooring of cruise ships as temporary accommodation and river-oriented events for both competitors and tourists.

## Intraport Trade

The Olympic trades are only a small part of what we are seeing as a significant expansion in the use of the River for moving goods and materials. We are working with the Crossrail organisation and the promoters of the Thames Tideway Tunnel to identify the best method of taking the very substantial amounts of spoil, which will arise from these two projects, out of London by river rather than contributing to yet more traffic congestion. The contribution of the river in this regard is going to be substantial with current projections showing that 450,000 tonnes of spoil will be transported on the Thames in February 2012 alone. Additionally, waste will be supplied to the new Cory Waste Energy facility at Belvedere by water and we are fully hopeful that Peruvian Wharf, a safeguarded wharf on the Thames in East London, will soon return to port use as an aggregates berth.

## Tourism

The River continues to attract tourists and commuters alike. Anschutz Entertainment Group's investment in Thames Clippers, with the expansion of the fleet and increased services, is paying dividends with an increase in passenger numbers. We remain concerned however that the efficiency and navigational safety of the River is being constrained by the capacity of the piers, particularly in central London. As a result, the Piers Concordat, a working group including PLA, London River Services (the owners of the major piers), passenger boat operators and City Hall, has been initiated with a view to maximising the use of the existing assets as well as extending and improving them where appropriate. The group has used the results of the traffic capacity study we commissioned for the river through central London to identify the priority areas for action.

We remain supportive of the concept of an alongside cruise terminal in London. During the latter half of 2008, we developed a report on possible cruise terminal location options for the Mayor's Blue Ribbon Network advisory group, the London Waterways Commission. This is now the subject of further discussion and study. The reality is, however, that owing to the seasonality of the trade such a development is only likely to take place as part of a larger regeneration project involving both the public and private sectors.

## Centenary

2009 marks the Centenary of the PLA, the organisation having been established by an Act of Parliament passed in 1908. Perhaps the most significant development over the last 100 years has been the move of the Port from the traditional quays and docks further down river to the estuary as ships have got larger and new methods of handling cargo, in particular containerisation, have been developed. For the PLA itself, the major change has been the evolution from a port operator to an organisation responsible for the regulation, promotion and conservancy of the River. In addition, in more recent years, this evolution has seen a move towards that of a service provider assisting all river users whether they be cargo oriented, tourist related or leisure participants to gain maximum benefit from their use of this unique London asset.



Our staff, while many fewer than a hundred years ago, have embraced this evolution with commitment and skill and, on behalf of the Board of the Authority, I thank them all whether they be past or present.

#### **The Board**

During the year Angela Knight, our Vice Chairman, and Peter Mole, our statutory Master Mariner, retired from the Board, both after six years' service. I thank them both for their enthusiastic contribution. Joanna Kennedy was appointed Vice Chairman.

During the year we welcomed to the Board William Everard, who comes from a shipowning background, John Mills, who recently retired from a senior position within Defra, and Rodney Lenthall, a Master Mariner who has had a long career in the maritime world.

After nine years as Chairman my term of office comes to an end in December 2009 and this will therefore be my last Chairman's Statement. I should like to take this opportunity of saying what a privilege it has been for me to lead this fascinating organisation with its diversity of activities and breadth of skills amongst its staff. A more stimulating role would be difficult to find.

#### **Outlook**

Whilst we are experiencing challenging economic times, the PLA's work continues, regulating, promoting and conserving the tidal Thames. As we embark on our second century of service, our priorities will remain ensuring that those who wish to use the river, be it for trade, tourism or leisure, can do so safely while, at the same time, endeavouring to protect the marine environment of the Thames. While we expect conservancy revenue to be lower, we are utterly committed to continuing the important contribution that this vital artery makes to the economic health and quality of life in London, South East England and the wider United Kingdom.

A handwritten signature in black ink, appearing to read 'Simon Sherrard'.

**Simon Sherrard**  
Chairman  
April 2009

# CHIEF EXECUTIVE'S OPERATIONAL REVIEW



**We made substantial progress across a broad agenda during 2008. Operational improvements were made, we saw promising long-term developments for Port trade and advanced our stewardship of the environment.**

## People

Last year again saw our people make outstanding contributions to the organisation and operations on the river. In some cases challenging questions were posed, not least on changes to our pension provision and in our pilotage operations. In each case the potential change was discussed in an open and pragmatic manner, a spirit that has helped sustain the organisation through its 100 years. My thanks for a job well done to everyone in the PLA team.

Our marine trainee programme has been particularly promising. This is a three-year programme developed to take students direct from A Levels and give them broad-based marine training. Our first marine trainee is just completing his traineeship, which has equipped him with a range of experience to develop as a potential harbour master of the future. Our second recruit has also taken to the water, and she is establishing the same essential understanding of the organisation and the river we serve.

We continued to work through the recommendations of the independent audit of our approach to Occupational Health & Safety management which was completed in 2007. The reduction in Lost Time Accidents was welcome, and our main preoccupation now is to consolidate this progress through the formal certification of the Health and Safety Management System to the standard OHSAS 18001 by autumn 2009.

## Operational improvements

Operational improvements continued to be advanced during the year. We placed the order for the first of a series of five purpose-built harbour patrol boats in the summer. The vessels have been specially designed to create the least resistance when they move through the water, using less fuel and producing less carbon dioxide.

Crucially in operational terms we will, for the first time, have five patrol boats of the same design. This will make them easier for crews and maintenance teams alike and enable us to have a single, comprehensive stock of spare parts.

The acquisition of Barrier Gardens Pier and the adjoining Unity House at Woolwich is a similarly significant development. Located close by our Thames Barrier Navigation Centre operation, this gives a single base for our middle district operations which will again benefit launch and maintenance crews.

The development continued of our facilities at Denton Wharf, which is becoming well established as an essential part of Thames support infrastructure. The boat lift once again attracted significant use from third parties. We extended the open storage areas to provide more space for customers to work on their craft. This reflects our ongoing commitment to ensuring the provision of boatyards and other infrastructure essential to a busy working river like the Thames.

## Environmental stewardship

In our role as environmental stewards for the tidal Thames, we work with a range of organisations and groups. We manage the permitting of developments and dredging on the river to ensure there is no undue environmental impact and at the same time look for continuous improvement in the environmental performance of our own operation.

In 2008 we worked to advance our performance in both regards through a partnership agreement with the Royal Society for the Protection of Birds (RSPB). Working together on what to include in our developing Conservation Management Framework has gone well. It has provided the perfect platform for the deepening understanding that is essential to a mature long-term relationship in which we will collaborate and, perhaps, sometimes disagree too.

## Port efficiency and competitiveness

Our work to improve the efficiency of the Port continues following the End to End study of 2007. Development of the computer-based system for co-ordinating port operations, PISCES, continues. It was trialled by agents in the latter months of 2008. Further development work is now in hand in preparation for a launch in mid-2009. Once completed, this is going to help us, terminal operators and shipping lines work more efficiently together with the single, up-to-date, source of arrival and departure information essential for smooth operations.





A second element, looking at opportunities to improve our pilotage operation also continues to progress. We spent a lot of time over the last year and a half working with our pilotage team to develop proposals for change. The first vote on the proposals was rejected, but after further consultation and some adjustment, they were agreed at a second vote. The changes will be implemented over the coming months as additional training is completed.

We have also established improved commercial dialogue with terminal operators, shipping lines and agents to enhance our forecasting for the future. This should help us to improve the way that we match our services to the prevailing and projected level of demand.

With the developing scale of economic problems emerging in the latter months of last year we kept the increase in conservancy charges to 3.4%, well below the prevailing rate of inflation at the time.

In combination, these reduced fees, progressive improvements to the pilotage operation and a deepened Princes Channel, combined with London's inherent geographical advantage, form a compelling case for shipping companies to use the Port.

### London Gateway

London Gateway, the most significant development in the Port in over a century, represents a major engineering challenge. With our responsibilities for safety of navigation and aspects of environmental management, we are monitoring the project as it develops. We have prepared for and are handling a significant volume of work linked to the scheme in areas such as hydrographic surveying, tidal works approvals, archaeology and salvage.

### Future

We are continuing to develop a robust organisation, helping river users make the most of the river safely. Good progress was made in 2008 and we are ready to address the challenges of the future, be they commercial, maritime or environmental.

**Richard Everitt**  
**Chief Executive**  
**April 2009**

## Operational Statistics

### Pilotage Service

	2006	2007	2008
No of pilotage acts	12,801	12,117	12,538
Pilotage delays	159	124	207
Percentage of total pilotage acts delayed	1.2%	1%	1.7%

Pilotage delays increased due to a welcome increase in number of ships requiring pilotage and extended periods of adverse weather which prevented boarding of pilots. Improvements being made to our pilotage operation over the coming months are expected to improve efficiency further.

### Personal Health & Safety

	2006	2007	2008
Lost Time Accidents	7	9	5

Lost Time Accidents fell to five, a three-year low, after a period of intense focus on personal Health and Safety; that intense focus continues.

# Case Studies

## Intraport trade



2008 saw the continued resurgence in the use of the river for moving cargoes to and from terminals within the Port of London and particularly within Greater London. Recognition of the environmental benefits of moving freight by water – in particular reduced congestion and emissions – attracted new investment in ‘lighters’ or barges, including Keltbray working with Livett’s Launches. Local authorities also played their part, for example, with conditions requiring the transport of demolition arisings away by river from an increasing number of riverside developments.

London Office  
● Harp Lane

● Thames Barrier  
Navigation Centre  
& Barrier Gardens Pier  
Woolwich

Richmond Lock & Weir  
Richmond

## Tree management



We own large parts of a riverside revetment (bricked embankment) and tow path between Beverley Brook, Putney and Ferry Lane, Kew on the south shore. Over the last several years unmanaged tree growth along this eight-kilometre stretch of river has given rise to increasing risks to safety of river and towpath users alike. We needed to address these risks and, in early 2008, to assess the best ways to manage the growth a limited tree-felling trial was conducted. The trial was the subject of much, sometimes heated, debate at our Putney public meeting. At that session we undertook to further develop and consult on the plans.

Subsequently, we commissioned experts to survey the trees and produce recommendations for future management principles. In consultation with the London Borough of Richmond upon Thames and local community groups, a tree management plan was developed that may take up to 20 years to fully implement. Almost 1,100 trees were assessed and the action required for each one set out in the detailed plan, including coppicing, pollarding and, in some cases, felling. The work programme gives priority to urgent works on the trees identified as posing the greatest risk to the public/river users. It will be followed by work on further trees and replanting programmes.

## Essential Statistics

The PLA is responsible for conservancy (maintaining and improving) of the river and facilitating navigational safety over 95 miles of the Tidal Thames from Teddington Lock to the sea. In total the PLA covers 400 square miles of river and estuary.

## RSPB agreement



In early 2008 we signed a Partnership Agreement with the Royal Society for the Protection of Birds (RSPB). As part of this agreement, the RSPB's conservation manager for the South East region, Steve Gilbert, has been working with our environmental team on a six-month secondment. We took advantage of his expertise to help us prepare our Conservation Management Framework. Through this work we will build on our excellent working relationship with RSPB, establish principles for future joint working and provide a framework for more detailed project agreements in specific areas.

●  
●  
Port Control  
Centre  
Gravesend

●  
●  
Marine Services  
Denton

## New survey boat



Galloper, our newest hydrographic survey vessel, entered service in the summer of 2008. Representing an investment in excess of £300,000, the vessel is equipped with state-of-the-art multibeam echo sounders for measuring the depth and shape of the river bed.

Galloper gives our hydrographic surveyors improved access to parts of the river which are too shallow for our larger craft to reach. It also fits onto a trailer, making it easy to transport when we're doing survey work for other organisations.

The boat takes its name from a sandbank in the outer Thames Estuary and was named by Basildon MP Angela Smith.



# PORT DEVELOPMENT – TRADE AND TRENDS

## AT A GLANCE

- *LONDON'S TRADE EXCEEDED 50 MILLION TONNES FOR THE EIGHTH CONSECUTIVE YEAR*
- *SIGNIFICANT INCREASE IN THROUGHPUTS OF CRUDE OIL AND PETROLEUM PRODUCTS*
- *SIGNIFICANT FALL IN REPORTED THROUGHPUT OF FOREST PRODUCTS AND BUILDING MATERIALS*
- *LATEST STATISTICS SHOWED THAT INTRAPORT TRADE AMOUNTED TO 1.9 MILLION TONNES; THE THAMES REMAINS THE BUSIEST UK INLAND WATERWAY, ACCOUNTING FOR MORE THAN 45% OF GOODS MOVED*

**The Port of London handled 53 million tonnes of cargo in 2008. This was a small increase of 0.4% (226,000 tonnes) on 2007. The year split into two halves with trade resilient up to the summer and then under increasing pressure through the autumn and into the winter.**

The largest increases in tonnage were in crude oil, oil products, sugar and chemicals. The most significant reported decline was, for the second consecutive year, in forest products, with tonnages of iron and steel and building materials (cement and aggregates) also down on 2007.

An increasing number of vessels started using the deepened Princes Channel, with traffic up by five per cent over the year. Dredged to a depth of eight metres following a £1.5 million project, Princes now provides more vessels with a shorter, straighter route to and from berths in the Port and leaves greater capacity in the main deepwater channel ahead of the opening of London Gateway Port.

## Fuel

Overall fuel traffic increased in 2008 by 1.17 million tonnes.

## Oil and petroleum products

Crude oil throughput was 493,000 tonnes more than the previous year, this increase followed a very low throughput at the Coryton oil refinery in 2007.

Petroleum products throughput was up 813,000 tonnes compared to 2007. Terminal operators Vopak, Shell and Nustar all handled a significant increase in petroleum.



**Coal**

Coal traffic fell by 7% as Lafarge Cement’s coal imports stopped following the closure of its manufacturing operations at Northfleet cement works in April.

**Building materials – aggregates and cement**

Against the backdrop of rapidly declining construction activity, aggregates and cement trades both had a poor year. In total eight million tonnes of aggregates was handled, which was 383,000 tonnes less than in 2007 (-4.5%).

Terminals seeing an increased throughput in 2008 included Hanson at Dagenham and Victoria Deep Water Terminal, Cemex at Angersteins, Stema at Red Lion and UMA/Tarmac at Pioneer Wharf. Cement tonnages fell by 16% to 762,000 tonnes compared to the previous year.

**Unitised trades – roll-on/roll-off; containers**

Unitised traffic in 2008 was 15.1 million tonnes, which represented a slight increase of 0.3% (48,000 tonnes) on 2007. Vehicles traffic in 2008 was down by 26,000 tonnes to 792,000 tonnes. This traffic declined considerably in the last five months of 2008.

**Agricultural products**

Cereals throughput in 2008 was 661,000 tonnes, 35,000 tonnes above the previous year. The tonnage of sugar handled was 1.29 million tonnes, which was 142,000 tonnes above the previous year.

Vegetable oils and oil seed tonnages in 2008 totalled 638,000 tonnes, up 75,000 tonnes on trade in 2007 after ADM reverted to importing oil seed rather than sourcing locally.

**Forest products**

The continuing switch to moving forest products by unitised means resulted in reported forest products movements being 0.7 million tonnes lower than the previous year, with a total 1.05 million tonnes handled.

**Metals – steel and scrap**

The tonnage of steel handled in 2008 was 319,000 tonnes, a decrease of 63,000 tonnes on the previous year. Other metals, which are mostly scrap, were 1 million tonnes in 2008, an increase of 101,000 tonnes on the previous year.

**Chemicals**

Growing business at Vopak and Industrial Chemicals saw throughput of chemicals increase by 109,000 tonnes over the previous year to a total of 553,000 tonnes.

**Cruise**

Thirty-seven cruise vessels visited the Port during 2008, calling at Tilbury, the PLA’s mid-stream moorings at Greenwich, Tower Bridge Lower and alongside HMS Belfast. We began discussions on the renewal of London Central Cruise Moorings’ contract to market the PLA moorings and expect it to be signed in the first few months of 2009.

**London Olympics**

The first contract for the supply of building materials to the London Olympics site via the Prescott Channel was announced during 2008. Under the deal with the Olympic Delivery Authority (ODA), Aggregate Industries UK will supply aggregates for the construction of venues and infrastructure for the Olympic Park with the recycled (secondary) aggregates being delivered by barge. Aggregate Industries expects to move about half a million tonnes of recycled aggregates to the site by water over the three-year duration of the contract.

**Port Trade 2007 and 2008 (million tonnes)**

	2007	2008
Oil, crude & products	18.5	19.8
Containers, trailers and vehicles	15.1	15.1
Aggregates	8.4	8.0
Other	5.1	5.2
Coal	2.0	1.9
Metals	1.3	1.3
Forest products	1.7	1.0
Cereals	0.6	0.7



# A SAFE & SECURE RIVER

## AT A GLANCE

- NEW HYDROGRAPHIC SURVEY VESSEL, GALLOPER, ENTERED SERVICE – GIVING SURVEYORS IMPROVED ACCESS TO SHALLOWER PARTS OF THE RIVER
- FIRST FULL YEAR OF OPERATION FOR THAMES AUTOMATIC IDENTIFICATION SYSTEM (THAMES AIS) COMPLETED
- VESTA ROWING CLUB NAMED OVERALL WINNER OF THE PLA'S ANNUAL ROWING CLUB SAFETY AWARD
- £400,000 INVESTED IN CONTINUING RADAR MODERNISATION PROGRAMME
- CHANGES IN PILOTAGE OPERATIONS TO IMPROVE SERVICE TO CUSTOMERS

**The PLA's main responsibility is to manage marine operations effectively and to help river users make the most of the tidal Thames safely. Initiatives to improve safety continued during 2008 and further work is already in hand in 2009.**

### Port Marine Safety Code

The Port Marine Safety Code (PMSC) was introduced in 2000, providing a national standard for the management of port marine operations. The PLA has operated within its requirements since then with the introduction of a navigational Safety Management System based on formal risk assessment, which includes: continuous review of the identified hazards to navigation and supporting risk control measures and ongoing consultation with river users. After nearly a decade in use, the Department for Transport and the ports industry have begun a timely review and updating of the PMSC. The PLA is involved in this process and it is expected that the updated PMSC and supporting Guide to Good Practice will be published later this year.

### Navigational Incidents

While we work hard in supporting and facilitating navigational safety, incidents do still occur. Every incident is investigated by the Harbour Master so that the causes can be identified and lessons learnt to help prevent it happening again. There were a number of navigational incidents in the port during the year. These ranged from heavy landings whilst berthing/unberthing, temporary groundings and several minor collisions. There were no major navigational incidents during the period.

A 12-knot speed limit was imposed on certain high speed passenger vessels operating in central London in order to mitigate the immediate hazards associated with high-speed navigation in that very congested part of the River.



Subsequently, a comprehensive risk assessment was undertaken, one recommendation from which was the proposed introduction of a mandatory speed limit in this increasingly busy area.

### National Boatmasters Licence

The new Boatmasters Licence was successfully introduced nationally in 2007. To support the transition to the new regime on the Thames, we committed to providing funding of £50,000 towards the costs of training courses for people working to gain the licence. During 2008 grants totalling £7,000 were provided to 14 eligible candidates. Grants for a further 29 people have been approved and will be paid on completion of their courses.

The PLA is also providing further support, bearing the full cost of the 'local knowledge' courses introduced to support trainees preparing for examination in the Thames Local Knowledge Endorsement. This endorsement is required by Boatmasters Licence holders operating vessels between Margaretness and Putney.

### Thames AIS

Summer 2008 marked a year since the carriage of the Thames Automatic Identification System (Thames AIS) was made mandatory for all passenger vessels and larger vessels throughout Central London. The introduction of Thames AIS, a major step forward for safety on the river, was in direct response to recommendations from the Thames Safety Inquiry. The PLA provided financial support towards the fitting of the Thames AIS equipment to some 160 commercial and public authority-operated craft who have to carry it. The system is working extremely efficiently.

### Middle District Capacity Study

During 2008 our contractors, BMT Isis Limited, completed work developing a computer model of traffic density for the central reaches of the river between Putney and the Thames Barrier. We commissioned the model to help us assess the capacity of the river to handle increasing numbers of commercial and leisure traffic, cargoes and services, and subsequently, to inform our future management of the river in this area.

## Navigational Safety Statistics

### Navigational Safety

	2006	2007	2008
Navigational safety incidents	28	22	20
Navigational occurrences	18	8	24

**Navigational safety incidents** – these include: collisions, vessels contacting fixed objects, grounding, near misses and pollution. We have recorded a drop in such incidents over the last three years. It should also be noted that there were no major incidents in the port during this period and the majority of safety incidents were minor in outcome.

**Navigational Occurrences** – breaches of byelaws and directions, inappropriate navigation and berthing and manoeuvring incidents are included in this group. Whilst the number of occurrences reported and investigated rose in 2008, there is no discernable trend. One berthing and manoeuvring incident had the potential to be serious and a number of important lessons have been learned from the subsequent investigation.

### Hydrographic Surveys

	2006	2007	2008
Hydrographic surveys completed	297	328	315

Hydrographic surveys are completed to monitor the state of the river bed, ensure channels are clear, identify obstructions and areas that need dredging.

### Diving Operations

	2006	2007	2008
Diving operations	179	139	151

Diving operations range from standard inspections of moorings to salvage and wreck recovery. In 2008 obstruction recovery increased due to the London Gateway project.



# A SAFE & SECURE RIVER

## Vessel Traffic Services

Our Vessel Traffic Services (VTS) operation oversees the movement of vessels in the Port and is critical to its safe operation. Regular investment has ensured the system has kept pace with changing needs. Nevertheless, to make the most of emerging technological developments, we will embark on a major upgrade of the system in 2009. The last wholesale upgrade of the system was in 2004 and these latest changes will make it more intuitive and simpler to operate and manage.

## Ships' bridge simulator

The ships' bridge simulator also continues to deliver benefits, being used by a number of Port customers as part of their business planning process to simulate and test potential terminal designs.

## Radar network

A progressive upgrade of our 15-strong radar network is nearing completion. The work during 2008 cost some £400,000 and included upgrades to the radar stations at Crayfordness and Holland Haven. In addition, there has been further development of the CCTV network, to link it more closely to the traffic image display system in VTS. Trials at the Cliffe and Northfleet radars will lead to the incorporation of CCTV link-up into the upgraded VTS system.

## Thames Byelaws 2009

During 2008 we completed a comprehensive review of the Port of London River Byelaws 1978. The review resulted in proposals for a new set of Thames Byelaws.

The majority of the Byelaws will remain the same, but several new ones are proposed in support of continued safety improvements. A number have been amended and developed in response to changing trades and port operations. New Byelaws Proposals include an extension of the mandatory speed limit below Wandsworth to Margaretness, permission to dive, a local knowledge endorsement requirement for operators not covered by the Boatmasters Licence, new obligations for berth operators to survey and maintain operational berths, more comprehensive reporting of accidents and incidents, and restrictions on the discharge of sewage.

An informal public consultation was undertaken on our proposals in summer 2008, attracting over 50 responses. We have since made a number of changes as a direct result of the feedback received. The next stage, in due course, will be the statutory formal consultation through the Department for Transport. Subject to any objections being resolved by that stage, the Byelaws will be confirmed by the Secretary of State and will then enter into force.

## London Gateway

The London Gateway project is going to involve major dredging, reclamation and construction work in the main deepwater approach channel to the Port, the foreshore and the river bed on the north bank at Shell Haven. Throughout the construction phase we will be checking that the requirements of the approvals for the work are fulfilled. In addition we will be installing new navigational aids and relocating others as work progresses, and providing guidance and updates from the VTS team to ensure that other river traffic is not unduly affected by the work.

## Optimising Pilotage

An important part of the PLA's navigational safety service is the efficient provision of pilotage for ships entering and leaving the Thames. A detailed consultation process throughout 2008 saw a set of changes agreed to the operational delivery of pilotage together with improved management arrangements to support the service. This has involved changes to the rostering system for pilots, alterations to the traditional river and sea boundaries to avoid unnecessary double handling of ships, and improvements in conditions for pilots. These changes are intended to ensure continued delivery of a reliable service for customers while also strengthening the financial viability of the operation.





# ENVIRONMENTAL STEWARDSHIP

## AT A GLANCE

- PARTNERSHIP AGREEMENT SIGNED WITH ROYAL SOCIETY FOR THE PROTECTION OF BIRDS
- SEAHORSES FOUND IN THAMES ESTUARY
- HMS LONDON DESIGNATED AS A PROTECTED 17TH CENTURY WRECK
- 493 TONNES OF MATERIAL RECOVERED FROM THE RIVER

**We continued to make progress during 2008 with a range of environmental aspects of our operation from nature conservation to the performance of our own operations. An important element in the long-term future of this work is the Partnership Agreement we signed with the Royal Society for the Protection of Birds (RSPB).**

### Cleaning the river

During 2008 our Driftwood operation recovered more than 493 tonnes of material from the river. In addition we provided support to more than 51 Thames21 clean-up events along the river bank.

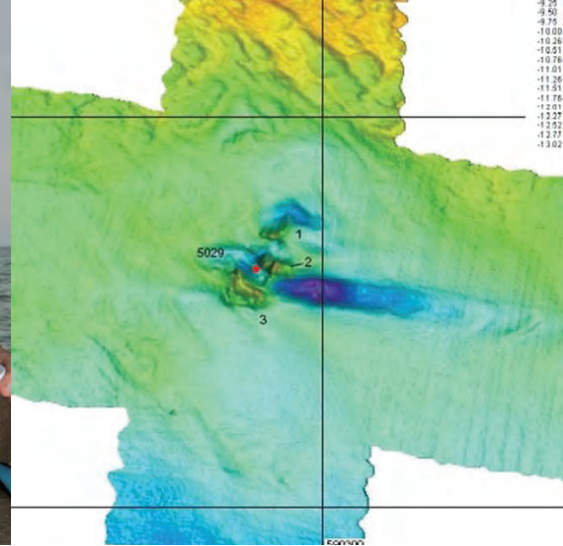
### Dredging demands

During the year we launched the Dredging Spatial Information System (DSIS). An improved version of the existing Information Exchange System, used by members of the Dredging Liaison Group (DLG) for the Thames, the DSIS enables users to check on the environmental status of, and constraints applying to, potential dredge sites. Other DLG members contribute to the system by providing updates – for example, the Environment Agency provides water quality information, whilst Natural England inputs information on designated conservation sites and important habitats.

### The 'Gresham Ship' project

2008 saw marked progress with a PLA-backed programme to research and catalogue the 'Gresham Ship', a 16th century wreck raised from Princes Channel in 2003.

Diving experts studied sections of the 'Gresham Ship' which is now kept submerged in Horsea Lake in order to preserve it. The dive work is part of an extensive five-year programme of research, lectures and conferences entitled the Gresham Project, set up by the PLA in association with University College London and other partners. The main seminar in the programme will take place at Gresham College in May 2009.



### HMS London

The wreck of HMS London was lying directly in the planned path of the deepened channel for the London Gateway port. We worked hard with English Heritage to draw up plans for protecting the vessel. The approach channel was moved further south to avoid the area because it is so significant; an exclusion zone will be set-up around the wreck during the London Gateway dredging work, and a team will monitor the site regularly.

As the result of an accident on board, HMS London blew up and sank in the Thames Estuary in 1665, with the loss of more than 300 lives. In October 2008, Culture Minister, Barbara Follett MP, confirmed the designation of the remains as a protected wreck under the Protection of Wrecks Act 1973.

### Environmental quality checking

In the summer of 2008 we undertook a marine biological survey to check the environmental quality of the disused North Edinburgh Channel, which was used as a placement site for sand dredged from Princes Channel. During the follow-up survey a seahorse – a short-snouted hippocampus – was discovered. This species is found in areas of good water quality.

### Energy efficiency

As part of the work continually to improve our environmental performance, we installed solar panels and new, more efficient gas boilers for heating water in our main Gravesend office, London River House. In addition, we fitted a waste heat capture system and replaced old radiators with new, thermostatically-controlled ones. In combination these developments are expected to reduce our gas consumption.

## Environmental Statistics

### Energy efficiency

(Kilowatt/hours)	2006	2007	2008
Electricity	430360	355143	269354
Gas	1452427	1445350	1499047

Electricity use has progressively fallen following the introduction of energy-saving measures such as movement sensitive lights.

### Dredging licences issued

	2006	2007	2008
Dredging licences issued	16	15	12

The number of licences issued is a reflection of the applications received; activity was slightly lower than normal

### Waste generation and recycling

(Tonnes)	2006	2007	2008
Pre-segregated recyclable	0.72	10.87	19.34
General waste	28.26	38.17	30.48
Hazardous waste	10.33	4.16	3.80

Statistics reflect a continued increase in segregation of waste to increase recycling levels

### Driftwood recovered

(Tonnes)	2006	2007	2008
Tonnage of material recovered from the River	493	471	493

We recover driftwood and debris from the river as part of our work to facilitate navigational safety – objects floating in the river can pose a hazard to vessels. The amount of driftwood collected continued at a steady level.



# THAMES OIL SPILL CLEARANCE ASSOCIATION

We run the Thames Oil Spill Clearance Association (TOSCA) on behalf of all the river's oil terminal operators. TOSCA provides an immediate response to any incidents or spills in the Thames of either mineral or vegetable oil. The Association is funded through a charge on all oil transshipments in the Port. There were no reportable spills during the year; there were 10 call outs after reports of spills, but on each occasion nothing more than sheen was found. Three oil spill exercises were completed at Denton Wharf, Petroplus Coryton refinery and Vopak's terminal.

## TOSCA Statistics

	2006	2007	2008
Call outs	17	20	10
Reportable spills	0	0	0
Oil encountered (including sheen)	4	7	3
False alarms (nothing found)	12	9	7
False alarms (eg spill contained)	1	2	0
Other call outs (safety of life etc)	0	2	0



# COMMUNITY, LEISURE & SPORT

## AT A GLANCE

- *FIRST THAMES POWER BOAT GRAND PRIX HELD IN GRAVESEND REACH; SECOND RED BULL AIR RACE HELD OVER THE RIVER AROUND GREENWICH*
- *INVESTMENT OF MORE THAN £150,000 IN HOLEHAVEN OPERATIONS*
- *LAUNCH OF PERSONAL WATERCRAFT CODE OF PRACTICE*
- *LAUNCH OF UP RIVER TREE MANAGEMENT PROGRAMME*

**During the year we continued actively working with the river community and wider public. We supported new river events, improved our operations at Holehaven Creek, backed a range of community projects and initiated a twenty-year tree management programme for an eight-kilometre stretch of tow path and riverbank upstream of Putney, addressing problems that have developed over some years.**

### River events

In July, after close work between our harbour mastering team, Gravesham Borough Council, Allhallows Yacht Club and the Royal Yachting Association, Gravesend Reach was used for the first Power Boat Grand Prix. The event saw 16 boats compete, with many being lifted in and out of the water at our Denton Wharf facility. It provided an interesting challenge for our operations team as the Reach, an essential route to and from many berths in the Port, remained open throughout.

In addition to this new event, we supported an array of traditional and new events on the river ranging from the University Boat Race to the Red Bull Air Race, the Transport on Water (ToW) Barge Race to the Great River Race.

### Community events

During the year our Riverside Code safety trailer was present at 15 events, including the Thames Festival, the RSPB Open Day at its Rainham Marshes reserve and Gravesham Maritime Festival; we estimate 9,000 children visited the trailer during the year. In addition, we had an enhanced presence at the Thames Festival for the second year in a row.



### Personal Watercraft Code of Practice

During the year we continued to work with stakeholders in Essex on the development of the Code of Practice for Personal Watercraft (PWC). We co-ordinated the work after receiving complaints about PWC users operating irresponsibly in the Estuary. The four-page summary leaflet is a simple list of 'dos' and 'don'ts', incorporating safety elements and the protection of the natural environment.

### Holehaven

2008 saw the completion of two projects costing more than £150,000 aimed at improving our operation at Holehaven Creek, Essex. The patrol boat Easthaven, specially designed for the shallow waters around Canvey Island, was commissioned and a new causeway to improve access to the Creek for boat owners and local fishermen was officially opened. In combination they provide enhanced support for local fishermen and leisure boaters.

### Community projects

Further community projects completed or underway included the rebuilding of Greenwich Rowing Club slipway, to which we contributed £5,000, and work continues with a number of other users on infrastructure improvements. In addition we are working with Thames Estuary Partnership on the Thames Discovery Programme. The three-year project to investigate the Thames foreshore has attracted a £421,500 Heritage Lottery Fund grant.

### Stakeholder engagement

During the year we continued with our programme of public meetings with events along the river at Putney, Museum in Docklands, Canvey Island and Gravesend.

We also agreed a three-year education development programme with Thames Explorer Trust. Its aim is to provide interactive lessons for school children studying the history of the Port, the role of shipping in world trade and the continued importance of London as a maritime hub today.

## Community Activity Statistics

### Riverside Code trailer

	2006	2007	2008
No of events attended by Riverside Code Trailer	17	14	15
No of children through Riverside Code Trailer	8,800	9,000	9,000

Riverside Code trailer – the number of events attended remains at a steady level, as does the number of children visiting the trailer.

### Public meetings

	2006	2007	2008
No of public meetings held	3	3	4
No of people attending public meetings	N/K	140	211

Separate public meetings are held every 12 to 18 months at locations along the river (one each in the upper and middle reaches; two in the lower reaches). The number attending is governed by activity on or beside the river – overall attendance was higher in 2008 due to the tree management plans between Putney and Kew.



# BOARD AND COMMITTEES

The Port of London Authority is overseen by an 11-member Board made up of three executive members and eight non-executives, plus the Secretary to the Board. Board members sit on six committees.

The members of the Board and the membership of the committees (as at 16 April 2009) are listed below.

Chairman:	S P Sherrard
Vice Chairman:	J A G Kennedy, OBE
Non-executive members:	P K Sarwal P J Matthews, OBE W D Everard, CBE J F Mills, CBE R D M Lenthall
Executive members:	R L Everitt (Chief Executive) B Chapman (Chief Financial Officer) Rear Admiral D G Snelson, CB, FNI (Chief Harbour Master)
Secretary to the Board:	R D Crighton, AMNI, MCMI, Barrister

## Committees of the Board

The chairman and vice chairman are ex-officio members of all committees.

### Audit Committee

P K Sarwal, Chairman  
J F Mills  
W D Everard

### Licensing Committee

J A G Kennedy, Chairman  
R L Everitt  
R Lenthall  
D G Snelson  
P J Matthews

### Remuneration Committee

S P Sherrard, Chairman  
J A G Kennedy  
W D Everard

### Charitable Donations Committee

S P Sherrard, Chairman  
R L Everitt  
R Lenthall

### Pensions Committee

P J Matthews, Chairman  
W D Everard  
R Lenthall  
R L Everitt  
B Chapman

### Nominations Committee

S P Sherrard, Chairman  
J A G Kennedy  
W D Everard



# REPORT & ACCOUNTS

**The following pages contain the statutory financial statements for the financial year ending 31 December 2008.**

**The Annual Report and Accounts are available in full via the PLA website ([www.pla.co.uk](http://www.pla.co.uk)).**

## **STATEMENT OF MEMBERS' RESPONSIBILITIES**

The members are responsible for preparing the Annual Report and Accounts in accordance with applicable law and regulations.

The members of the Port of London Authority are required to prepare financial statements for each financial year which give a true and fair view of the state of affairs of the Authority and of the profit or loss of the Authority for that period. In preparing those financial statements, the members are required to:-

- select suitable accounting policies and then apply them consistently;
- make judgements and estimates that are reasonable and prudent;
- state whether applicable UK Accounting Standards have been followed, subject to any material departures disclosed and explained in the financial statements; and
- prepare the financial statements on the going concern basis unless it is inappropriate to presume that the Authority will continue in business, in which case there should be supporting assumptions or qualifications as necessary.

The members confirm that they have complied with the above requirements in preparing the financial statements.

The members are responsible for keeping proper accounting records that disclose with reasonable accuracy at any time the financial position of the Authority and enable them to ensure that the financial statements comply with Section 42 of the Harbours Act 1964, as amended by the Transport Act 1981. They are also responsible for safeguarding the assets of the Authority and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

The members are responsible for the maintenance and integrity of the corporate and financial information included on the Authority's website. Legislation in the United Kingdom governing the preparation and dissemination of financial statements may differ from legislation in other jurisdictions.

# CONSOLIDATED PROFIT AND LOSS ACCOUNT

For the year ended 31 December 2008

	Note	2008 £000	2007 (Restated) £000
<b>Turnover including share of joint venture</b>		<b>45,646</b>	<b>41,251</b>
Less: share of joint venture		615	596
<b>Turnover excluding share of joint venture</b>	2	45,031	40,655
<b>Operating expenditure</b>	2	42,973	42,214
<b>Operating profit/(loss)</b>	2, 4	2,058	(1,559)
Share of operating profit of joint venture		141	83
<b>Operating profit/(loss) including joint venture</b>		2,199	(1,476)
Previously unrecognised retained loss accrued for Port of London Properties Ltd during period of non-consolidation	1b	(6,689)	0
Net interest	7	1,185	1,313
Other financial (costs)/income	26	(774)	175
<b>(Loss)/profit on ordinary activities before taxation</b>		(4,079)	12
Taxation	8	(953)	(230)
<b>Loss for the financial year</b>	<b>20</b>	<b>(5,032)</b>	<b>(218)</b>

All results are in respect of continuing activities.

There is no difference between the (loss)/profit on ordinary activities before taxation and the retained loss for the financial year stated above and their historical cost equivalents.

## CONSOLIDATED STATEMENT OF TOTAL RECOGNISED GAINS AND LOSSES (STRGL)

For the year ended 31 December 2008

	Note	2008 £000	2007 (Restated) £000
Loss for the financial year		(5,032)	(218)
Actuarial (loss)/gain on pension schemes	26	(4,434)	12,180
Current UK corporation tax on defined benefit pension schemes		162	0
Movement in deferred tax relating to pension schemes	14	1,079	(3,598)
		(8,225)	8,364
Previously unrecognised gains and losses accrued for Port of London Properties Ltd during period of non-consolidation	1b	27,175	0
Share of actuarial (loss)/gain on joint venture defined benefit pension scheme	11	(105)	193
<b>Total recognised gains relating to the year</b>		<b>18,845</b>	<b>8,557</b>
Prior year adjustment	1c	(15,964)	0
<b>Total recognised gains recognised since last annual report</b>		<b>2,881</b>	<b>8,557</b>

The PLA also has an unrecognised loss of £4,449,000 for the year ended 31 December 2008 (2007 gain of £753,000) in relation to a pension scheme which has an irrecoverable surplus (see note 26 of Annual Report and Accounts).



# BALANCE SHEET

At 31 December 2008

	Note	Consolidated		PLA	
		2008 £000	2007 (Restated) £000	2008 £000	2007 (Restated) £000
<b>Fixed assets</b>					
Intangible assets	9	274	280	274	280
Tangible assets	10	25,686	25,772	25,686	25,772
Investments	11	0	0	2	2
Joint venture:-	11				
Share of gross assets		864	750	0	0
Share of gross liabilities		(203)	(189)	0	0
Share of pension deficit		(176)	(90)	0	0
		485	471	0	0
		26,445	26,523	25,962	26,054
<b>Current assets</b>					
Stocks		159	183	159	183
Debtors: amounts due less than and more than one year	15	20,631	7,629	7,740	7,629
Liquid resources		16,351	20,164	9,849	20,164
Cash and bank balances		16,416	4,404	16,416	4,404
		53,557	32,380	34,164	32,380
<b>Current liabilities</b>					
Creditors: amounts falling due within one year	16	5,779	6,405	5,644	6,405
<b>Net current assets</b>		47,778	25,975	28,520	25,975
<b>Total assets less current liabilities</b>		74,223	52,498	54,482	52,029
Creditors: amounts falling due after more than one year	17	643	657	643	657
Provisions for liabilities and charges	18	17,666	17,547	17,666	17,547
		18,309	18,204	18,309	18,204
<b>Net assets excluding pension (deficit)/surplus</b>		55,914	34,294	36,173	33,825
<b>Pension (deficit)/ surplus</b>	26	(1,097)	1,678	(1,097)	1,678
<b>Net assets including pension (deficit)/surplus</b>		54,817	35,972	35,076	35,503
<b>Reserves</b>					
Profit and loss account	20	54,817	35,972	35,076	35,503

These financial statements, which comprise the consolidated profit and loss account, the consolidated statement of total recognised gains and losses, the consolidated and PLA balance sheets, the consolidated cash flow statement and the related notes were approved by the Board of Members on 7 April 2009 and were signed on its behalf on 16 April 2009 by:-

S P SHERRARD  
Chairman

R L EVERITT  
Chief Executive

B CHAPMAN  
Chief Financial Officer

# CONSOLIDATED CASH FLOW STATEMENT

For the year ended 31 December 2008

	Note	Consolidated 2008		PLA 2007	
		£000	£000	£000	£000
<b>Net cash inflow from operating activities</b>	21		2,995		816
<b>Returns on investment and servicing of finance</b>					
Interest received		1,320		1,329	
Interest paid		(1)		(31)	
Interest paid on finance leases		0		(8)	
Net cash inflow from returns on investments and servicing of finance			1,319		1,290
<b>Taxation</b>					
U.K. Corporation tax paid		(230)		(420)	
			(230)		(420)
<b>Capital expenditure and financial investment</b>					
Purchase of tangible fixed assets		(3,260)		(1,768)	
Sale of tangible fixed assets		32		17	
Net cash outflow from capital expenditure and financial investment			(3,228)		(1,751)
<b>Cash inflow from Port of London Properties Ltd at 17 December 2008</b>			7,625		0
<b>Net cash inflow/(outflow) before use of liquid resources and financing</b>			8,481		(65)
<b>Management of liquid resources</b>					
Decrease/(increase) in short term investments			3,813		(2,347)
<b>Net cash inflow/(outflow) before financing</b>			12,294		(2,412)
<b>Financing</b>					
Principal repayments under finance leases		0		(37)	
Net cash outflow from financing			0		(37)
<b>Increase/(decrease) in cash in the year</b>	22		12,294		(2,449)

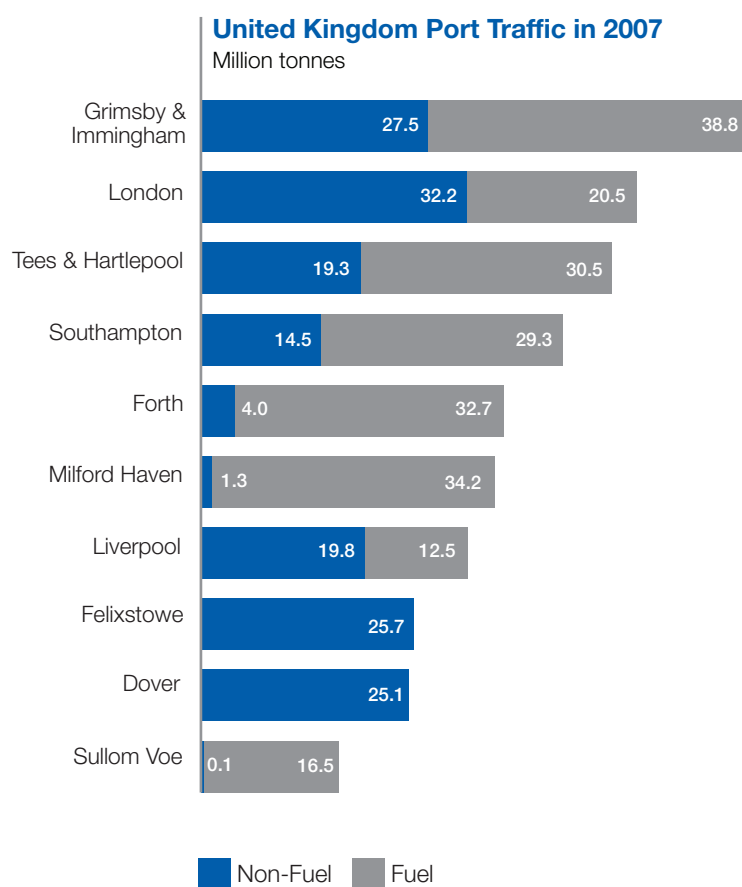
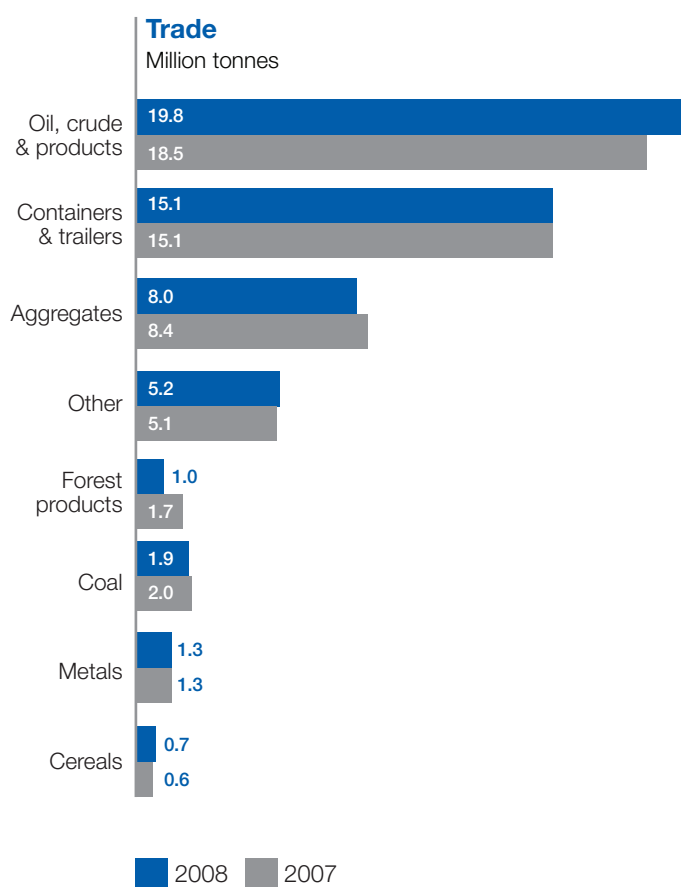
# TRADE AND FINANCIAL HIGHLIGHTS

For the year ended 31 December 2008

<b>Trade</b>	<b>2008 million tonnes</b>	<b>2007 million tonnes</b>
Imports	43.9	44.3
Exports	9.1	8.4
Total	53.0	52.7

<b>Unitised traffic – (included in above tonneages)</b>	<b>2008 Thousand TEUs</b>	<b>2007 Thousand TEUs</b>
Imports	1,020	1,066
Exports	987	961
Total	2,007	2,027
Number of chargeable vessel arrivals to the Port of London	10,814	10,815

<b>Financial Highlights</b>	<b>2008 £m</b>	<b>2007 £m</b>
Turnover	45.6	41.3
Operating profit/(loss)	2.2	(1.5)
Net cash inflow from operating activities	3.0	0.8



Source: Department for Transport

# WORKING IN PARTNERSHIPS

To achieve maximum effectiveness, openness and transparency we have set up a number of consultative and liaison groups and committees with customers and stakeholders and actively participate in a large number of partnerships.

## PLA CONSULTATIVE AND LIAISON COMMITTEES

Major Customers Forum  
PLA/PetroPlus Marine Liaison Group  
PLA/Environment Agency (EA) Liaison  
PLA/London River Services (LRS) Liaison  
PLA/Maritime and Coastguard Agency (MCA) Liaison  
PLA/Medway/Harwich Tripartite Group  
PLA/Metropolitan Police Liaison  
PLA/London Port Health Authority Liaison  
PLA/Watermen and Lightermen's Company Liaison  
Port of London Health and Safety Liaison Group  
Port Security Committee  
River Users Consultative Forum (Estuary)  
River Users Consultative Forum (Lower)  
River Users Consultative Forum (Upper)  
River Users Strategic Advisory Panel  
Thames Oil Spill Clearance Association (TOSCA)  
Thames Strategy Group  
PLA REPRESENTATION ON OUTSIDE BODIES  
All Hallows Business Houses Council  
Association of Diving Contractors  
Association of Inland Navigation Authorities  
Association of Police Health & Safety Advisors  
(London & South East Group)  
Bexley Emergency Planning and Liaison Group  
Central London Local Resilience Forum  
Cleanaway Havering Riverside Trust  
Cliffe Conservation and Community Partnership Steering Group  
Committee on Shipping Hydrography (MCA)  
Cory Environmental Trust in Thurrock  
Cross River Partnership  
Defra/DfT Marine Consents Liaison Group  
Defra Water Framework Directive Stakeholder Groups  
Defra Ports Liaison Group  
District Marine Safety Committee  
Dredging Liaison Group  
Emergency Planning Society Oil Pollution Professional Interest Group  
Essex Resilience Forum  
Freight by Water  
Gravesham Chamber of Commerce  
Gravesham Local Business Partnership Steering Group  
Greater London Authority (GLA) Working Groups  
Greenwich Emergency Planning and Liaison Group  
Havering and Thurrock Riverside Environmental Strategy Group  
Health and Safety Executive and Statutory Harbour  
Authorities Committee (HESHA)  
IMarEST Small Ships Group Integrated Coastal  
Hydrography Steering Group (UKHO)  
International Association of Lighthouse Authorities  
International Association of Ports & Harbors  
International Harbour Masters Association  
Kent and Medway Oil Pollution Group  
Kent Resilience Forum  
London Borough of Richmond Emergency Planning Forum  
London Borough of Southwark Emergency Planning Forum

London Chamber of Commerce and Industry  
London Emergency Services Liaison Panel (LESPLP)  
London Home and Water Safety Council  
London Regional Resilience Forum  
London Resilience Media Group  
London Resilience Transport Group  
London & SE Port Welfare Committee  
London Waterways Commission  
Maritime Advisory Group  
Maritime London  
MCA/DfT MARPOL Consultative Panel  
MCA Hire Boat Licensing Working Group  
MCA Inland Waterways Freight Vessel Standards Technical  
Working Group  
MCA Seagoing and Inland Waterways Commercial Vessel  
Regulatory Working Parties  
MCA Sunk Users Group  
Medway Partners Emergency Planning Group  
National Inland Waterways Freight Standards Steering Group  
National Marine Safety Co-ordinating Committee  
National Maritime Security Committee (Ports Panel)  
National Offshore Renewable Energy Liaison Group  
National Sea Training Trust  
North Central London Local Resilience Forum  
North East London Local Resilience Forum  
North Kent Chamber of Commerce  
North West Kent College Training Trust  
North West Kent College Corporate Board  
ODA Transport Security Working Group  
OFCOM/MCA Maritime Advisory Technical Committee  
Olympic Safety, Security and Resilience Strategy Committee  
Parliamentary Maritime Group  
Port Skills and Safety Limited  
River Basin Liaison Panel  
River Users Health & Safety Forum  
SITPRO Ports and Borders Group  
South East London Local Resilience Forum  
South Essex Environmental Protection Group  
South West London Local Resilience Forum  
Thames21  
Thames Counter Terrorism Partnership  
Thames Estuary Partnership  
Thames Estuary Research Forum  
Thames Estuary Standing Environment Group  
Thameside Partners  
Thames Landscape Strategy Hampton – Kew  
Thames Strategy Kew – Chelsea  
Thames Traditional Rowing Association  
Thurrock District Association of Industries  
UK Delegation to International Maritime Organisation (IMO)  
UK Harbour Masters Association  
United Kingdom Major Ports Group  
UKMPG/BPA Environmental Policy Group  
University College London Geomatics Faculty  
Westminster Biodiversity Action Plan Steering Group



# ANNUAL REVIEW 2008

PORT OF  
**LONDON**  
AUTHORITY  
1909 - 2009  
A CENTURY OF SERVICE



## 1909 - 2009 A CENTURY OF SERVICE

The Port of London is at the centre of one of Europe's most prosperous markets, with over 23 million people living within a three-hour drive of the Port.

The Port continues to play a crucial role in the economy and wellbeing of the south east region, as well as regions further afield. Not only is it the UK's second largest port and the biggest in the south by volume, but it is the largest port in the UK for non-fuel cargoes.

The Port of London plays a pivotal role in thousands of supply chains, with a huge variety of cargoes handled by over 70 independently-operated wharves, terminals and port facilities along the tidal River Thames. Research shows the Port of London's economic contribution to the capital and surrounding regions amounts to over 46,000 full-time jobs and £3.7 billion to the economy each year.

The Port of London Authority (PLA) is a self-financing Trust Port. Its prime responsibility is for safety of navigation and conservancy on the Thames from Teddington in west London out to the sea – a distance of 95 miles – where there are more than 30,000 commercial vessel and 200,000 leisure craft movements a year.

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