

Environmental Report 2007/2008



Introduction

We published our first environmental report in 2007 and are now looking at how we take forward future communications. These considerations include the possibility of integrating environmental and other wider performance data into our annual report.

This year's environmental report is an interim report. It contains the latest environmental performance data for 2007 and the first three months of 2008. For readers new to PLA operations, it is best read in conjunction with the more detailed environmental report published last year. As we move towards wider sharing of our key performance data, we have included here, for the first time details of personal health and safety and maritime safety incidents. This is a prelude to this information also being included in our Annual Review.

An interview with PLA chief executive Richard Everitt is available on our website (www.pla.co.uk) for those who wish to find out more about environmental aspects of our operation.

Performance at a glance (2006 vs. 2007)

	2006	2007	Change (+/-)
Waste pre-segregated for recycling (tonnes)	0.603	10.872	+1703%
General waste generation (tonnes)	39.457	38.178	-3%
Hazardous waste generation (tonnes)	3.36	4.161	+24%
Electricity use (kWh)	2,890,054	1,445,350	-50%



Highlights

Solar panels fitted to our main office, London River House, early in 2008 expected to reduce electricity consumption.



A £2 million investment started in five purpose-built patrol boats that will reduce our harbour patrol fleet's fuel consumption and wash wave generation.



Two 'live' pollution simulation exercises run, including full deployment of oil spill clean-up staff, vessels and equipment. These exercises continue to play a vital role in ensuring that our response is timely, safe and effective.



Electricity use cut by more than 50 per cent.



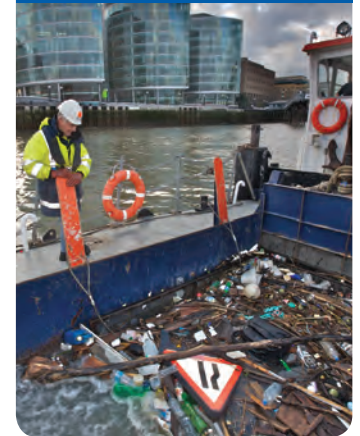
Three new river inspector posts created to improve safety and ensure environmental and other conditions in river works licences are met.



A survey of readers of last year's environmental report showed 80% found it useful; the Marine and Environmental Policy sections were the most read.



Over 450 tonnes of rubbish removed from the river surface and foreshore, and consigned to landfill; a further 50 tonnes of scrap from recovered moorings, cars, old boats and other river obstructions sent for recycling.



Environmental objectives: 2007

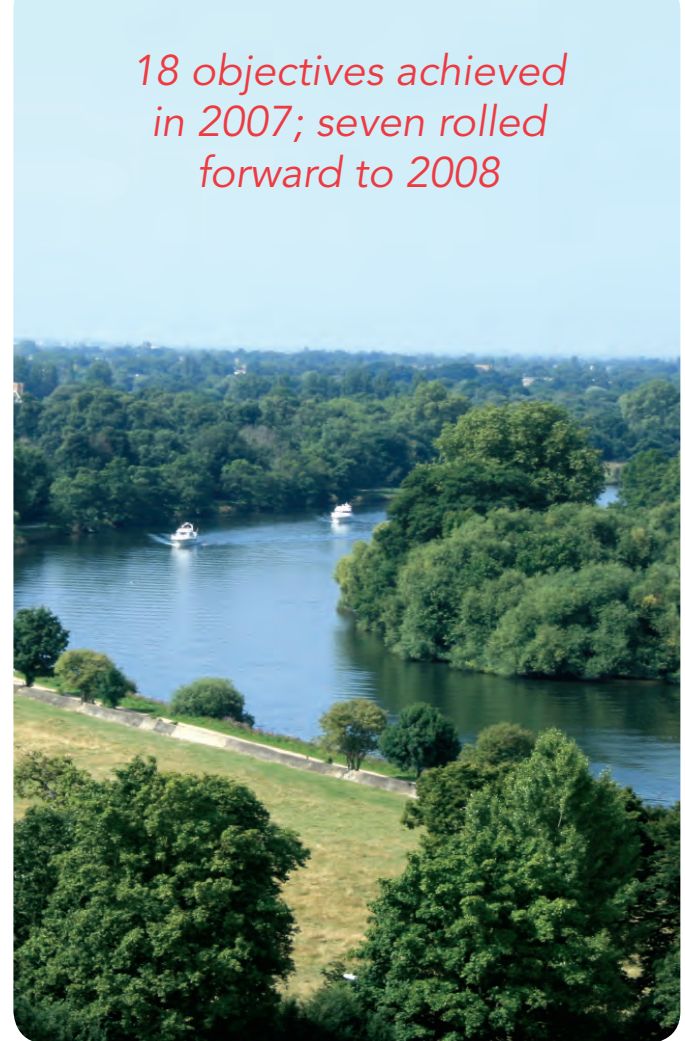
No.	Objectives & Targets	By	Completion
1. Improve resource use efficiency			
1.1	Examine and implement a rainwater harvesting system at Denton	Nov.06	✓
1.2	Installation of sensory lights in London River House, Port Control Centre and Marine House (75% complete)	Dec.07	✓
1.3	Invite the Carbon Trust to complete an energy survey	Jun.07	✓
1.4	Invite energy study to be carried out of suitable options	Mar.07	✓
1.5	Reduce our CO ₂ emissions by 20%	Mar.08	✗
2. Maximise the efficiency of transportation			
2.1	Carry out a transportation survey	Dec.07	✓
2.2	Review the fuel consumption of PLA vessels	Sep.07	✗
2.3	Create and promote a staff car-sharing scheme	Dec.07	✗
3. Maintain a high level of emergency preparedness			
3.1	100% of TOSCA call outs responded to on time	Dec.07	✓
3.2	100% of scheduled emergency response training delivered	Dec.07	✓
3.3	Carry out at least two environmental emergency simulation drills	Dec.07	✓
3.4	Review current information available on the Intranet & Website	Mar.07	✓
4. Deliver an effective environmental training programme			
4.1	95% of scheduled environmental training delivered on time	Dec.07	✓
5. Implement and maintain an effective Environmental Management System to ISO 14001:2004 standard			
5.1	Maintenance of ISO14001 certification		✓

No.	Objectives & Targets	By	Completion
6. Minimise waste production and improve waste management			
6.1	10% reduction in weight of total waste produced per employee	Dec.07	✗
6.2	5% reduction in hazardous waste produced per employee	Dec.07	✓
6.3	Increase waste recycled to at least 20% of total waste arisings	Dec.07	✗
6.4	5% reduction in the volume of solvents used per employee	Dec.07	✓
7. Improve communication with stakeholders			
7.1	Publish an environmental report	Aug.07	✓
8. Improve internal communications			
8.1	Develop an internal suggestions scheme	Jul.07	✓/✗
8.2	Hold an Environment Week	Jul.07	✓
9. Improve our 'Green' purchasing			
9.1	Reduce the amount of stationery purchased	Jul.07	✗
9.2	Educate staff on the correct stationery to use – internal/external	Mar.07	✓
9.3	Consider environmentally sustainable or recycled products	Aug.07	✗
9.4	Recommend that internal letters could be emailed or posed on the intranet where applicable	Jul.07	✓
9.5	Purchasing criteria for cars for the PLA will include environmental efficiency	Sep.07	✓/✗
10. Promotion of the ISO 14001 and ISO 9001 logos			
10.1	Ensure that the ISO 14001 and ISO 9001 logos are promoted on documentation published for external use.	Jun.07	✓

Environmental objectives: 2008

No.	Objectives & Targets	By
1.	Improve resource use efficiency	
1.1	Reduce our CO ₂ emissions by 20%	Dec 08
1.2	Purchase and implement a building monitoring system	Mar. 08
1.3	Install solar panels for heating hot water	Apr. 08
1.4	Install a heat exchange system for heating	Apr. 08
2.	Maximise the efficiency of transportation	
2.1	Create and promote a staff car-sharing scheme	Aug. 08
2.2	Review the effectiveness of different modes of transport for staff	Oct. 08
3.	Maintain an effective Environmental Management System to ISO 14001:2004 standard	
3.1	Maintenance of ISO14001 certification	Ongoing
4.	Minimise waste production and improve waste management	
4.1	10% reduction in weight of total waste produced per employee	Dec.08
4.2	Increase recycled waste to at least 20% of total waste	Dec.08
5.	Encourage visitors and contractors to adopt good environmental best practice whilst on PLA sites	
5.1	Provide training and relevant information to all visitors and contractors in line with Environmental Policy	Nov. 08
6.	Improve internal communications	
6.1	Develop an internal suggestions scheme	Sept. 08
7.	Improve our 'Green' purchasing	
7.1	Reduce the amount of stationery purchased	Jul.07
7.2	Promote the use of environmentally sustainable or recycled products	Aug.08

18 objectives achieved in 2007; seven rolled forward to 2008



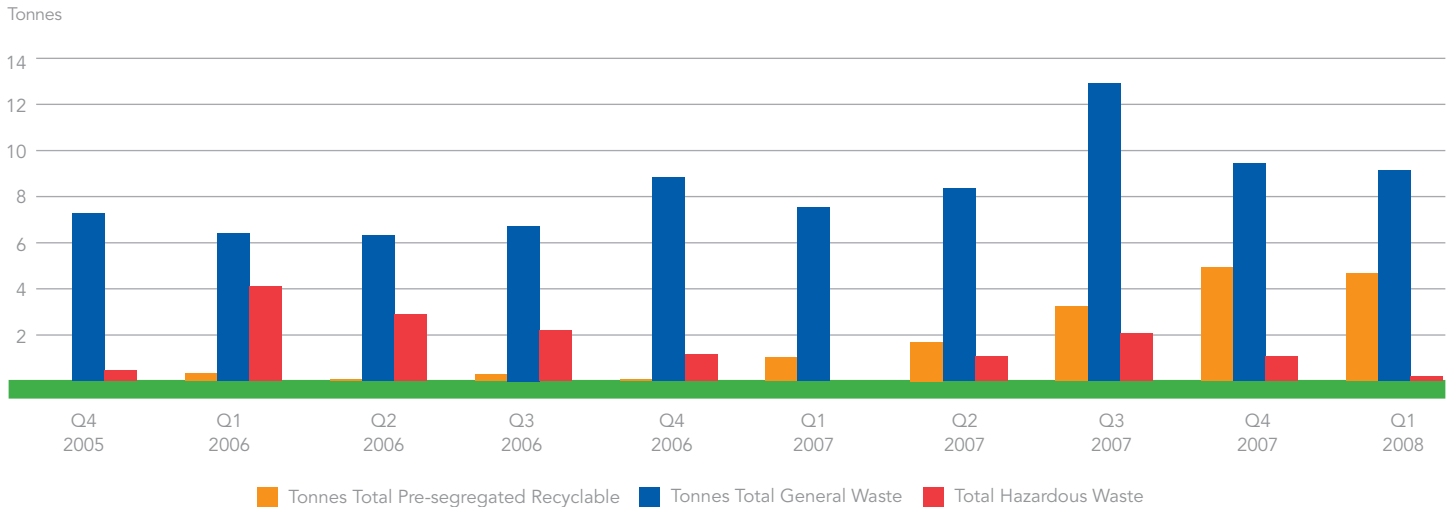
Performance statistics

PLA operational environmental performance indicators



Waste generated per employee (kg)

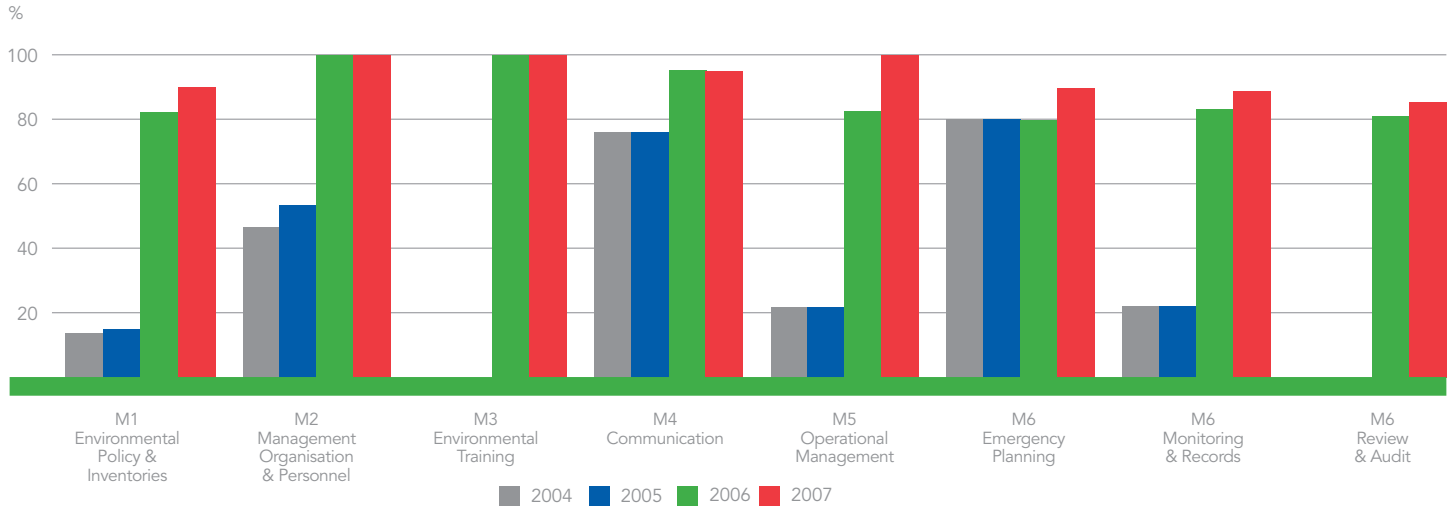
We work to minimise waste generation and segregate waste that is generated through our operations.





Ecoports Self Diagnosis Analysis (2004 to 2007)

We use the European Sea Ports Organisation's Self Diagnosis Methodology, based on ISO14001 elements to track our progress against a range of environmental indicators.



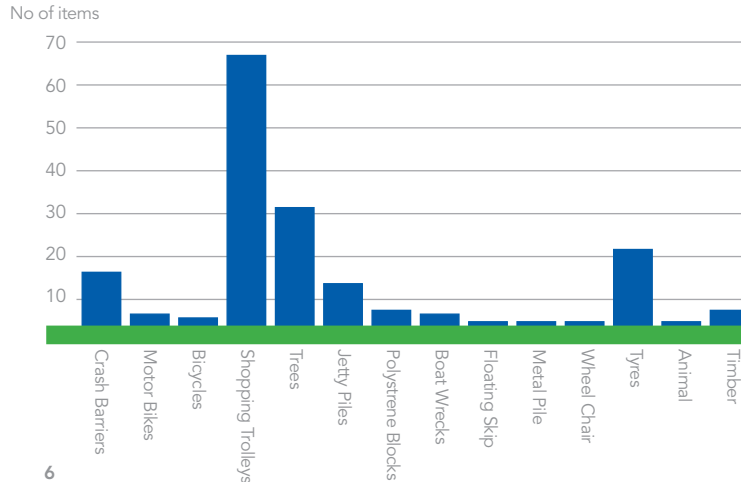
Performance statistics

PLA other performance indicators



Driftwood and debris collected (2007)

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.



Thames Oil Spill Clearance Association (TOSCA) – call outs

We run TOSCA on behalf of the terminals and other facilities that handle oil on the river. This table records the performance of the operation - how often it was called out; what it was called to deal with; and how promptly it dealt with oil spills.

1998	25 ¹	18	19	3	3	0
1999	16	6	9	3	3	1
2000	17	3	6	7	3	1
2001	31	6	12	7	9	3
2002	15 ²	1	6	4	3	2
2003	24	0	9	12	1	2
2004	20	1	13	6	1	0
2005	14	1	5	7	1	1
2006	17	0	4	12	1	0
2007	20	0	07	9	2	2
2008 ³	4	0	3	1	0	0

¹ In 1998 the Arco Arun spill was attended over several days but was treated as a single call out

² In 2002 the Asian Grace incident involved two call outs, one attending the vessel inbound and one outbound

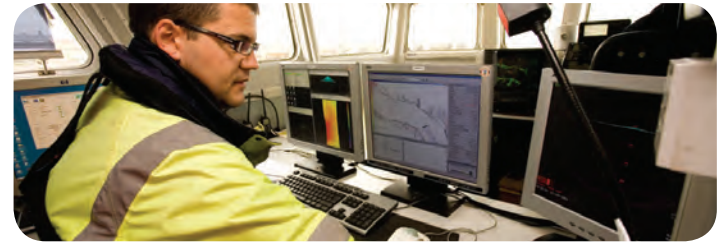
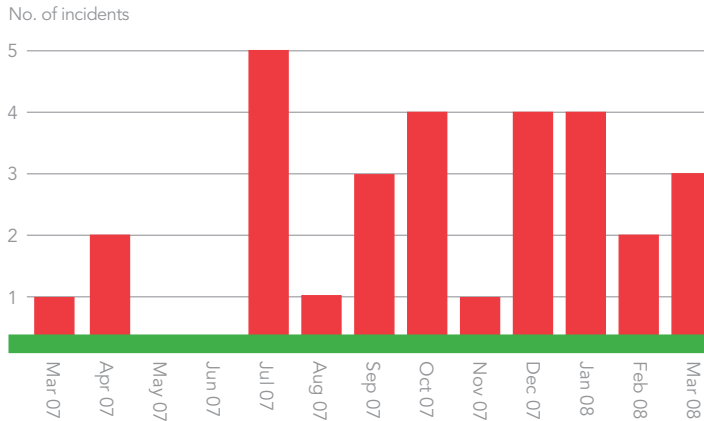
³ Figures up to March 2008

Safety indicators



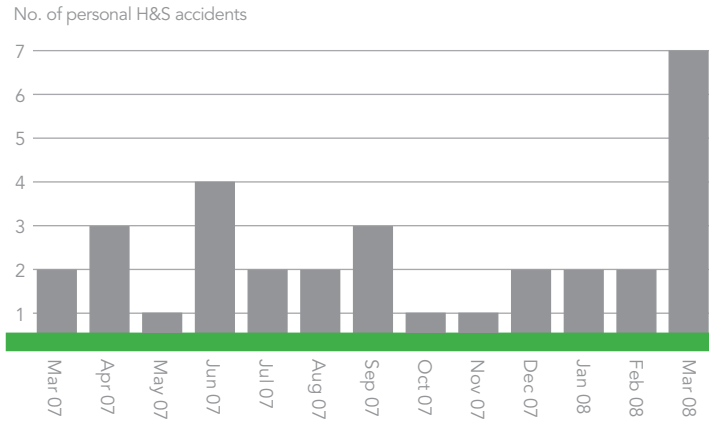
Maritime Safety Incidents

In line with Port Marine Safety Code requirements, we maintain a Navigational Safety Management System. Safety incidents are defined as any unplanned event, which causes, or is liable to cause, an undesirable outcome.



Personal Health & Safety Accidents

We are committed to enabling our employees to work to the highest standards of Personal Health & Safety. As part of this work we examine any incidents to identify learning points for the future.



Oil spill contingency planning

The current Oil Spill Contingency Plan has been approved by the Maritime and Coastguard Agency for 2008, with only very minor revisions required to the current plan. The next major revision of the Plan is due by October 2010. A full review of the current GIS- based Oil Spill Sensitivity Maps for the port is due to be undertaken later this year.

Communications

Liaison and co-ordination work continues with local authority groups in Kent (North Kent and Medway Oil Group) and Essex (Thameside Partners) on a regular basis, and with the Thames Estuary Standing Environment Group (TSEG). We currently undertake the roles of Chair for Thameside Partners and the Secretariat for TSEG.

We contributed to and presented at the Thames Oil Pollution Group "Sampling and Surveying" event, and also the Kent and Essex local authorities cross-border workshop.

Training

We have a legal duty to ensure appropriate staff are trained for oil spill management, supervisor and operator roles should a pollution incident occur within the port. During 2007, three PLA managers were qualified to Level 5p (management) level, three PLA staff to Level 4p (supervisor) and a total of 24 operations staff to Level 2p. This reflects the requirement for initial training and also refresher training every three years.

Representatives from Dartford, Gravesham and Medway Councils and RWE Innogy attended our Level 2p training to qualify as Beachmasters for their organisations.

Pollution Response Exercises

Live pollution simulation exercises, including full deployment of oil spill clean-up staff, vessels and equipment continue to play a vital role in ensuring that our response is timely, safe and effective. Two exercises were undertaken with port facilities during 2007, with Esso Purfleet and Tilbury Power Station, the former involving Oil Spill Response Limited as the current Tier 2 service provider. Other organisations were invited to participate where appropriate including local authorities, HM Coastguard and the Environment Agency.

We continued to participate in the testing of the Lower Thames Booming Plans, produced by Williams Shipping in 2005. A booming trial by PLA, Essex County Council and DV Howells was carried out at Hadleigh Ray, Essex, and assisted us further in assessing the viability of the plans as they are currently written.

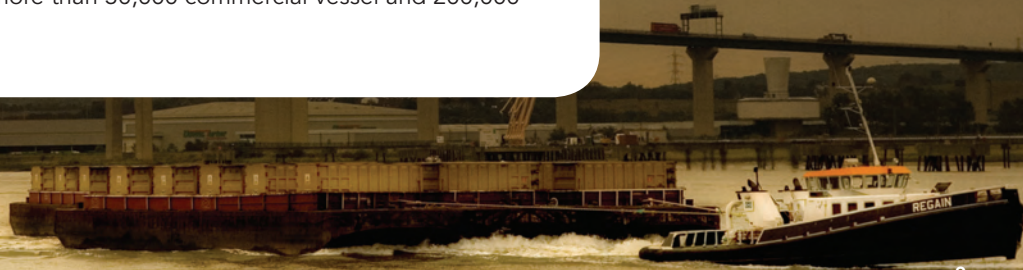
About the PLA

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 some 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 35,000 full-time jobs and £3.4 billion to the economy each year.

The Port of London Authority (PLA) is a Public Trust. 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 - and there are more than 30,000 commercial vessel and 200,000 leisure craft movements a year.



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BAKERS' HALL
7 Harp Lane, London, EC3R 6LB

LONDON RIVER HOUSE
Royal Pier Road, Gravesend, Kent, DA12 2BG
Tel +44 (01474) 562200
Fax +44 (01474) 562281

Email: info@pla.co.uk
www.pla.co.uk

