

Annual review 2010





About this report

We prepare our Annual Review to provide a short summary of our activities each year. We include in it the main statistics on PLA performance and service provision.

This report will continue to evolve over time. If you have any comments on this report and how we might improve, please let us know at: corporateaffairs@pla.co.uk

Readers and stakeholders may also wish to read our Strategy document. For this publication and other information on the Port of London Authority and its operations, visit our website: www.pla.co.uk or call the Corporate Affairs team on 01474-562364.

Copies of this Annual Review and the full Annual Report & Accounts can be downloaded from our website.

The PLA

The Port of London Authority (PLA) is a self-financing statutory authority. Our prime responsibility is 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.

Financing the PLA

Our operations are financed principally by the fees paid by users; we receive no funding from government. Our main income streams are:

Conservancy fees:	35%
Pilotage operations:	34%
River works licences:	15%
Services provided:	7%
Other:	9%

Our charges are reviewed annually and, after consultation with stakeholders, considered and approved by the PLA Board.

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PLA financial

£44.3m turnover

£7.0m operating profit



Port Trade

48.1 million tonnes of goods handled

9,481 ship arrivals



Navigational incidents

0 major navigational incidents on the river



Chairman's statement

We have a vision of a vibrant, safe and sustainable river and estuary. Despite the economic challenges of 2010 for the communities we serve, the river continued to be very widely used for trade, travel, leisure and sport. This is what you would expect from a river on which the success of London was first built and which remains an essential catalyst for economic growth today.

River use

Use of the river held up well through the year, although some activities continued to be affected by the recession. Importantly, there were no major navigational safety incidents on the tidal Thames.

Port trade recovered from a ten-year low of 45 million tonnes in 2009 to 48.1 million tonnes in 2010. The recovery in overall tonnage reflected increases in the volume of oil and number of containers/trailers passing through the port.

Use of the river for moving goods and materials has also remained resilient in spite of the difficult economic conditions. The efforts of the operators, supported by the developments initiated by the Mayor's Rivers Concordat group, continued to sustain the growth in passenger travel on the river. Major sporting events attracting large crowds to the river include the University Boat Race and the Great River Race.

Finances

Our operating profit for 2010 increased by £5.2m over the prior year to £7.0m. This reflected, principally, the increase in conservancy and pilotage income as trade, and thus the number of pilotage acts, increased. To encourage trade, charges for conservancy and pilotage were frozen for the year. Careful management, including a pay freeze, ensured that costs in 2010 were virtually unchanged from 2009.

Pension scheme liabilities dominate our accounts and we achieved an overall surplus, despite paying an additional £4.2m into the PLA Scheme (total contribution £7.2m), towards reducing the last assessed actuarial deficit of £55m. The major financial uncertainty the PLA faces is the quantification of liability under the Pilots' National Pension Fund, which is now the subject of a Court of Appeal hearing which should take place in May 2011.

Our prospects

The long-term prospects for the river are extremely exciting. In the deep-sea port, dredging and land reclamation for the London Gateway container port, on the Essex coast are now well underway. Up-river, preparations are in hand for the London Olympic Games and celebrations of The Queen's Diamond Jubilee in 2012, when the river will be a magnet for people and events.



Pilotage service

11,307 pilotage acts



Health & Safety

6 Lost Time Accidents

17 near miss reports



Environmental

314 tonnes of material recovered from the river

32 Thames21 clean-ups



Community

14,000 children learnt about safety in our Riverside Code trailer



Use of the river for moving freight and passengers is increasing. The river is integral to the transport plans of both the Crossrail and Thames Water Tideway Tunnel schemes. Operators also have initiatives in hand to develop further passenger services, particularly serving riverside communities to the west of Chelsea.

Our people

The expertise at the core of what we do is embodied in our people. From launch crews to ships' pilots, Vessel Traffic Officers to our civil engineers, they are expert and committed to helping people make the most of the river. I want to thank them formally for their hard work through the year and into the future. They use their marine and river expertise to shape projects that are safe, robust and sustainable, working with companies, individuals and communities, and also local government in London along 95 miles of tidal river. Like me, they believe that it is important to sustain the tidal Thames in its vital role in the economy and for all its communities to play a part in that.

Helen Alexander, Chairman
April 2011

PLA Strategy

Vision: A vibrant, safe and sustainable river.

Mission: A leading harbour and pilotage authority – safe, sustainable and accountable.

Strategy: Ensure the safe and sustainable use of the river and the port, supporting growth in freight and passenger traffic and enjoyment of the Thames for leisure, tourism, sport and amenity.

Strategic priorities:

- The safety of navigation on the river
- Conserving the environment of the river
- Supporting the development of the use of the river
- Partnerships with river users and accountability to stakeholders

In this review we report progress against each of these priority areas.





Chief executive's statement

The PLA put in a positive performance in 2010. We worked to keep river users safe, played a critical role in developing people's schemes for using the river, improved our operational efficiency and made a good financial return. This success was founded on the expertise and commitment of our people to whom I extend my heartfelt thanks.

The personal health and safety performance of the organisation continues to improve. This is a welcome trend, but the reality is any accident is one too many. We will continue to focus on this area resolutely.

Major projects drawing on our marine expertise during the year included DPWorld (London Gateway), Network Rail (Blackfriars), Crossrail and Thames Water. Our ability to provide resources including harbour patrols, hydrography and laying of buoys also proved essential to taking forward their programmes.

This partnership approach to projects was also reflected in port operations, where we continued to develop our links with river users to deepen our understanding of their businesses and what we can do for them.

To ensure London remains an attractive port commercially, following our freeze of rates last year, for 2011 there will be a real decrease in rates (an increase of one per cent below the prevailing rate of inflation). Close control of costs remains a priority so that we can continue to reduce the real cost of using the port. This is one of the ways in which making a financial surplus enables us to reinvest for the benefit of river users.

During 2010, we took forward a number of projects to improve the efficiency of our operations. Trials of the new, more fuel-efficient harbour launch were completed and the lessons learnt incorporated into the remaining three vessels being built. Our Vessel Traffic Services operation also benefited from a further upgrade.

The next few years will be ones of great opportunity for the river with the events of 2012 and the London Gateway project as prime examples of developments. We are sharing our expert knowledge, passion and enthusiasm to make sure that the most is made of the river in safety.

Richard Everitt
Chief Executive
April 2011

2010 Financial Highlights

Financial Highlights £m	2009	2010
Turnover	43.6	44.3
Operating profit	1.8	7.0
Net cash inflow from operating activities	3.5	7.8

2010 Thames Highlights



Port trade

- Port trade up by 6% to 48 million tonnes
- Trade in containers and trailers led the recovery; Tilbury Container Services won new services from the eastern Mediterranean, north Africa and the east coast of South America
- DP World started dredging and land reclamation for London Gateway Port
- Cockett Marine established new ships' fuel bunkering operation



1.5 million

The fuel carried by an 80,000 tonne tanker could fill 1.5 million small cars



Travel/Tourism

- Increasing number of passengers travelled on the river, up to 6.5 million (2009: 6.3 million)
- Plans for extension of Tower Pier well in hand
- Transport for London ran river travel promotional campaign
- Plans approved for development of 'alongside' terminal for cruise ships just down-river of Greenwich



750,000

Over 750,000 people use the Thames to travel to work every year



Inland waterways freight

Sport/Leisure

- More than 2 million tonnes of goods/materials moved between terminals on the Thames in 2009 (Department for Transport figures)
- Network Rail's Blackfriars Station development is using the river to move the majority of construction and demolition materials
- Crossrail started riverborne movement of tunnelling spoil; more than five million tonnes to be moved through the project
- Thames Water started using the river to move materials from the Abbey Mills/Becton tunnel and consulted on plans for the main Tideway Tunnel

- Nine major sporting events on the river, with 35 other regular sporting events
- Launched new website and navigational films aimed at leisure river users
- Great River Race attracted record number of competitors and was run east to west, finishing at Ham, for the second time



100,000

Moving goods and materials between terminals on the Thames keeps over 100,000 lorries off the capital's roads



+3,700

Over 3,700 rowers compete in the annual Head of the River Race (largest one-day event of its kind in the world)

Safety of Navigation



Main developments during 2010

- Welcome fall in navigation safety incidents compared to 2009
- New guide, and dedicated website (www.boatingonthethames.co.uk) launched for recreational river users; website includes specially-commissioned films showing how to navigate recreational boats through central London
- Took a lead role in major Maritime & Coastguard Agency exercise, Orange Tree, which tested the emergency and river services response to a mock incident involving a commercial and a passenger vessel
- Continued preparations for 2012 included regular dialogue with a wide range of partners on maritime safety and security matters
- Vessel traffic services centres at Woolwich and Gravesend upgraded
- The number of pilotage acts increased in line with trade and growth in the number of ships visiting the port; infrastructure projects and temporarily lower pilot availability caused pilotage delays to increase in the autumn

The PLA's main responsibility is to facilitate navigational safety along the tidal Thames. We do this by regularly reassessing the risks involved in navigation and putting in place suitable safety measures. We also have staff on duty 24 hours a day, 365 days a year, at our control centres and patrolling the river.



Chief harbour master's statement

Our main job is to facilitate safety of navigation on the tidal Thames and the Thames Estuary, whether for scullers and sailors in west London or supertankers and containerships in the deeper river and estuary.

We apply proportionate regulation, based on risk assessment, married to the provision of services such as pilotage and vessel traffic services in fulfilling our responsibilities on the river.

The trend in navigation safety incidents in 2010 showed a welcome fall, compared with 2009. In the particularly complex area of central London, we are putting a strong emphasis on analysing

the root causes of incidents, and developing approaches to minimise accidents caused by human error.

The sort of things we do to help people stay safe are to patrol the river 24 hours a day, survey the river bed for obstructions, pilot large vessels into port and advise on proposed developments. Our aim is to help everyone stay safe; so if you have any questions or concerns about using the river do talk to us and we'll be happy to assist.

David Snelson
Chief Harbour Master



Exercise Orange Tree

Safety of Navigation Statistics (2008-2010)

Operational Statistics	2008	2009	2010
Pilotage Service			
No of pilotage acts	12,538	10,501	11,307
Pilotage delays	207	60	154
Percentage of total pilotage acts delayed	1.70%	0.60%	1.40%

Navigational Safety Statistics

Navigational Safety			
Navigational incidents	44	49	27
Marine Hazards	N/A	N/A	1
Hydrographic Surveys			
Hydrographic surveys completed	315	292	320
Diving Operations			
Diving operations	151	178	118

“The review finds that the Port of London Authority has a robust and fit for purpose Port Marine Safety Code, supported by a well-founded and well-maintained safety management system (SMS).”

Safety Management System Review Report by Dover Harbour Board, 2010



Conserving the Environment



Main developments during 2010

- Single environment team created, covering both marine and operational environmental management
- Developing mutual co-operation with the Marine Management Organisation, pending the introduction of a new marine licensing regime in 2011
- Environment, Quality and Health & Safety Management Systems re-certificated to the various international standards by the independent assessment body
- Drainage at Denton Wharf improved through re-profiling and concreting of boat storage area
- Tree planting continued on the eight-kilometre stretch of riverbank that we own up-river of Putney; the work is part of a 20-year tree management plan
- First of our new design harbour launch completed trials; the remaining three vessels will feature improvements identified during the trials

At the PLA we have two main areas of environmental focus. We protect and conserve the unique marine environment of the tidal Thames by assessing the potential environmental impact of any new river developments, licensing them with necessary conditions. We are also working continuously to improve the environmental performance of our operation.

Boat storage area, Denton





Environmental Statistics (2008-2010)

	2008	2009	2010
PLA Energy Use (kilowatt hours)			
Electricity	1,499,047	1,466,565	1,513,632
Gas	269,354	290,935	294,062
PLA waste generation and recycling (tonnes)			
Pre-segregated recyclable	19.34	18.75	10.3
General waste	30.48	32.27	10.43
Hazardous waste	3.8	7.4	6.5
Driftwood recovered (tonnes)			
Tonnage of material recovered from the river	493	438	314

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.

Main developments during 2010

- There were two reportable spills during the year; there were seven call-outs after reports of spills, but on each occasion nothing more than sheen was found.
- During the year exercises were completed at the Vopak terminal and Littlebrook power station.

TOSCA Statistics (2008-2010)

	2008	2009	2010
Call-outs	10	7	7
Reportable spills	0	0	2
Oil encountered (including sheen)	3	3	0
False alarms (nothing found)	7	3	0
False alarms (eg. spill contained)	0	0	0
Other call outs (safety of life, etc.)	0	0	0



Developing the use of the river: case studies

We work with people looking to make use of the river and estuary whether it is for energy generation, moving goods and materials, increasing commuter services, sporting pursuits or simply enjoying the environment of the river. These case studies give an insight into some of the major projects we are currently working on.

1. Olivers' Ait



- Scheme: Protection and enhancement of the environment of an island in the middle of the Thames just upstream of Kew rail bridge.
- Status: potential approach to project being developed in partnership with London Wildlife Trust for discussion and agreement with local community.
- PLA involvement: Developing initiative, funding works and wildlife trust involvement with the scheme.

2. Blackfriars Bridge station

- Scheme: River supply of over 14,000 tonnes of materials to, and removal of 8,000 tonnes of waste from, construction of new station across the river.
- Status: Use of the river for movement of materials including station's new bridge deck, longer platforms and roof spanning the river well established.
- PLA involvement: developed method for using the river, working with Network Rail, Livett's Launches and Balfour Beatty. Marshalling river traffic, policing closure of arches to navigation, laying moors and providing some barge equipment.

1

2

Tideway Tunnel & Crossrail

Tideway Tunnel

- Scheme: Construction of tunnel to handle storm water run-off and prevent 39 million cubic metres of untreated sewage flowing into the river each year.
- Status: Consultation underway on potential sites for construction of the tunnel – many of them riverside.
- PLA involvement: working with Thames Water to ensure they make maximum use of the river; ensuring navigational safety on the river when project starts: facilitating discussions between river users and Thames Water; securing long-term legacy to benefit movement of freight and passengers by river.

Crossrail

- Scheme: Construction of new 118-kilometre cross-London rail link.
- Status: Work has started on construction of some stations; main tunnelling operations yet to start.
- PLA involvement: Provision of expert advice on using the river to move tunnelling spoil and construction materials by river. Memorandum of Understanding agreed covering the movement of five million tonnes of materials.

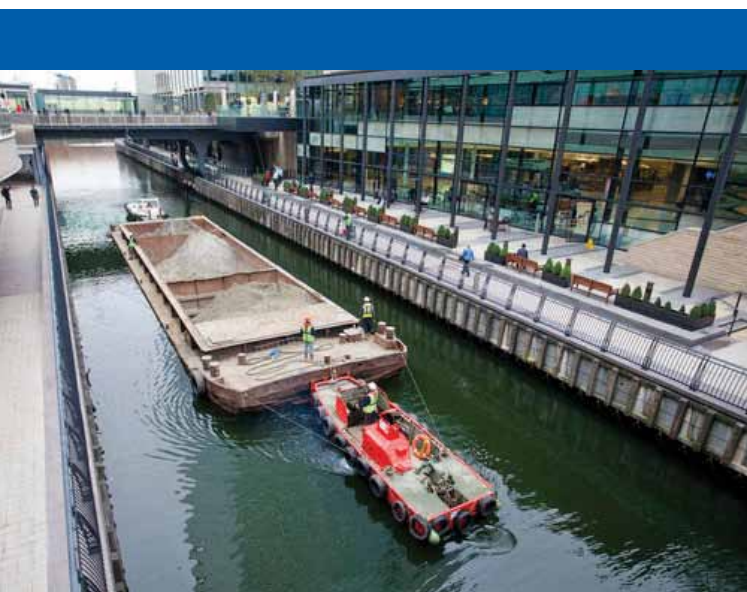


3. London Gateway Port



- Scheme: Development of new container port at Shellhaven, Essex.
- Status: Dredging to deepen main approach channels to the development underway.
- PLA involvement: Licensing and monitoring the development. Providing extensive marine expertise and services: PLA personnel advising on navigational issues; hydrographic team monitoring progress of dredging; provision of load out facilities and other marine services.

3



Partnership and Accountability



Main developments during 2010

- Working with Thames21, supported 32 foreshore clear-ups along the river
- More than 14,000 children visited our Riverside Code Safety trailer at 17 public events
- Almost 100 people attended our middle district public meeting held onboard HQS Wellington
- During the year we held one public meeting, six river user consultative forums and attended the Mayor's Thames Festival
- Over 4,000 school children learnt about the port and the river through our education programme, run by Thames Explorer Trust
- Cygnet Rowing Club won the 2009/2010 Rowing Code Prize. Runners up were the Thames Rowing Club and Royal Free & University College Medical School Boat Club

We look after navigational safety on 95 miles of river. We work with a range of partners and stakeholders along the river, from rowers to passenger boat skippers, developers to local councils. We are committed to helping people make the most of the river in safety and aim to be open and accessible to everyone. Our open public meetings along the length of the river give people an opportunity to raise any questions or concerns with us.

Community Activity Statistics (2008-2010)

	2008	2009	2010
Riverside code trailer			
No of events attended by Riverside Code Trailer	15	13	17
No of children through Riverside Code Trailer	9,000	7,000	14,000
Public Meetings			
No of public meetings held	4	3	1
No of people attending public meetings	211	111	95
Sporting events			
No of sporting events held on river	45	44	44





Main developments during 2010

- Six Lost Time Accidents reported, down from nine in 2009
- Near miss reporting improved (17 in 2010, up from three in 2009)
- £270,000 invested in staff training (equivalent to £750 per employee)
- Three graduates recruited from the government's 'talent pool' and deployed across the organisation
- Over 100 members of staff attended the first staff 'well being' day
- PLA teams competed in eight events on the river including the Admiral of the Port Challenge and Thames Sailing Barge race

The essential services of the PLA are delivered by a core workforce of some 350 people. A large number of our employees have been to sea and their marine expertise is complemented by that of skilled electrical and marine engineers, planners, civil engineers, hydrographers and environmental experts. We invest continuously in developing the knowledge and skills of employees to ensure they can maximise their contribution to the organisation.

Personal Health & Safety Statistics (2008-2010)

	2008	2009	2010
Lost Time Accidents	5	9	6
Near miss reports*	11	3	17

* We actively track near misses as part of our work to reduce Lost Time Accidents.



Port trade



At the PLA we oversee operations in the UK's second biggest port. We keep the main shipping channels open, co-ordinate shipping movements and provide expert ships pilots.

Vessels calling at more than 70 terminals on the Thames provide trade connections with over 80 countries around the world. They carry everyday essentials that keep us warm, clothed, fed and entertained.

Total trade ▲

48.1 million tonnes

The Port of London in total handled 48.1 million tonnes of trade in 2010. This was an increase of 6% (2.7 million tonnes) on trade in 2009.

Fuel ▲

19.9 million tonnes

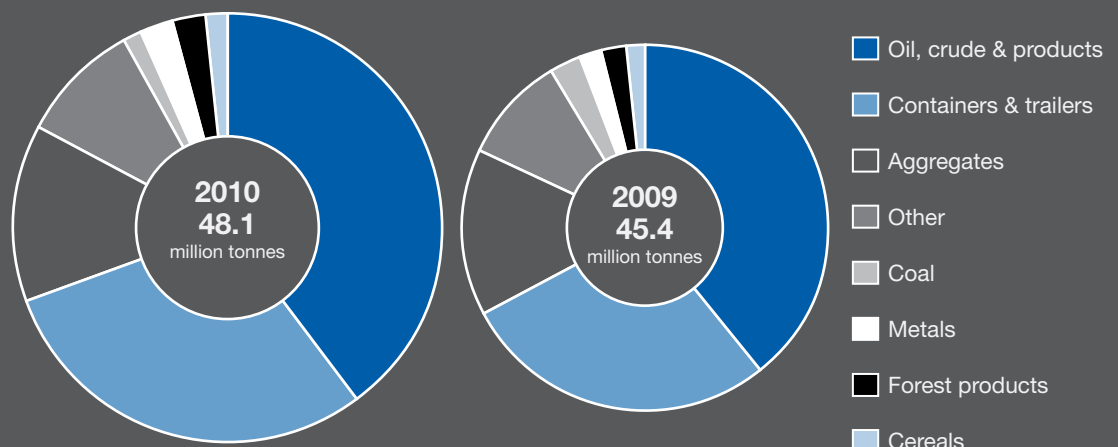
Fuel traffic had a good year with an increase in 2010 of 0.8 million tonnes. Oil movements increased by 1.3 million tonnes in 2010 compared to the previous year, when there was a prolonged maintenance shutdown at the oil refinery. Coal imports fell by 0.5 million tonnes with the last delivery to Tilbury power station in the autumn; the station is switching to bio-mass fuel.

Aggregates ▼

6.4 million tonnes

Movements of aggregates had a disappointing year with building in the south-east remaining subdued. In total 6.4 million tonnes of aggregates were handled, which was 284,000 tonnes less than in 2009 (-4%).

Port Trade – 2010 compared to 2009





Vehicles ▲

+500,000 vehicles

Over half-a-million vehicles were handled at terminals on the Thames during 2010. The 671,000 tonnes of vehicles was up by 16,000 tonnes on 2009. Of the major car handling terminals, the increase in vehicle numbers was principally through Ford at Dagenham.

Containers & trailers ▲

14.3 million tonnes

Unitised traffic in 2010 was 14.3 million tonnes, 1.6 million tonnes (13%) above the 2009 figure. The majority of the increase in unitised traffic was at CdMR and Tilbury Container Services.

Other Cargo ▲

6.8 million tonnes

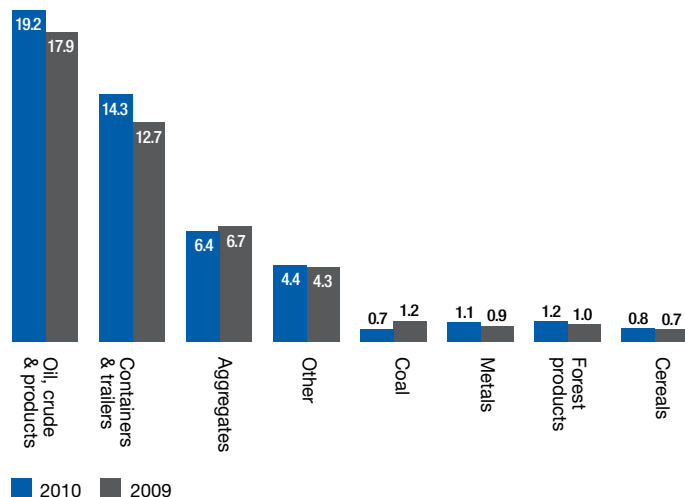
Other categories of cargo – cereals, metals and general cargo – increased by 0.5 million tonnes (8%).

Research shows that the Port'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.

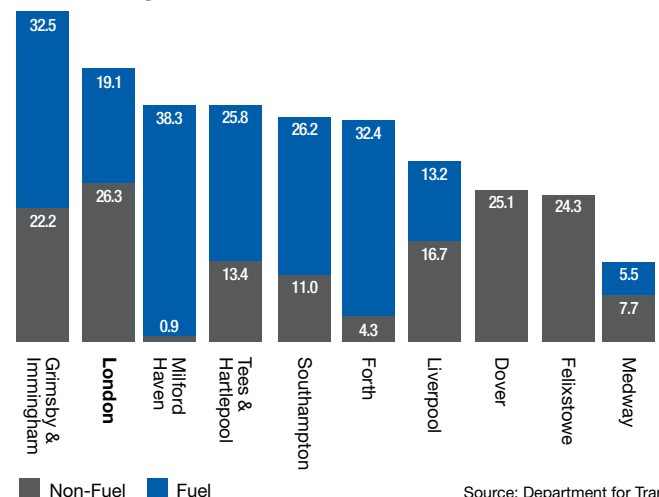
Terminals within the area covered by Thurrock Borough Council handle some 80% of the Port of London's trade.

Trade statistics

Total Port of London Trade Million Tonnes



United Kingdom Port Traffic in 2009 Million Tonnes



Source: Department for Transport

The Port of London Authority is overseen by a 10-member Board made up of three executive members and seven non-executives, plus the Secretary to the Board. Board members sit on six committees.

Board Members

Chairman

H A Alexander, CBE

Vice Chairman

J F Mills, CBE

Non-executive members

P K Sarwal

P J Matthews, OBE

W D Everard, CBE

R D M Lenthall

R S Steedman, CBE

Executive members

R L Everitt (Chief Executive)

B Chapman (Chief Financial Officer)

Rear Admiral D G Snelson CB (Chief Harbour Master)

Secretary to the Board

R D Crighton MCMI, Barrister

Management Executive Committee

Chief executive

R L Everitt

Chief financial officer

B Chapman

Chief harbour master

D G Snelson

Secretary and general counsel

R D Crighton

Director of corporate affairs

A F Gale

Director of human resources

G W Witham

Director of marine operations

P Steen

Committees of the Board

Audit Committee

Mr P K Sarwal (Chairman)

Mr J F Mills

Mr W Everard

Licensing Committee

Dr P J Matthews (Chairman)

Dr S Steedman

Mr R D M Lenthall

Mr R L Everitt

RA D G Snelson

Nominations Committee

Ms H A Alexander (Chairman)

Mr J F Mills

Mr P K Sarwal

Charitable Donations Committee

Mr J F Mills (Chairman)

Mr R D M Lenthall

Mr R L Everitt

Remuneration Committee

Ms H A Alexander (Chairman)

Mr J F Mills

Mr W D Everard

Pensions Committee

Mr W D Everard (Chairman)

Mr R D M Lenthall

Mr R L Everitt

Mr B Chapman

Dr P J Matthews

(Note: The PLA Chairman and Vice Chairman are ex-officio members of any Committee of the Board of which they are not already a member)

The following pages contain the statutory financial statements for the financial year ending 31 December 2010. The Annual Report and Accounts are available in full via the PLA website (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 2010

	Note	2010 £000	2009 £000
Turnover including share of joint venture		44,324	43,594
Less: share of joint venture		561	526
Turnover excluding share of joint venture	2	43,763	43,068
Operating expenditure	2	36,934	41,394
Operating profit	2, 4	6,829	1,674
Share of operating profit of joint venture		218	83
Operating profit including joint venture		7,047	1,757
Net interest	7	339	394
Other financial costs	26	(1,398)	(3,592)
Profit/(loss) on ordinary activities before taxation		5,988	(1,441)
Taxation	8	(1,635)	461
Profit/(loss) for the financial year	20	4,353	(980)

All results are in respect of continuing activities.

There is no difference between the profit/(loss) on ordinary activities before taxation and the retained profit/(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 2010

	Note	2010 £000	2009 £000
Profit/(loss) for the financial year		4,353	(980)
Actuarial gain/(loss) on pension schemes	26	2,758	(23,564)
Movement in deferred tax relating to pension schemes	14	2,812	2,760
		9,923	(21,784)
Share of actuarial gain/(loss) on joint venture defined benefit pension scheme	11	146	(433)
Total recognised gains/(losses) relating to the year		10,069	(22,217)

The PLA also has an unrecognised gain of £1,200,000 for the year ended 31 December 2010 (2009 loss of £1,518,000) in relation to a pension scheme which has an irrecoverable surplus (see note 26).

Balance Sheet

As at 31 December 2010

	Note	Consolidated		PLA	
		2010 £000	2009 £000	2010 £000	2009 £000
Fixed assets					
Intangible assets	9	261	267	261	267
Tangible assets	10	27,228	25,880	27,228	25,880
Investments	11	0	0	2	2
Joint venture:-					
Share of gross assets		1,090	940	0	0
Share of gross liabilities		(243)	(237)	0	0
Share of pension deficit		(418)	(589)	0	0
	11	429	114	0	0
		27,918	26,261	27,491	26,149
Current assets					
Stocks		141	155	141	155
Debtors – amounts due less than and more than one year	15	19,776	19,990	6,849	7,110
Liquid resources		24,891	15,000	19,629	8,758
Cash and bank balances		13,111	18,983	13,111	18,983
		57,919	54,128	39,730	35,006
Current liabilities					
Creditors: amounts falling due within one year	16	6,729	5,886	6,697	5,820
Net current assets		51,190	48,242	33,033	29,186
Total assets less current liabilities		79,108	74,503	60,524	55,335
Creditors: amounts falling due after more than one year	17	2,607	629	2,607	629
Provisions for liabilities and charges	18	16,965	17,199	16,965	17,199
		19,572	17,828	19,572	17,828
Net assets excluding pension deficit		59,536	56,675	40,952	37,507
Pension deficit	26	(16,867)	(24,075)	(16,867)	(24,075)
Net assets including pension deficit		42,669	32,600	24,085	13,432
Reserves					
Profit and loss account	20	42,669	32,600	24,085	13,432

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 13 April 2011 and were signed on its behalf on 15 April 2011 by:-

H A Alexander
Chairman

R L Everitt
Chief Executive

B Chapman
Chief Financial Officer

Consolidated Cash Flow Statement

For the year ended 31 December 2010

	Note	2010		2009	
		£000	£000	£000	£000
Net cash inflow from operating activities	21		7,782		3,525
Returns on investment and servicing of finance					
Interest received		321		401	
Net cash inflow from returns on investments and servicing of finance			321		401
Taxation					
U.K. Corporation tax paid		(106)		(344)	
			(106)		(344)
Capital expenditure and financial investment					
Purchase of tangible fixed assets		(3,704)		(2,671)	
Sale of tangible fixed assets		0		31	
Net cash outflow from capital expenditure and financial investment			(3,704)		(2,640)
Net cash inflow before use of liquid resources and financing			4,293		942
Management of liquid resources					
(Increase)/decrease in short term investments			(9,891)		1,351
(Decrease)/increase in cash in the year	22		(5,598)		2,293

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
Allhallows 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 & Medway Ports Resilience 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 (LESPL)
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
Maritime Olympic Safety Forum
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
Olympic Transport Regulators Forum
Parliamentary Maritime Group
PLA Harbour Masters Recreation and Navigational 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 2010



The Port of London Authority (PLA) is a self-financing statutory authority. Our prime responsibility is safety of navigation and conservancy on the tidal 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.

The tidal Thames is home to the UK's second largest port, busiest inland waterway for freight, a growing commuter route and the crucible of British rowing talent.

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