



## Environmental Report 2006/7



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The Port of London Authority is a self-financing public trust which manages a range of responsibilities along the tidal Thames. Our principal responsibility is safety of navigation along 95 miles of the river from Teddington Lock in the west to the estuary in the east. We are also responsible for protecting the marine environment of the tidal Thames, actively promoting the river's use and working to ensure security of port operations.

## Environmental Impacts

The main environmental impacts of our operations are:

- Resource use and energy efficiency
- Waste management

We also have roles in ensuring the quality of the marine environment of the tidal Thames, including:

- Management of 11 Sites of Special Scientific Interest
- Provision of the Thames Oil Spill Clearance Association (TOSCA) service and the storage of oils

## 2006 Performance Improvements

- Energy Efficiency
  - Installation of "Smart" light fittings resulted in an energy saving of 40% to 60%.
- Waste Management
  - Improved waste segregation resulted in improved recycling levels.
- Oil Storage
  - Oil storage facilities were refurbished with new double-skinned fuel tanks.
- Low Wash Vessels
  - New upper district patrol vessels entered service, bringing reduced wash waves and a 60% cut in fuel consumption.

For more information on the Port of London Authority, turn to page 22



## Chief Executive's Statement

Sustainability is now well established as a cornerstone of the way we live our lives today and in the future. At the Port of London Authority (PLA) we are privileged to work with a unique asset – the River Thames – which is playing an increasingly important role as a low carbon route for moving goods more sustainably through the Capital. But as a leader on the Thames and in the national and international Port communities we also have to focus on the environmental impact of our own operations. This publication, our first dedicated Environmental Report, has been produced to give you an insight into how we are addressing this challenge.

Our approach to environmental management is founded on the principle of continuously improving performance. This means that year in, year out we will be challenging ourselves to improve the way we do things and reduce our environmental impacts. In one year we may make a major step forward, in others the steps may be incremental, but no less important. Our commitment is to keep improving.

As this is our first environment report we will be consulting stakeholders to see what they like and identify areas for improvement in future reports. If you have any comments you would like to share, please let us know using the contact details on the back of this publication or via our website – [www.portoflondon.co.uk](http://www.portoflondon.co.uk).

Richard Everitt  
Chief Executive

“ Our approach to environmental management is founded on the principle of continuously improving environmental performance ”

# Environmental Management

We use an Environmental Management System (EMS), developed during 2005 and early 2006, to identify our environmental impacts, measure them and set targets for improvement. The EMS focuses on the environmental impact of our operations, from energy use to waste generation.

The system is based on the principles and requirements of ISO 14001:2004 – the International Standard for EMS. In early 2006, our EMS was audited by Lloyds Register Quality Assurance (LRQA) against the requirements of the standard and was certified by them as meeting the ISO14001 standard.

Continued registration is subject to bi-annual audits by LRQA to ensure continuing compliance.

Our EMS includes a suite of environmental objectives that will facilitate continual assessment of the impacts of our activities on the environment and the work we are doing to continually improve our environmental performance. It will help us meet commitments to legal compliance, minimisation of pollution and continual improvement.

## EMS GIS

Due to the complexity and extent of the tidal Thames, we have developed a dedicated EMS Geographic Information System (GIS). This allows better understanding of the areas for which we are responsible in relation to local features and environmentally designated sites. The move has helped to improve staff understanding of environmental issues 'on the ground'.

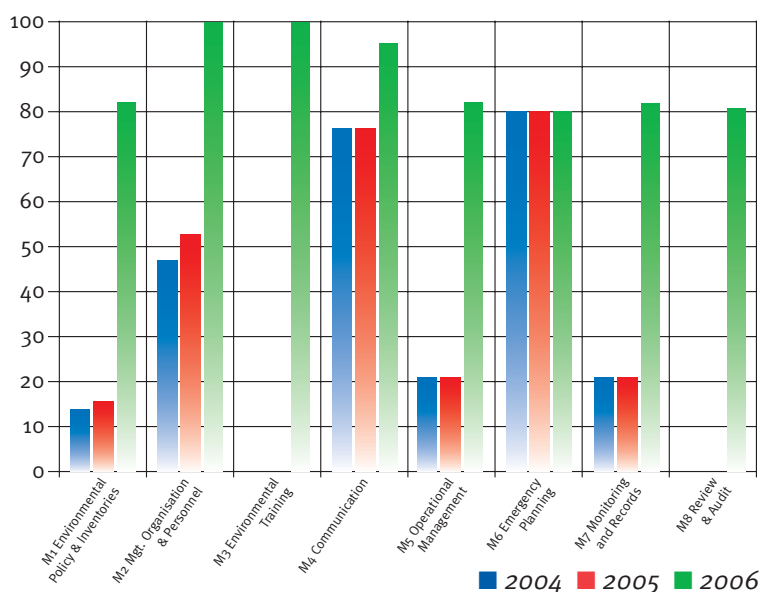
## EcoPorts

We became an Affiliate of the EcoPorts foundation, a research project set-up by the European Sea Ports Organisation (ESPO) with European Union funding, to develop a Port Environmental Review System (PERS). PERS is one of the self-assessment tools that has been established to assist ports to achieve

environmental awareness and good practice. We used PERS as a useful stepping stone towards achieving ISO 14001.

Another important self assessment tool produced by ESPO is the Self Diagnosis Methodology (SDM). This is based on ISO 14001 elements and provides a first insight into the environmental risks in managing a port area. Annual completion of the SDM provides an objective view of improvements made and remaining gaps in the port environmental management system. The record of improvement over a number of years can provide great benefit and aid in communications.

PLA results using the EcoPorts Self Diagnosis Methodology (2004-2006)



## Training

Environmental training is provided for all new members of staff during their induction. Briefings, newsletters and toolbox talks are also provided for staff regarding specific environmental issues.

## EMS Development Group

An EMS Development Group comprising representatives from every department helps coordinate environmental objectives in action.

# Environmental Objectives

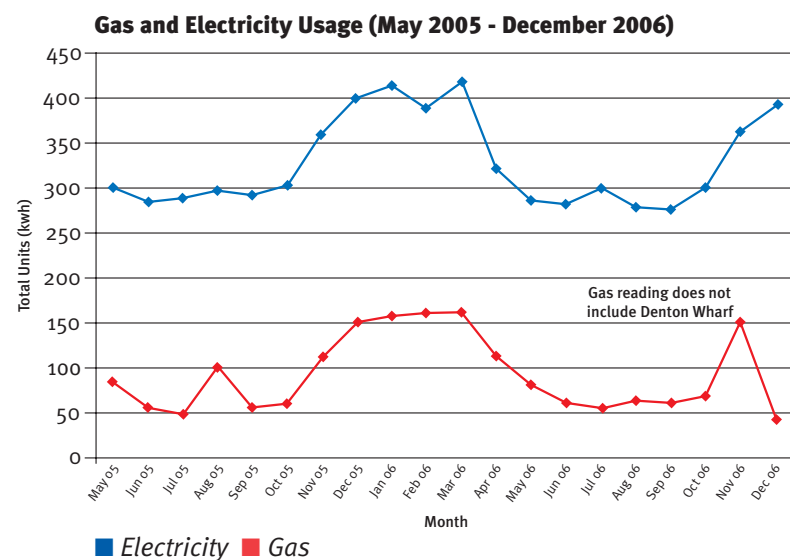
No.	Objectives	No.	Targets	By	Completion
1)	Improve resource use efficiency	1.1	Examine and implement a rainwater harvesting system at Denton	Nov.06	Completed
		1.2	Installation of sensory lights in LRH/PCC/Denton (75% complete)	Dec.07	
		1.3	Invite the Carbon Trust to complete an energy survey	Jun. 07	Completed
		1.4	Invite energy study to be carried out of suitable options	Mar. 07	Completed
		1.5	Reduce our CO2 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 and Website	Mar.07	Completed
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 ISO 14001 certification		
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	Completed (Oct 07)
8)	Improve internal Communications	8.1	Develop an internal suggestions scheme	Jul.07	Completed
		8.2	Hold an Environment Week	Jul.07	Completed
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	Completed
		9.3	Consider environmentally sustainable or recycled products	Aug.07	
		9.4	Recommend that internal letters could be emailed or posted 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	Completed

# Performance Improvement

In 2006 we achieved improvements in four key areas of our operations – energy use, waste management, oil storage and patrol vessels. Each was identified as an area for improvement using our EMS.

## Energy Efficiency

One of the ongoing commitments to meeting the objectives was to invite the Carbon Trust to carry out an energy efficiency survey of PLA properties. The results of the survey were examined and appropriate plans put in place.



One improvement undertaken was the installation of the new lighting. In 2006, 189 conventional light fittings were replaced with new “Smart” fittings. The new lights monitor occupancy and light levels, as a result they are not left on in empty offices/areas, and they only come on when needed.

This resulted in an energy saving of 40% to 60%.

## Waste Management

A detailed waste audit was carried out in-house to evaluate the different waste streams produced by our operations. Several areas were highlighted where improvements could be made and changes

have since been implemented, including:

- Segregation of all wastes at source
- Setting up paper and cardboard recycling facilities in all offices
- Recycling mobile phones and printer cartridges, with funds raised for local charities
- Provision of separate skips for hazardous waste – paint, oil, scrap metal, electrical equipment and fluorescent light bulbs

## Oil Storage

All oil storage facilities have been refurbished with new double-skinned tanks fitted with internal pumping and delivery facilities.

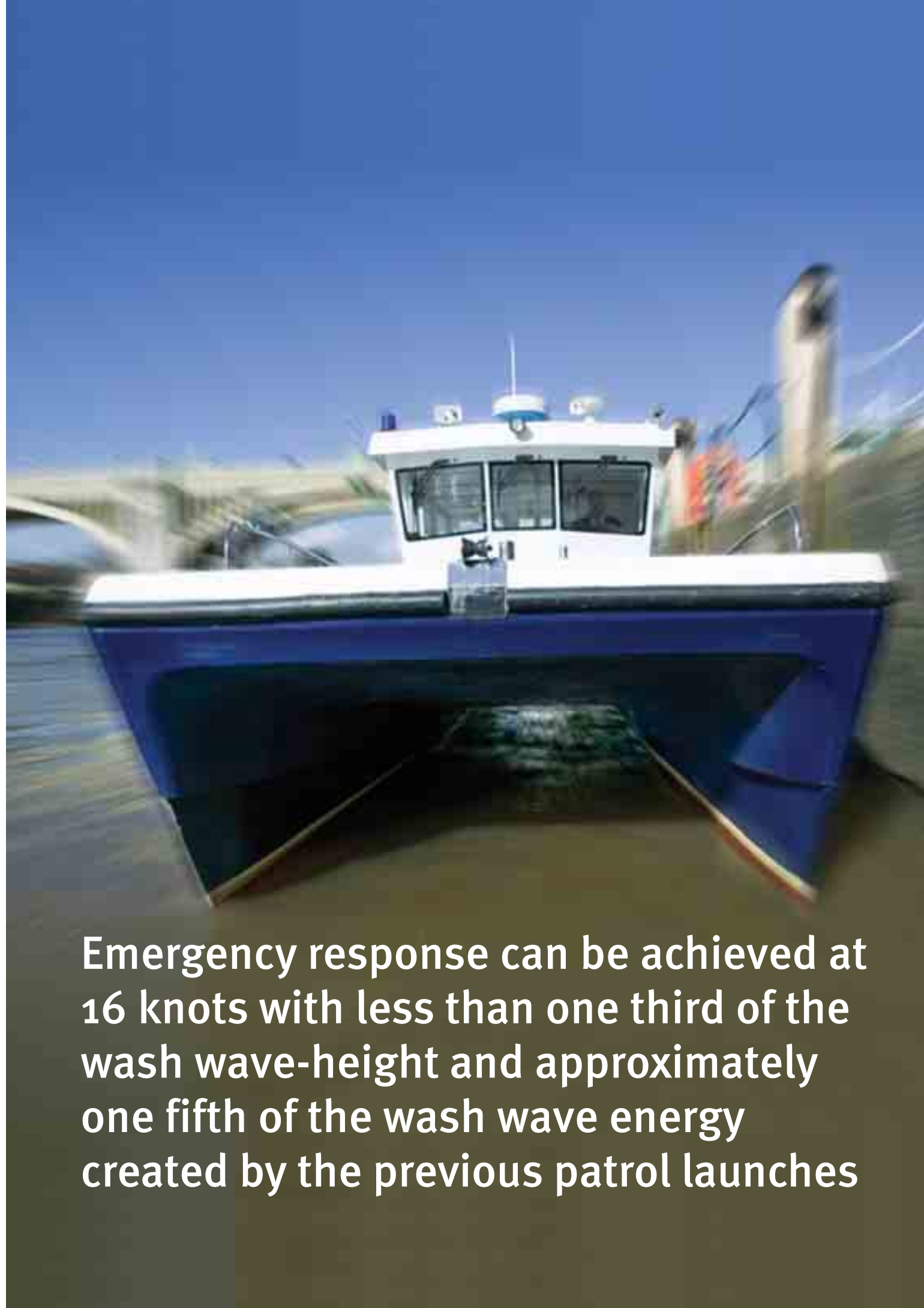
## Low Wash Vessels

We provide river patrols as part of our work to ensure safety and provide assistance to other river users, including those in commercial pleasure craft and members of the public enjoying their leisure afloat.

Traditional designs of patrol craft create substantial ‘wash’ waves when required to move at high speed, for example when responding to an emergency. These large wash waves can be damaging to the riverbank environment, particularly in our

Upper District (between Teddington and Putney), where the river is relatively shallow at low tides.

In 2002, we recognised the importance of providing river patrols in vessels that caused the least wash. We initiated a study with the University of Southampton, boatbuilders and other specialists in the marine industry into the wash characteristics of different hull forms operating in shallow river conditions. This work resulted in the development of an optimum hull form which was subsequently used by Ecocats to produce two new patrol vessels – Chelsea and Richmond – which were delivered over the winter of 2006 and spring of 2007.



Emergency response can be achieved at 16 knots with less than one third of the wash wave-height and approximately one fifth of the wash wave energy created by the previous patrol launches



Tank tests were undertaken to develop the optimum low 'wash' hull design

The hull form of the launches allows the:

- normal patrol speed of 6-8 knots to be achieved with virtually no wash
- emergency response to be achieved at 16 knots with less than one third of the wash wave-height and approximately one fifth of the wash wave energy created by the previous patrol launches
- fuel consumption to be cut to one third of that typical old launches, cutting resource use and reducing CO2 emissions

The new boat are also fitted with solar panels which provide electric power for battery charging and key on-board systems.

Rowers and other river users in the Upper District have expressed delight at this environmentally conscientious approach to boat design and operation. In April 2007, together with the University of Southampton and Ecocats, we won the Royal Institution of Naval Architects/Lloyd's Register of Shipping annual Ship Safety Award for the patrol boat design.

## Nature Conservation

Like all riparian land owners we have a responsibility to ensure that our land holdings are appropriately managed. Two areas of land we own – Cliffe Marshes and Allhallows Marshes – are designated as environmentally sensitive conservation areas of European Importance and there we work to protect and, where possible, improve habitats. Each is covered in turn below.

### Cliffe Marshes

The 475 hectares of land at Cliffe Marshes was originally acquired with a view to port development. Much of this land is wet grassland managed as semi-natural grazing marsh for cattle, sheep and horses (on selected areas, grazed under rotation). Today, stakeholders are playing an increasingly important part in the ongoing management of the marsh. The land is now given over to tenant farmers, who participate in the conservation of the land within the DEFRA North Kent Marshes ESA (Tier 1) scheme.

Important conservation work is undertaken as a result of the implementation of the ESA scheme, including grassland management, ditch maintenance, gate/wing fence replacement, and grazing management. Information from DEFRA indicates that the scheme encourages breeding waders such as lapwing and redshank, and a number of species of British owls occur in good numbers in the area.

A recent condition assessment of the land by Natural England confirmed that our land holding is in a favourable condition generally. Some evidence of thistle infestation was identified in one specific area and some of the inter-tidal land along the shoreline is suffering from erosion due to coastal squeeze.

Regular checks are undertaken on the water vole population, given that this species is under threat. Much effort is being given to maintaining suitable



Cliffe Marshes, looking north

habitats to encourage their resurgence.

A proportion of our land at Lower Hope Point was once used for wartime munitions production, and this continues to be evident in the presence of derelict buildings, drainage courses and spoil mounds. It does nevertheless support a wide range of the wildlife which supports the SSSI.

### Allhallows Marshes

Our land at Allhallows Marshes covers 98 hectares, consisting of grazing marsh with water courses and ditches. It is more evenly grazed with open conditions dominating the whole of the area. The majority of the site is distinctly brackish and has a greater tendency to dry out in the summer. As a consequence, its botanical significance is different to that at Cliffe. Salt tolerant species such as sea milkwort, saltmarsh rush and sea club-rush are abundant. Because of the tendency for ditches to dry out, it has species characteristic of the water's edge rather than true aquatics, including rare species – namely saltmarsh goosefoot and



Other operators in the Port, such as Petroplus at Coryton, operate certified environmental management systems and carefully manage conservation areas

annual beard grass.

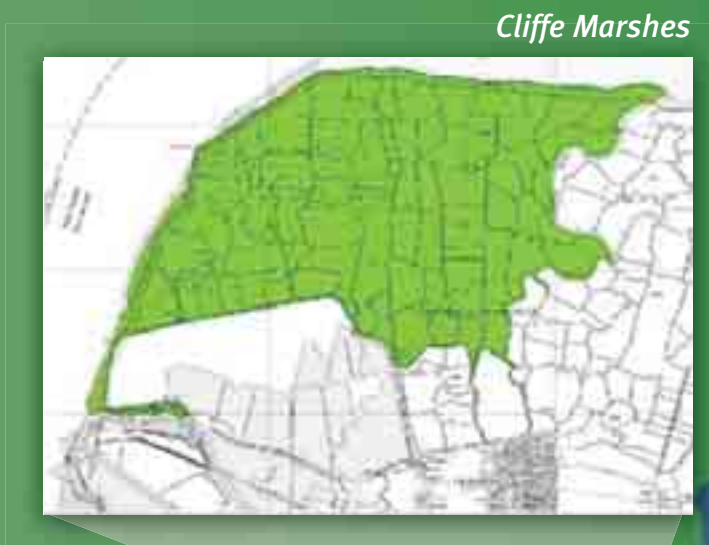
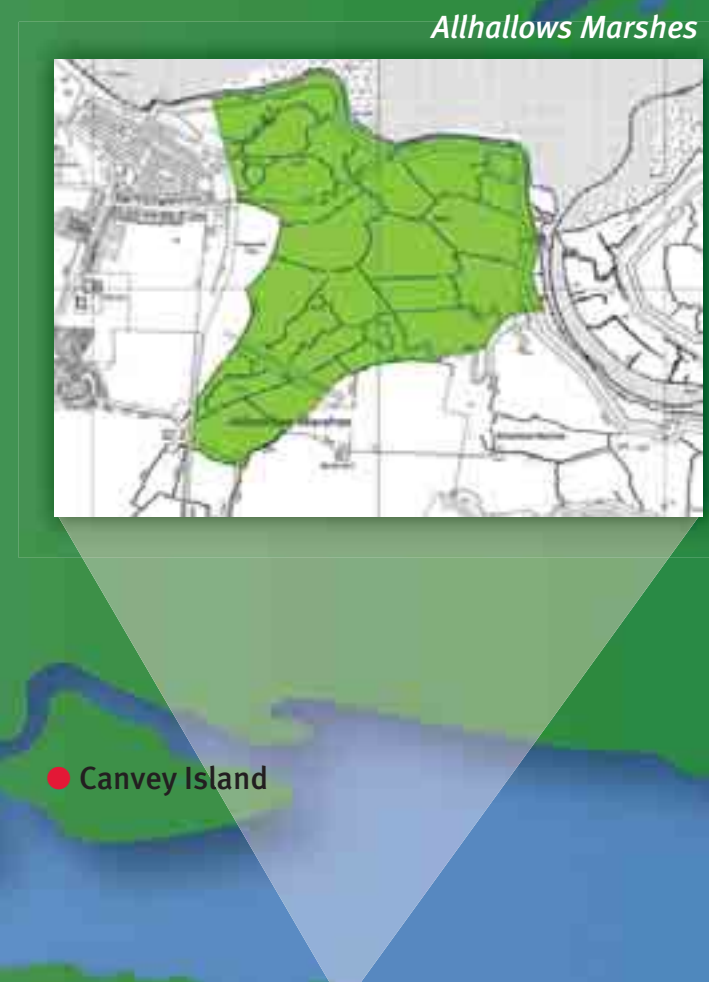
The botanical interest of the grassland includes spiny restharrow and is a good indicator of agriculturally unimproved grassland.

The northern part of the site is permanent pasture under the DEFRA North Kent Marshes ESA (Tier 1) scheme. The land is currently grazed by cattle and horses. The remainder of the site lying to the south of the main drain is grazed, mainly by horses, but outside the scope of the ESA scheme.



Waders and a number of species of owls are found at Cliffe Marshes

# A recent condition assessment of the land by Natural England confirmed that our land holding is in a favourable condition



Gravesend

# Thames Oil Spill Clearance Association (TOSCA)

TOSCA provides an immediate response to any incidents or spills in the Thames of either mineral or vegetable oil. We chair the organisation and provide most of its services on behalf of all the river's oil terminal operators who fund the Association through a charge on all oil transshipments in and out of the port.

TOSCA Members are:

- ADM Erith
- Petroplus
- British Pipeline Agency
- Esso Petroleum Co
- RWE Innogy
- Oikos Storage
- Port of London Authority
- Proctor and Gamble
- Royal Docks Management Authority
- Shell UK
- Kaneb
- TDG European Chemicals
- United Storage
- Van den Bergh Foods
- Vopak UK

The Environment Agency is an Associate Member.

## Vessels

We operate two TOSCA vessels – Recover and Respond. Recover is a unique catamaran, specifically designed for oil spill recovery with a brush pack system for collecting oil from the water surface and can reach a top speed of 21 knots. Respond is equipped with a bow ramp and heavily constructed underwater hull to allow beach landings for oil clearance purposes and has a maximum speed of 25 knots.

## Equipment

We hold a comprehensive selection of spill handling contingency equipment including power

packs, pumps and air blowers, skimmers, 1000m of booms, temporary storage and miscellaneous items, plus a mobile trailer deployable by road to the site of a spill.

A range of oil pollution equipment is stored in the barge Vital, lying afloat near Gravesend. Booms and equipment can be deployed direct from the barge which can be towed and moored close to the scene of any spill. Apart from containing equipment the barge can also store up to 25 tonnes of recovered oil.

## Pollution Contingency Planning and Oil Spill Sensitivity Mapping

We have a statutory duty to respond to marine pollution incidents within Port Limits, and accordingly prepare and maintain an Oil Spill Contingency Plan. The Plan is approved by the Maritime and Coastguard Agency, and is revised and updated on a five-yearly basis prior to such approval being given. The current Plan received approval in October 2005, and is subject to minor updates as necessary.

The Plan is contained within a flexible and intuitive Geographical Information System (GIS), and is part of a comprehensive ecological, commercial and recreational sensitivity mapping package. This information is available to all recipients of the Oil Plan, including TOSCA members, via our website.

## Communications

Effective communication with external organisations that have a role in pollution response on the tidal Thames is essential to ensure a fully co-ordinated response to a pollution incident. We continue to participate in and actively contribute to local liaison groups covering the Essex (Thameside Partners) and Kent (North Kent Oil Group) shorelines.



We have a statutory duty to respond to marine pollution incidents within Port Limits, and accordingly prepare and maintain an Oil Spill Contingency Plan

During 2006, two separate “Environmental Awareness Days” were held for Essex and Kent pollution response staff, involving both classroom presentations and shoreline familiarisation from afloat. An open day was held by our Tier 2 contractor, Oil Spill Response Limited.

Work continued with Thameside Partners on appropriate booming strategies for the creeks and inlets along the Essex shoreline, culminating in a proposed boom deployment trial at Hadleigh Ray during 2007. This follows the boom deployment trial undertaken at Holehaven Creek during 2005.

**Spill Response Performance Measures**

The TOSCA crews were called upon a total of 17 times during 2006. Response times remained within target.

*The following table shows:*

- a) The total number of call-outs for the TOSCA vessels
- b) The number of spills reported to the MCA
- c) Occasions on which the craft actually encountered oil on the water surface (including sheen)
- d) False alarms where no oil was found to have been spilt
- e) False alarms where a spill occurred but was contained either ashore or on the vessel deck
- f) Other call-outs, for example standing by vessels in distress, safety of life, etc.,

The overall trend in number of spills is downward.

**TOSCA Financial Report**

TOSCA is funded by a charge on every tonne of oil entering or leaving the Port, with the objective to break even over time. Actual operations in 2006 produced a surplus of £72,160. After bringing forward the surplus from previous years,

the cumulative position at the end of 2006 showed a surplus of £257,393. There was no increase in TOSCA rates for 2007.

In the future, we expect to continue in surplus now that lease repayments for the vessels have ended. By the end of 2015, based on current expectations, the surplus is predicted to total around £1.0m. However, such long-term projections can only be indicative, at best, especially for income which is highly sensitive to volumes of oil handled in the Port. Also, no provision has been made for replacement launches or other major equipment needs. The current charge rates therefore continue to support the overall objective of a self-financing operation, and it is hoped that no increase should need to be imposed within the foreseeable timescale.

**Training and Exercises**

In 2006, four of our personnel received accredited Oil Spill Management (UK Level 5p) “refresher” training, to maintain a pool of six incident managers. Additionally, Oil Spill Clearance (UK Level 4p) training was provided for one member of staff.

Oil Spill Operators (UK Level 2p) training is arranged to be provided locally to TOSCA operational staff on a three-yearly basis. No training was required during 2006.

**Summary of TOSCA call outs (1994 – 2006)**

Year	94	95	96	97	98	99	00	01	02	03	04	05	06
<b>Call outs</b>	81	53	40	25	25*	16	17	31	15†	24	20	14	17
<b>Reportable sills</b>	22	21	11	12	18	6	3	6	3	6	1	1	0
<b>Oil encountered including sheen</b>	37	28	21	12	19	9	6	12	6	9	12	5	4
<b>(False alarms) nothing found</b>	25	19	9	9	3	3	7	7	4	12	7	7	12
<b>False alarms (e.g. spill contained)</b>	18	6	9	3	3	3	3	9	3	1	1	1	1
<b>Other call outs (safety of life etc)</b>	1	0	1	1	0	1	1	3	2	2	0	1	0

\* In 1998 the Arco Arun spill was attended over several days but was treated as a single call out.  
 † In 2002 the Asian Grace incident involved two call-outs, one attending the vessel inbound and one outbound.



*Oil spill response is practised in regular exercises with oil operators*

Two Pollution Equipment Deployment Exercises were undertaken with TOSCA members during this period, at Petroplus Coryton and Littlebrook Power Station. Both exercises provided an excellent opportunity for the TOSCA members to gain familiarisation with operations and an

understanding of the capabilities and limitations of the pollution response equipment. These ongoing exercises are being used to confirm the suggested booming sites contained in the Williams Shipping recommendations to Thameside Partners.

# Marine Environment

Our main responsibilities in managing and protecting the marine environment of the tidal Thames are licensing 'river works' (structures like piers and pontoons) and approving applications to undertake dredging.

## Princes Channel

Part of Princes Channel, the southern approach to the Port of London, was deepened in 2006 as part of a phased development plan. Both before and during the dredging process, water quality monitoring was carried out to make sure that any variations were within those predicted by the environmental studies. Dissolved oxygen and suspended solids were the two most important parameters measured. The monitoring confirmed that there was no relationship between dredging activity and variations in the water quality parameters.

The majority of the sand dredged from Princes Channel was used sustainably in the Rochester Riverside development for the Thames Gateway vision. This environmentally friendly use removed

the need for aggregate to be quarried and transported to the site, saving an estimated 13,888 tonnes of carbon dioxide from reduced lorry movements.

In 2004 we characterised a new sand recycling site in the Thames Estuary and received Government approval for its use. As part of the Princes Channel development this site was used for the first time. More than 100,000m<sup>3</sup> of sand was placed at the site over a period of five months. We carried out weekly surveys during the placement, and have continued with monthly surveys since placement ceased. The surveys show that natural sand wave movement is occurring over the top of the placed sand mounds. Monitoring will continue in 2007 to help further the understanding of sand movement in this highly dynamic area.

## Dredging Conservation Assessment

We initiated an innovative review of the effects of dredging activity near conservation sites in the Thames Estuary. The report, which has been

endorsed by the RSPB and Natural England, examined historic morphological changes to the riverbed as well as reviewing the impacts of present day dredging operations. The report stresses the importance of retaining clean sediment within the estuary to help prevent erosion of the important bird feeding habitats.

We will use this report as an essential tool in management of dredging within the Port.

Diagram showing existing southern route into the Port and new route via Princes Channel



More than 100,000m<sup>3</sup> of sand was placed at the site over a period of five months. We carried out weekly surveys during the placement, and have continued with monthly surveys since placement ceased

## Environmental GIS

We have appointed ABPmer to collate and interpret a range of sub-tidal ecological datasets and create layers for our Environmental Geographic Information System (GIS). The data will be interpreted to highlight areas of importance for bird and fish feeding, and areas containing habitats and species of conservation importance.

Together with the Environment Agency, we are working to interpret the Agency's fisheries datasets and create layers for both organisations' GIS. Information will be produced on the type of fish and the identification of sites that are used for spawning and nursery habitats in the (Thames) estuary. Once complete, these two new GIS datasets will form another important part of our 'toolkit' for management of the river environment. The data will also inform the establishment of a suite of marine environmental indicators that will form the basis of an ongoing monitoring programme.

## Rainham Silt Lagoons

We commissioned the creation of an operational management plan for the Rainham Silt Lagoons in the London Borough of Havering. The plan, which was produced by Royal Haskoning in consultation with us, Westminster Dredging, the RSPB and Natural England, establishes the management



Environmental Geographic Information System (GIS) data will be interpreted to highlight areas of importance for bird and fish feeding

principles for the site to achieve the ongoing operational use of the lagoons as a port asset, while protecting and enhancing the conservation value of the SSSI. The plan includes notification and consultation arrangements and provides the framework for discussions about the management of material and future design of the lagoons.

## Thames 2D Base Model

The hydraulic model developed by Hydraulics Research Wallingford for ourselves and the Environment Agency has been used in 16 projects on the Thames. Developers pay a fee for using the model with funds raised reinvested in further updating and maintenance.

# Environmental Policy

As a statutory harbour authority, licensing authority and significant landowner for the Thames, the Port of London Authority (PLA) has environmental duties under the Harbours Act 1964 and is a competent authority under the Conservation (Natural habitats &c.) Regulations 1994 and the Countryside and Rights of Way Act 2000.

Government policy, set out in "Modern Ports", also requires harbour authorities to strike an appropriate balance between the long-term protection of the environment and securing sustainable economic growth.

In discharging its roles, the PLA remains committed to its continuing compliance with all applicable environmental legislation and other relevant requirements in the pursuit of its duties and powers and will take these fully into account in its actions and decisions, alongside its pursuit of the sustainability objectives established by government.

### To this end it is Board policy that the PLA shall:

- maintain an Environmental Management System (EMS) under the ISO 14001:2004 standard to assess the impacts of the PLA's activities on the environment, including the establishment of a suite of environmental indicators
- monitor the EMS and its effectiveness through a detailed environmental monitoring programme for all significant PLA properties and areas of activity
- audit the EMS regularly, specifying both qualitative and quantitative objectives for the environmental programme and clearly focusing on the PLA's activities and services that may impact on the environment
- follow best environmental practice in regard to its own activities and provide appropriate management of those parts of its own estate within designated conservation sites,
- be guided by the principles contained within the European Sea Ports Organisation's Environmental Code of Practice
- communicate with relevant authorities, regulators and stakeholders, consulting where there are areas of common interest
- communicate this environmental policy to all staff, contractors and suppliers and provide guidance and appropriate training where necessary
- work to prevent environmental damage and maintain a high level of preparedness to reduce the effects of occurrences within the port, with particular reference to oil pollution
- publish a periodic environmental report.

The PLA is committed to continuous improvement in its performance, in its use of resources to accomplish them, and to maintaining registration under the ISO 14001:2004 environmental standard.

This environmental policy was approved by the PLA Board on 4 October 2005 and will be reviewed at no longer than three-yearly intervals.

Richard Everitt, Chief Executive

# About the Port of London Authority

## Our organisation

Our operational centre at Gravesend is complemented by a Marine Services operation at Denton Wharf and our corporate office in the City of London. The facilities and vessels we use include:

- Vessel Traffic Services (VTS) centres at Gravesend and Woolwich managing vessels within the Port and through the Thames Barrier
- 16 radar stations and a comprehensive AIS transponder network feeding data to VTS
- A lock and weir operation at Richmond
- Marine Services repair and maintenance base at Denton Wharf from which we operate our diving and salvage operations
- Pilot stations at Harwich and Ramsgate from where cutters take pilots to/from large vessels
- Three channel surveying vessels
- Eight launches for regular harbour and river patrols
- Twenty other craft

We employ around 360 people, of whom 85 are pilots, with 15 working in the VTS operation. Over 75 per cent of our operational staff have served at sea.

## Safety

- Managing the safe passage of over 30,000 commercial vessels each year
- Facilitating 200,000 leisure craft movements a year
- Providing Pilotage Services, guiding vessels into and out of the Port
- Operating the largest and most modern Vessel Traffic Service Centre in the UK
- Managing an appropriate navigational safety management system to identify and address hazards
- Publishing navigational information and advice
- Inspection and licensing of almost 600 vessels operating on the river
- Developing and maintaining extensive emergency management, oil spill contingency, security and business continuity plans
- Patrolling the tidal Thames between Teddington and Southend

- Approving and monitoring nearly 300 events on the river each year
- Promoting riverside safety – more than 85,000 children have passed through our riverside safety trailer.

## Environment

- Managing a river environment which includes 11 SSSIs, five of which are also European Marine Sites
- Working with Thames21 to help keep the Thames clean and operating a driftwood collection service on the river, collecting rubbish and litter
- Making sure that any new developments on/in the Thames will not have a detrimental affect on the environment (river works licensing)
- Operating around the clock oil spill response service – TOSCA (Thames Oil Spill Clearance Association), on behalf of oil companies operating on the river
- Promoting the use of the Port and the river for moving freight, something that saves over one million HGV trips a year.

## Economy

- Supporting a port that is a local, regional and national economic driver, providing more than 30,000 jobs and adding more than £3.4 billion in value a year
- Working to increase economic and environmental sustainability, working in partnership to secure the safeguarding of over 50 wharves in London (between Fulham and Erith) for long-term Port use
- Actively working with terminal and ship operators to promote and ensure the best use of the river.





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