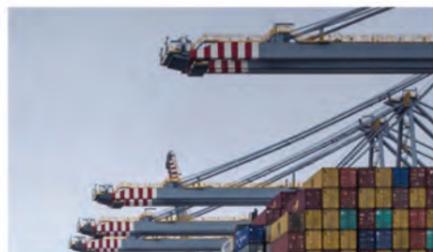




# RIVER THAMES ECONOMIC PROSPERITY



[www.pla.co.uk](http://www.pla.co.uk)  
[@LondonPortAuth](https://twitter.com/LondonPortAuth)  
[www.youtube.com/portoflondon](https://www.youtube.com/portoflondon)  
01474-562200

## ABOUT THE PORT OF LONDON

The tidal Thames is home to the Port of London, the UK's second largest port by tonnage of goods handled. The busiest inland waterway for freight, the river is also an increasingly important route for passenger travel, a magnet for tourists and a centre for sport and recreation.

The port operations sit at the centre of the UK's largest consumer market. With over 23 million people living within a three-hour drive of the port, the 70-plus terminals on the river keep people living in London and the south east fed, clothed and supplied with many of life's essentials.



## ABOUT THE PLA

The Port of London Authority (PLA) is a self-financing statutory authority. Our mission is to maintain a safe river to support London and the south east in a wide range of activities, at work, rest and play.

We work closely with partners and stakeholders to ensure the river plays the maximum possible part in generating jobs and wealth for the country. We pay the same high level of attention to helping maintain the Thames environment and the wildlife it supports, for the benefit and enjoyment of many generations to come.

Our main activities are:

Our main activities are:

- Overseeing river navigation and safety
- Sharing our planning consultation and technical expertise
- Bringing people together and promoting the river
- Looking after the Thames environment

As we operate for the benefit of stakeholders, not shareholders, we are able to generate a substantial financial benefit to the community, investing to improve the efficiency of our operations and the Thames more widely.



## MAIN FINDINGS



# RIVER USE\* 2014



**44.5**  
MILLION TONNES  
TOTAL CARGO  
HANDLED  
(+3%)



**5.5**  
MILLION TONNES  
OF INLAND  
WATERWAYS  
FREIGHT  
(+4%)



**9.8**  
MILLION  
PASSENGER  
JOURNEYS  
(+22.5%)



**83**  
MAJOR  
SPORTING  
EVENTS

## SUMMARY



The Port of London is the second biggest in the UK. The port handled 44.5 million tonnes of goods and materials in 2014, providing many of life's essentials.

A substantial number of people are employed in port operations and these operations contribute substantially to the economies of London and the South East region.

To assess the size of this contribution, we commissioned an economic impact study from consultants SQW Limited. The main findings of the study are summarised in this report.

The Port of London is made up of over 70 independently run terminals and wharves along 95 miles of the tidal Thames from Teddington Lock to the North Sea. The study covered port and port-related activities in the riverside boroughs and districts along the tidal Thames. Major operations in the port include: the Port of Tilbury; London Gateway container port; Ford at Dagenham; building materials operations such as Tarmac and Cemex; and the Tate & Lyle Sugars refinery at Silvertown.

The study scope also includes operators using the river to support major infrastructure schemes such as Crossrail and the Thames Tideway Tunnel. Also assessed were river passenger transport which has increased

rapidly over the last five years and river-based leisure activity which has also grown.

The new study identifies three particular types of economic impact:

- Contribution to UK/Regional Gross Domestic Product estimated in terms of Gross Value Added (GVA)
- Number of people employed
- Household income generated (wages)

The findings in this summary are based on a comprehensive study and interviews with 142 firms operating in the Port of London.

Face-to-face interviews were carried out with most of the main terminal operators and telephone interviews were undertaken with the other firms. The main categories of firms interviewed were:

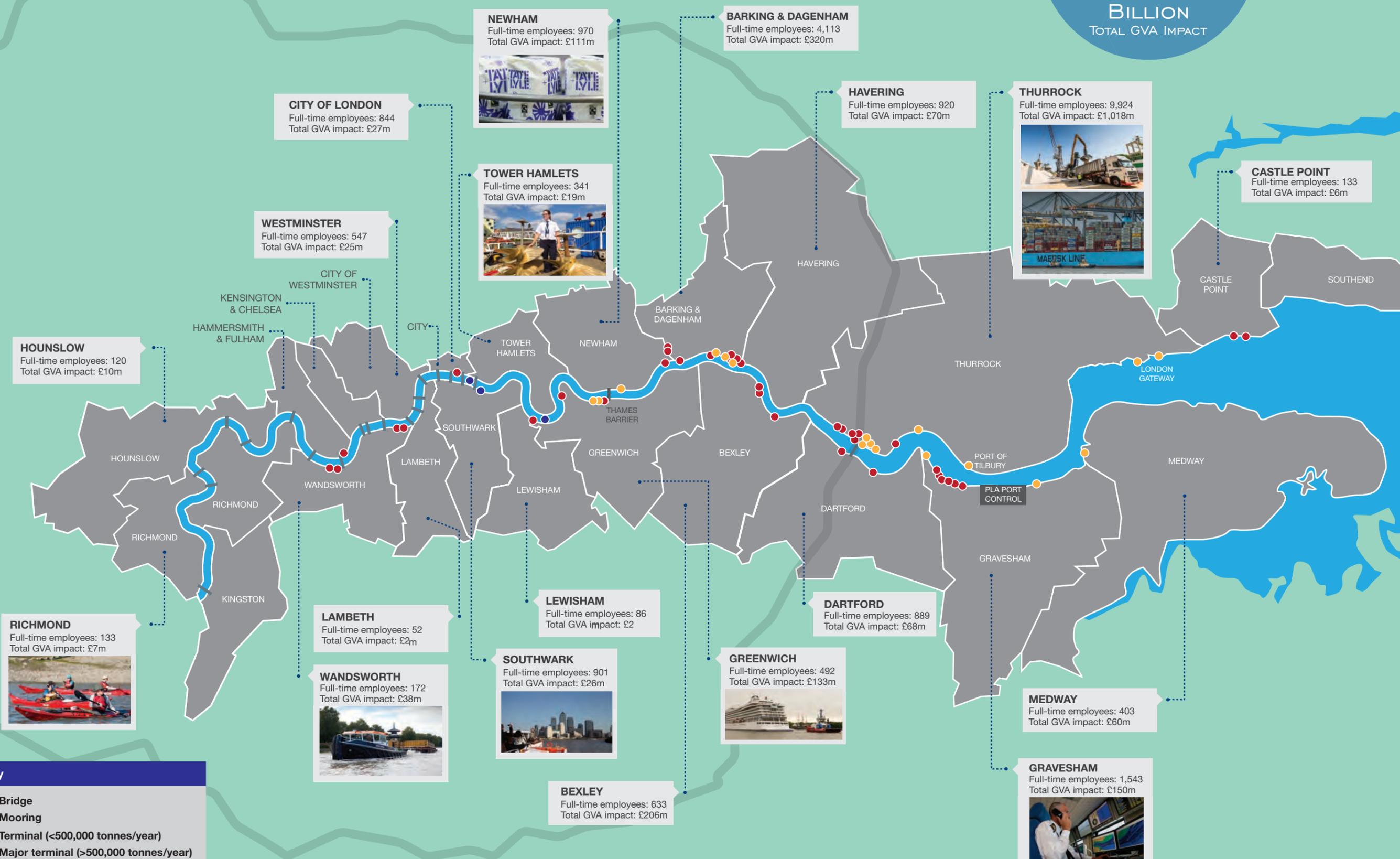
- Port operators and processors
- Port and regulatory services
- Ship and boat operators
- Port and ship suppliers
- Passenger and cruise related services
- Boat yards/pleasure boating support services

The survey was carried out between January and March 2015.

\* Source: PLA Annual Report & Accounts 2014

# GEOGRAPHICAL DISTRIBUTION OF TOTAL EMPLOYMENT AND IMPACT BY BOROUGH

OVERALL EMPLOYMENT AND GVA  
**43,455**  
 TOTAL EMPLOYMENT (FTEs)  
**£4.029**  
 BILLION  
 TOTAL GVA IMPACT



**NEWHAM**  
 Full-time employees: 970  
 Total GVA impact: £111m

**BARKING & DAGENHAM**  
 Full-time employees: 4,113  
 Total GVA impact: £320m

**HAVERING**  
 Full-time employees: 920  
 Total GVA impact: £70m

**THURROCK**  
 Full-time employees: 9,924  
 Total GVA impact: £1,018m

**CASTLE POINT**  
 Full-time employees: 133  
 Total GVA impact: £6m

**CITY OF LONDON**  
 Full-time employees: 844  
 Total GVA impact: £27m

**TOWER HAMLETS**  
 Full-time employees: 341  
 Total GVA impact: £19m

**WESTMINSTER**  
 Full-time employees: 547  
 Total GVA impact: £25m

**HOUNSLOW**  
 Full-time employees: 120  
 Total GVA impact: £10m

**RICHMOND**  
 Full-time employees: 133  
 Total GVA impact: £7m

**LAMBETH**  
 Full-time employees: 52  
 Total GVA impact: £2m

**WANDSWORTH**  
 Full-time employees: 172  
 Total GVA impact: £38m

**LEWISHAM**  
 Full-time employees: 86  
 Total GVA impact: £2

**SOUTHWARK**  
 Full-time employees: 901  
 Total GVA impact: £26m

**GREENWICH**  
 Full-time employees: 492  
 Total GVA impact: £133m

**DARTFORD**  
 Full-time employees: 889  
 Total GVA impact: £68m

**MEDWAY**  
 Full-time employees: 403  
 Total GVA impact: £60m

**GRAVESHAM**  
 Full-time employees: 1,543  
 Total GVA impact: £150m

**BEXLEY**  
 Full-time employees: 633  
 Total GVA impact: £206m

TOTAL EMPLOYMENT IMPACTS BY AREA (FTEs)

IMPACT AREA	DIRECT EMPLOYMENT	INDIRECT IMPACT*	INDUCED IMPACT	TOTAL EMPLOYMENT
RIVERSIDE BOROUGHs/DISTRICTS	20,927	—	2,289	23,217
REST OF LONDON	1,001	2,669	182	3,853
REST OF KENT	401	1,628	75	2,103
REST OF ESSEX	1,769	1,801	454	4,023
REST OF UK	2,456	5,176	2,074	9,706
OVERSEAS	553	—	—	553
<b>TOTAL</b>	<b>27,107</b>	<b>11,274</b>	<b>5,074</b>	<b>43,455</b>

\*For riverside boroughs/districts indirect impact is included in figure for direct impacts

TOTAL ECONOMIC IMPACTS BY AREA (FTEs)

IMPACT AREA	DIRECT GVA (£M)	INDIRECT GVA IMPACT (£M)*	INDUCED GVA IMPACT (£M)	TOTAL GVA IMPACT (£M)
RIVERSIDE BOROUGHs/DISTRICTS	2,227	—	71	2,298
REST OF LONDON	80	270	6	355
REST OF KENT	25	164	2	192
REST OF ESSEX	132	182	14	328
REST OF UK	236	523	64	823
OVERSEAS	33	—	—	33
<b>TOTAL</b>	<b>2,733</b>	<b>1,139</b>	<b>157</b>	<b>4,029</b>

\*For riverside boroughs/districts indirect impact is included in figure for direct impacts



DIRECT EMPLOYMENT

PORT OPERATORS AND PROCESSORS	13,216
PORT AND SHIP SUPPLIERS	8,580
SHIP AND BOAT OPERATORS	2,810
PASSENGER AND CRUISE RELATED SERVICES	1,771
PORT AND REGULATORY SERVICES	626
BOAT YARDS/PLEASURE BOATING SUPPORT SERVICES	104

DIRECT ECONOMIC IMPACT

PORT OPERATORS AND PROCESSORS	£1,919M
PORT AND SHIP SUPPLIERS	£592M
SHIP AND BOAT OPERATORS	£116M
PASSENGER AND CRUISE RELATED SERVICES	£69M
PORT AND REGULATORY SERVICES	£32M
BOAT YARDS/PLEASURE BOATING SUPPORT SERVICES	£4M

## GROWTH AND INVESTMENT EXPECTATIONS

The 142 port companies surveyed indicated there are 185 investment projects planned over the next five years, worth just over £1 billion. With the continuing investment in the £1.5 billion DP World London Gateway Port, the total value of ongoing and planned developments on the Thames is over £2.5 billion. The majority of the new investment will be amongst port operators and processors. All projects planned are predicted to increase turnover and employment.

**£2.5 BILLION**  
TOTAL INVESTMENT



LONDON GATEWAY



THAMES CLIPPERS



PLA



FORD



PORT OF TILBURY

NEW INVESTMENT OVER THE NEXT FIVE YEARS (GROSSED UP): £1 BILLION



£692M  
PORT OPERATORS AND PROCESSORS



£59M  
PORT AND REGULATORY SERVICES



£128M  
SHIP AND BOAT OPERATORS



£59M  
PORT AND SHIP SUPPLIERS



£68M  
PASSENGER AND CRUISE RELATED SERVICES



£1M  
BOAT YARDS AND RECREATIONAL CRAFT

CASE STUDIES

## PORT OF TILBURY

The Port of Tilbury is the largest single facility on the Thames, handling around 16 million tonnes of cargo a year, with some 3,500 workers on site at any one time. The port handles the full range of cargoes with specialist expertise in the handling of paper and forest products, containers and roll-on/roll-off, grain and bulk commodities, construction and building materials. A port-centric hub offering five million sq ft of warehousing, Tilbury covers some 450 hectares (nearly 900 acres), is well positioned to access the UK national motorway network via the M25 and offers direct rail connections. The port's development programme includes:



- London Distribution Park, being developed immediately adjacent to the port.
- A unique logistics centre for chilled food distribution specialist NFT. The centre will have capacity for 25,000 pallets within its 230,000 sq ft space and be able to handle a throughput in excess of 2.5 million cases per week.
- London Construction Link, a partnership with S. Walsh & Sons. The partnership is promoting greater consolidation of construction materials and onward movement by water to building sites near the Thames, cutting carbon emissions, road traffic and improving community safety.

## MBNA THAMES CLIPPERS

MBNA Thames Clippers operates to 20 piers over 25 kilometres of the Thames from Putney in the west to Woolwich Arsenal in the east. Every day Clippers' fleet travels 1,160 nautical miles, catering for everyone from commuters to families having a day out on the river.

- MBNA Thames Clippers has grown from a one-boat operation in 1999 to a fleet of 13 catamarans carrying over 3.8 million passengers a year.
- Two new high speed passenger ferries are being added to the MBNA Thames Clippers

## DP WORLD LONDON GATEWAY PORT

DP World London Gateway is a newly built, state-of-the-art, highly automated container port offering unrivalled deep-water access, road and rail links to the whole of the UK.

DP World London Gateway Port offers shippers a portcentric solution as the development includes Europe's largest logistics park. The park's first units are open and operational.

- The six new berths at DP World London Gateway Port will add 3.5 million TEU (twenty-foot equivalent units) to the nation's port capacity to meet the infrastructure demand resulting from the growth in ship size.
- Two berths have been completed so far at the Port, with work on a further berth underway.
- Since opening in November 2013, DP World London Gateway Port has never closed its gates due to bad weather. This is thanks to the cutting-edge technology it uses, making UK supply chains more efficient



fleet, purpose built to serve the new western extension to Putney which has proved extremely successful.



## FORD MOTOR COMPANY

Ford's operation at Dagenham broadly breaks down into four operations:



- Port and rail operations.
- Engineering and manufacturing facility.
- Vehicle distribution and refurbishment centre.
- Export distribution centre.

Ford Dagenham employs around 2,800 staff, principally in engine development, production and in logistics operations.

- Ford remains the port sector's single largest employer.
- In 2014, around 292,000 vehicles manufactured mainly in Europe were imported from the Netherlands through the Dagenham terminal for onward UK distribution by rail and road.
- In 2014, Ford produced 831,888 diesel engines at Dagenham and there were 45,000 ro-ro trailers containing engines and parts shipped via the terminal. Around 85% of the engines produced at Dagenham are exported.

## TATE & LYLE SUGARS

Tate & Lyle Sugars has been a long-standing presence on the Thames at Silvertown and continues to be a major user of the river for delivering raw cane sugar to its refinery.

- The factory produces around 30 to 40% of the refined sugar used in the UK, with products including: white sugar, liquid sugars, brown sugars, syrups and treacles. They are sold to a range of markets including food and drink manufacturers, retailers and the catering sector.
- Tate & Lyle Sugars has two jetties on the Thames, which see 40 ships visit per year.
- Each ship carries up to 42,000 tonnes of sugar, which is enough to make more than 40 million 1kg packets of sugar.
- Sugar is imported from tropical countries around the world. Tate & Lyle Sugars exports around 12 vessel loads to Norway per year.



## CORY ENVIRONMENTAL

Cory Environmental disposes of the residual household waste for The Western Riverside Waste Authority (Hammersmith & Fulham, The Royal Borough of Kensington & Chelsea, Lambeth and Wandsworth) and some of Westminster and the City of London's waste.

Waste is moved in sealed containers in barges pulled by Cory's fleet of tugs on the Thames to their Energy from Waste facility at Belvedere, where enough power is generated to supply over 100,000 homes.

Bottom ash left-over from the incineration process is moved by river to Tilbury and used to create IBAA (Incinerator Bottom Ash Aggregate) which can be utilised in road building. Around 180,000 tonnes of IBAA is also moved by river.

- Cory Environmental moves over 600,000 tonnes or 15% of Greater London's waste by river, taking 100,000 lorries off London's roads every year.



- Cory Environmental's tugs tow up to four barges at a time. With each barge capable of carrying up to 30 containers, each journey saves 240 round trip lorry movements from London's roads.
- Moving London's waste by water cuts CO<sub>2</sub> emissions and road congestion: for every tonne of material moved by water emissions are at least 75% less than road transport.