



PORT OF  
LONDON  
AUTHORITY



# 2012

## PLA Highlights 2012

### London Gateway Port



First vessel arrived alongside the new quay in December 2012 and, ten weeks later, the first quayside cranes were delivered; London Gateway is on track for opening in the fourth quarter of 2013.

### River Pageant



Spectacular River Pageant on the Thames, staged to mark the Diamond Jubilee of Her Majesty the Queen. PLA prepared the river, helped plan the event and oversaw its safe running for more than 1,000 vessels.

### Olympics



The PLA was at the heart of the run-up to the Games, with the Torch Relay ending outside City Hall, David Beckham on the river heading to the Olympic Park in the opening ceremony and the arrival on the river of vessels from cruise ships to sailing ships, super yachts and helicopter carriers.

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### Passenger travel



Over six million passenger journeys on the Thames, with operators running special services to riverside Olympic venues.

### Inland waterways freight

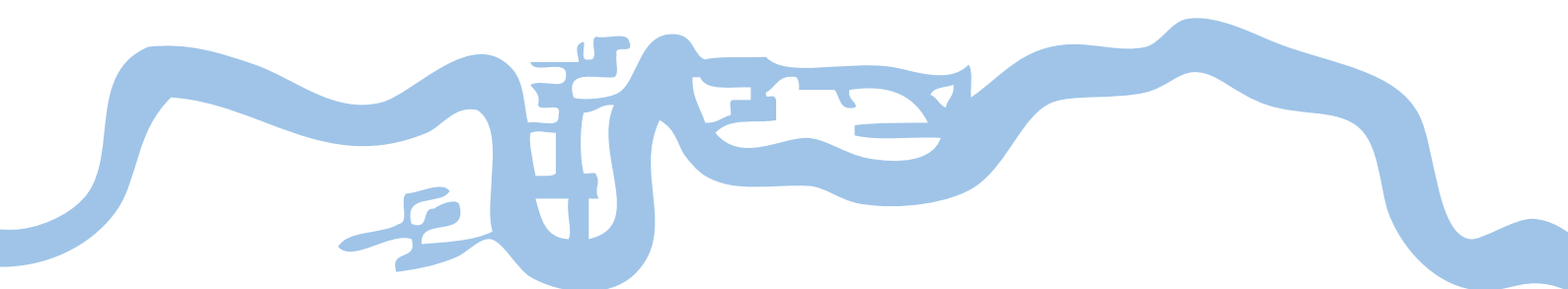


Crossrail started moving tunnelling spoil from its Docklands Transfer Station and Northfleet, principally to Wallasea Island, where the RSPB are creating a nature reserve.

### New vessel



PLA signed a £6 million contract for a Mooring Maintenance Vessel, the single biggest investment in more than 20 years. Construction of the vessel is underway at Manor Marine's Portland yard.





## Chairman's statement

Dame Helen Alexander



The Thames shone on the world stage in 2012. It hosted, first, the Queen's Diamond Jubilee River Pageant and then, some six weeks later, several events around the Olympic Games: from the many vessels arriving to moor, and the passenger services to riverside Games venues, to the final leg of the Torch Relay. Set against this was a decline in port trade, which fell in line with challenging economic times.

### River use

The River Pageant to mark the Diamond Jubilee was the biggest single event ever to take place on the Thames. The river today is constrained with bridges, piers and other infrastructure, so the pageant posed an unprecedented challenge for the PLA and the wider river community. There were two years of planning, co-ordination with partners, selection of 1,000 vessels, checking them on arrival and marshalling them into position ahead of the event; this drew on our collective experience, resources and, at times, ingenuity. We were proud to welcome all the vessels and their crews to London, even prouder that they were safe through the event and that everyone headed safely home.

More than six million passenger journeys were made on the river during 2012. Many people were encouraged to take their first trips on the river to reach riverside Olympic venues. They enjoyed improvements to the key Tower and Greenwich piers, completed by early summer, and special services operated by the main passenger boat companies on the days of events at the riverside venues. Many people were also able to enjoy unique views of the Thames from the new Cable Car which opened in June.

Port trade fell during the year by five million tonnes to 43.7 million tonnes, a decline of more than 10%. The principal reason for this was the closure of the Coryton oil refinery, which in 2011 had handled more than 10 million tonnes of cargo. Following the closure, some of the refined oil products were handled at other river terminals, but the overall volume of oil-related cargoes was markedly reduced.

Volumes of most other cargoes handled in the port were also lower than in 2011; only tonnages of unitised cargoes, cereals and biomass were higher than the year before. Unitised cargoes increased by 2% to 14.8 million, cereals recovered to 739,000 tonnes, a 35% increase, and 794,000 tonnes of biomass was handled – a new cargo for the RWE npower trial at Tilbury Power Station.

Developments with inland waterways freight were very positive last year. The quantity of goods being handled rose by more than 60% to 3.3 million tonnes as long-planned use of the river for major infrastructure projects started in earnest. By the end of the year Crossrail had started its major tunnelling drives and spoil was being transported by river from Northfleet to Wallasea Island; operations at the Limmo site, just east of the Isle of Dogs, were also set to start. Thames Water too has been making extensive use of the river to service the Lee Tunnel project, which means that Bow Creek is being used now as much as it was in its heyday of the 1960s.

More trained people will be needed to make the most of the increasing demand to use the river. We are working as a founder member of the Thames Training Alliance to ensure that there is a growing number of trainees coming on to the river who have support and a clear path for their professional development.



## Chairman's statement

### Financial Highlights £m

2012

**£46.4 million**

Turnover

**£6.5 million**

Operating Profit

**£1.9 million**

Net cash inflow from operating activities

Safety on the river can be improved; it's something we're working hard to support as the river gets busier. In 2012 there were 38 navigational incidents of note, eight more than the preceding year. That's why our navigational safety team works with river users, to improve safety for vessels and operations. During 2012, we removed the requirements that were no longer relevant, and simplified and updated others to make the most of new technologies. This work was complemented by improved training for crews working on the river and new vessel standards, such as those for Thames freight vessels, that we developed in conjunction with industry and the Maritime & Coastguard Agency.

### Finances

The underlying operating profit was £2.9m in 2012, after allowing for a £3.6m actuarial reduction to a provision for historic liabilities. The 2011 operating profit was £5.7m.

Turnover fell by 0.3%. The loss of revenue from the closure of Coryton oil refinery was partially offset by income from the use of PLA moorings during the Olympics, assistance given to the Oikos terminal at Canvey during the re-building of their jetty and the continued use of a PLA launch during the Blackfriars Bridge project. These one-offs are not expected to recur.

After allowing for additional costs relating to the Olympics and one-off redundancy costs, underlying operating expenditure rose by 3.1%. The redundancies were necessary to rebase costs in the post-Coryton era.

The legal process to agree the structure of the deficit repair of the Pilots' National Pension Fund (PNPF) was completed during 2012, so our share of the deficit is included in our accounts for the first time. We expect to begin deficit repair payments to the PNPF during 2013. We are also in the process of completing the triennial valuation of our main PLA pension fund. We continued to contribute to the deficit repair for this fund in accordance with the recovery plan and also paid an additional £2.5m during the year.

In the short term the financial outlook for the PLA is governed by the lower levels of port trade. Our income should improve as and when trade starts to pick up, in line with the UK economy and completion of investment projects on the river. Funding pension deficit repairs is expected to be a significant financial draw on the organisation for the foreseeable future.

### Our prospects

Long-term prospects for port trade remain strong, although we have concerns that growth may be limited in the immediate future, principally as a result of trends in the UK and global economies.

The Thames is fundamentally important as an artery to the main markets in the UK. That is why DP World committed to invest £1.5 billion in the new London Gateway port and also why Vopak, Shell and Greenergy will be redeveloping the Coryton oil refinery site as an oil products terminal. Operations will start at both sites this year. Others investing on the river include the Port of Tilbury, both in its London Container Terminal and London Distribution Park, and Stolt Neilsen at their newly-acquired Dagenham liquid bulk storage facility.





## Chairman's statement

We, at the PLA, do all we can to support growth, investment and job generation on the river. For example, we provide expert marine advice on new projects, model marine operations in our ship's bridge simulator and supply marine services such as diving, laying moorings and providing navigational aids.

We are concerned that there is a risk to investment and growth on the river if 58 miles of the tidal Thames is designated as a Marine Conservation Zone (MCZ). This would add costs for existing operations and potentially substantial extra costs for new infrastructure developments including London Gateway, the Thames Tunnel, and the Thames Estuary 2100 flood defence works. We welcome the Government's economic and social realism, and genuine economic/environmental balance, in requiring that the proposals for a Thames MCZ are studied further in the light of these considerations.

Looking beyond port trade, we share the Mayor of London's goal to double the number of annual passenger journeys on the river from six to twelve million by 2020. The improved piers, more people who have used river transport for the first time, and the arrival of new vessels will be important catalysts for future growth in passenger traffic on the Thames. As part of the River Concordat we continue to work towards this goal.

The summer of 2012 underlined the importance of sporting and leisure pursuits. We are echoing this in changes we have made, creating a new Assistant Harbour Master's role, supporting recreational navigators to enjoy the river in safety. His increasing engagement with rowing, sailing and paddling clubs along the river should help the sportsmen and women of the future.

### Our people

We are privileged to have some 345 skilled and committed people in the PLA today. For many of them the highlight of the year was the part they played in the Queen's Diamond Jubilee Pageant, whether shepherding the 1,000-strong flotilla down the river, working at our base at the Thames Barrier Navigation Centre or keeping business as usual going in the UK's second largest port. The award of the Member of the Victorian Order to our chief harbour master, David Phillips, was great recognition of the PLA collective efforts around the Pageant.

On behalf of the Board I want to thank them all for everything achieved in 2012, and for the work they continue to do for river users.

**Dame Helen Alexander**  
**Chairman**  
**9 April 2013**



## Chief executive's operational review

**Richard Everitt**



The summer of 2012 saw a great public demonstration of the skills and capabilities of the PLA workforce. Our marine experts led the planning, preparation and safe running of a River Pageant which was on an unprecedented scale, plus numerous events in the run up to the Olympic opening ceremony and the arrival and subsequent departure of 20 large vessels in port for the Olympics.

At the same time, we continued to oversee safety of navigation along 95 miles of river. These waters are home to one of the UK's leading ports, busiest inland waterway for freight, growing passenger traffic and a variety of water-borne sporting activities.

Our main challenge in the year was not the River Pageant, but a sharp decline in port trade following the closure in May of the Coryton oil refinery. We see little immediate prospect of growth in trade, and consequently our income, with the result that we have had to reorganise to reduce our cost to ensure that we remain healthy financially. As a result of this reorganisation, all additional people hired for the busy period of summer events were released and 15 permanent PLA employees left the organisation, the vast majority through voluntary redundancy. We are looking at further opportunities for increasing efficiency.

The changes we have made are aimed at creating an organisation of the right size for the income and demands of the future. In the medium term we have reasons to be optimistic; with London Gateway's first berth opening later this year, the development of the Coryton site as an oil products terminal, prospects for the permanent conversion of Tilbury Power Station to biomass fuel, development of the London Distribution Park by the Port of Tilbury and the development on the way at Stolthaven Dagenham bulk liquid storage terminal.

We are matching investment by our customers with continued improvements in our equipment and facilities. These range from the strengthening of the Denton Wharf quay to enable the handling of larger crane lifts, to the investment in the new £6 million Mooring Maintenance Vessel that will replace our two 40-year-old mooring/salvage vessels.

We consulted on our charges for 2013 in an environment of depressed economic activity, reduced income and an expectation of flat trade for the immediate future. Our proposal, subsequently adopted, was an increase in charges at the prevailing rate of retail price inflation for September 2012. This was the first time in six years that we have increased charges in line with inflation. In addition, as the legal processes around the Pilots' National Pension Fund drew to a close, and liabilities were crystallised, we had to adopt a pilotage surcharge to start to address the share of the deficit in that scheme for which the PLA is judged to be liable.

Navigational safety is our core job, one that can only be achieved if our staff, whether they work ashore or afloat, stay safe. It was therefore concerning to see five Lost Time Accidents during the year. None resulted in extended recovery periods, nevertheless, we continue to focus on safety across the operation.

As we start on a new year I extend my heartfelt thanks to the PLA employees who worked so hard through 2012. The changes we had to go through at the end of the year were difficult but necessary as we secure the long-term future of the organisation.

**Richard Everitt**  
**Chief Executive**  
**9 April 2013**

# 2012

## Main developments

### Port trade



Port trade down by 10% to 43.7 million tonnes

The biggest decline in crude oil imports following the closure of the Coryton oil refinery, owned by Petroplus

Vopak, Shell and Greenergy announced plans to redevelop Coryton as a fuel import terminal, called Thames Oil Port

Increases in throughput in unitised goods, cereals and biomass

London Gateway Port welcomed first vessel to its new quayside, carrying cranes for the development

Investment in facilities continues at the Port of Tilbury, Ford, Stolthaven Dagenham, RWE npower Tilbury Power Station and Oikos

Many vessels visited specially for the Olympics: a helicopter carrier, cruise ships, super yachts and sailing ships.

### Travel/Tourism



6.4 million passenger journeys on the river (2011: 6.7 million)

Improvements completed to Tower and Greenwich piers, in time for the Olympics

Cruise vessels moored next to HMS Belfast, in West India Dock and the Royal Docks through the Olympic fortnight

Super yachts moored in West India Dock and the Royal Docks

## Inland waterways freight



Thames operations moved 3.3 million tonnes of goods/materials between terminals in 2012, an increase of 1.26 million tonnes compared to 2011

Crossrail started moving tunnelling spoil from its Docklands Transfer Station and Northfleet, principally to Wallasea Island, where the RSPB is creating a nature reserve

Thames Water tunnelling project resulted in the most intensive use of Bow Creek for freight since the 1960s, moving more than 100,000 tonnes of spoil from the Beckton construction site

Thames Training Alliance set up with PLA support to ensure provision of skilled labour for new river freight operations

Transport for London started assessment of river transport for moving Northern Line extension tunnelling spoil

PLA dredged Barking Creek to facilitate trade to Pinns and Kierbeck wharves

## Sport/Leisure



Spectacular River Pageant took place on the river on 3 June, marking the Queen's Diamond Jubilee

Olympic torch carried on the river as part of the Olympic opening ceremony

Speedboat carried the Olympic torch to the Olympic Park as part of the opening ceremony

Cable car across the river from Greenwich peninsula completed ahead of the London Olympics

Nine major sporting events on the river, with 35 other regular sporting events



## Safety of navigation

### Navigational Safety Statistics

2012

38

Navigational incidents\*

1

Marine hazards\*

\* Navigational incidents and marine hazards above specified severity level in the Safety Management System

The PLA's main responsibility is to maintain safety of navigation along 95 miles of the tidal Thames. In doing this, we are governed by the Port Marine Safety Code, which requires that we review regularly the hazards and risks presented to safe navigation of the tidal Thames, and put in place suitable safety measures. Our control centres at Woolwich and Gravesend oversee safe navigation over 400 square miles; the largest Vessel Traffic Services area in the UK.

### Main developments during 2012

- o Planned, organised and ran the navigational safety arrangements for the Queen's Diamond Jubilee River Pageant, the largest ever flotilla of vessels on the tidal Thames
- o Oversaw numerous river events and unique vessel arrivals through the run up to and during the London Olympics and Paralympics
- o Harbour masters and pilotage teams planned for the official opening of London Gateway alongside existing port operations
- o Port Marine Safety Code compliance confirmed to the Maritime Coastguard Agency (MCA) after three-yearly review
- o Developed and published the PLA Marine Safety Plan 2012-2014
- o Implemented the new Thames Byelaws, after their formal approval by the Secretary of State for Transport
- o Launched Tidal Thames Navigators Club, complementing our specialised services for leisure users
- o Developed the new Thames Freight Vessel standard in conjunction with industry and the MCA; due for completion Spring 2013
- o Gained MCA accreditation for our Vessel Traffic Services (VTS) training courses and subsequently ran the first professional course for VTS operators from outside the PLA
- o Liaised closely with Crossrail and Thames Water, helping them plan for maximum use of the river for their projects, including assessing traffic planning to accommodate all river users

### Port Marine Safety Code

The PLA meets the standards set out in the Port Marine Safety Code and continues to maintain an effective Navigational Safety Management System, relevant to the current trade and wide range of marine operations and activities within the port. This is achieved through effective risk control and demonstrated by a continuing downward trend in incident numbers.





## Chief harbour master's statement

David Phillips



2012 was a momentous year for the tidal Thames. The eyes of the world were on the river on 3 June for the Diamond Jubilee River Pageant and then again on the night of 27 July, as the river played its part in the Olympic opening ceremony.

Our job as always was to facilitate the safety of navigation through careful planning and co-ordination, combined with implementing additional safety measures such as new moorings, revised passage plans and extra safety boats among many others. That it all worked is testament to the 'can do' attitude at the heart of the PLA and the professionalism of the people with whom we worked. We didn't, and don't, say 'yes' to every new proposal or idea; however we do our best to help people develop their plans for using the river, so their goals can be achieved without compromising the safety of navigation and with minimal impact on other river users.

Throughout the unprecedented events of the year we maintained our focus on the core job of running the UK's busiest and most diverse tidal river. This year we will bring the same professionalism to the challenges ahead as new facilities open and new activities begin at existing ones.

**David Phillips**  
**Chief Harbour Master**



## Conserving the environment

### Environmental statistics

2012

2,583 tonnes

Carbon footprint\*

240 tonnes

Driftwood recovered

25

Thames21 clean-ups

\*CO<sub>2</sub> equivalent tonnes

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 also work to improve the environmental performance of our own operation.

### Main developments during 2012

- o Close working with the Marine Management Organisation as the new marine licensing regime continued to bed in; successful joint working on several schemes, streamlining processes for operators
- o Extensive engagement around the proposed designation of the Thames as a Marine Conservation Zone, highlighting concerns about the impact of designation on economic activity along the river
- o Solar panels were installed on the principal building at Denton Wharf and generated their first electricity; it is predicted that they will produce more than 40,000kWh per year, the majority of which will be used by the PLA
- o Climate Change Adaptation Report (2011) reviewed; monitoring climate change impact remains the principal activity
- o Repairs to the upper river revetment wall at Oliver's Ait as part of the implementation of the management plan for the Ait
- o Implementation of the long-term tree management programme on the river bank around Beverley Brook
- o Rainwater harvesting provided almost two thirds of the water used to flush toilets at Marine House, Denton

## Thames Oil Spill Clearance Association

The PLA runs 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 2012

- o There were seven call outs and no reportable spills
- o Exercises were completed at Shellhaven and Oikos Terminal Jetty



## Partnership and accountability

### Community Activity Statistics

**2012**

**+12,000**

Children visited Riverside Code Trailer

**84**

Sporting events held on the river

The PLA looks 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, held at venues along the river, give people an opportunity to raise any questions or concerns with us.

### Main developments during 2012

- o We supported the establishment of the Thames Training Alliance, formed with river users to provide an improved and structured training path for new entrants to the industry, as the river workforce expands to meet the needs of future projects such as the Thames Tunnel
- o Our second annual Stakeholder Forum was held where stakeholders covered river and PLA topics direct with the PLA Board and Executive team
- o The new method for calculating River Works Licences fees for residential use (fees for houseboats) was adopted, following further consultation and discussions with houseboat representatives
- o During the year we held two public meetings, seven river user consultative forums and participated with our exhibition and safety code units at the Mayor's Thames Festival
- o More than 3,000 school children learnt about the port and the river through our education programme, run by Thames Explorer Trust
- o Working with the charity Thames21, we supported 25 foreshore clear-ups along the river
- o Sons of the Thames Rowing Club won the Rowing Code Prize for the first time; the runners-up were London Oratory School Boat Club and Barn Elms Boat Club
- o More than 12,000 children visited our Riverside Code Safety trailer at 14 public events



## PLA people

The PLA's essential services are delivered by a core workforce of 345 people. A large number of our employees have been seafarers 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 that they can maximise their contribution to the organisation.

### **Main developments during 2012**

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- o As part of the process of reshaping the business for the future, increasing efficiency and adjusting to reduced income, 15 people left the PLA, the majority taking voluntary redundancy

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- o A number of successful secondments were made to assist with the planning and safe running of the Queen's Diamond Jubilee River Pageant

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- o Staff 'well-being' days, flu jabs and consultations continued, attracting more than 100 staff members

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- o PLA teams continued to compete in river events including the Admiral of the Port Challenge, Great River Race, TOW Barge Race and Thames Sailing Barge race

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## Health & Safety

### Health & Safety Statistics

2012

5  
Lost time accidents

16  
Near miss reports

Our aim is to reduce to the absolute minimum, accidents and cases of ill health in the workplace. Good health and safety management and high standards of performance in health and safety are of the utmost importance. All our employees should expect to work in a safe environment and to go home safe at the end of the working day.

Our work continuously to improve our health and safety performance is furthered through our Health & Safety Management System, tracking industry best practice and benchmarking our performance.

### Main developments during 2012

- o Safety performance was disappointing, with the total number of recorded accidents rising to 25 in 2012 (19 in 2011), five of which were Lost Time Accidents (two in 2011)
- o Work to improve safety performance included delivery of central toolbox talks, with role-specific talks delivered by individual departments
- o Our Health & Safety Management System was recertified to OHSAS 18001 after a three-yearly assessment
- o Sixteen near misses reported
- o PLA safety benchmark comparison:

The PLA 2012 performance gives an equivalent figure of 1,405 per 100,000 employees.

The Health & Safety Executive national figure for 2010/11 is 363 per 100,000 employees.

Port Skills and Safety's 2011 figure for the UK Port Industry is 1,755 per 100,000 employees.

# 2012

## Port trade

Port Trade (million tonnes)	
2010	48.1
2011	48.8
2012	43.7

### 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. 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.

### London Trade 2012

Cereals	1%
Biomass	2%
Forest products	2%
Metals	3%
Other	9%
Aggregates	15%
Containers & Trailers	34%
Oil, crude & products	34%

### UK Port Traffic 2012\*

Grimsby & Immingham	60.1
London	43.7
Milford Haven	39.8
Southampton	38.1
Tees & Hartlepool	34.0
Liverpool	32.9
Felixstowe	26.3
Forth	25.3
Dover	22.9
Clyde	15.4

\* Source: Department for Transport

43.7 million tonnes

**Total Trade**

Total trade through the port fell by 5.1 million tonnes in 2012 to 43.7 million tonnes. The principal reason for the decline was the closure of the Coryton oil refinery at the end of May. Increased volumes of unitised, cereals and biomass were handled; the volume of all other types of cargo declined.

15.4 million tonnes

**Fuel**

Crude oil throughputs were reduced dramatically following the Coryton oil refinery closure. However, as a result some terminals benefited by taking up the shortfall in capacity. Tilbury Power Station imported 0.8 million tonnes of biomass for its trial using the fuel.

14.8 million tonnes

**Containers & Trailers**

Unitised traffic through the port increased to 14.8 million tonnes, up by 2% on 2011. The increase in trade was focused at London Container Terminal.

6.7 million tonnes

**Aggregates**

Movements of aggregates in the port fell by 1.4 million tonnes (17.5%). Most of this fall was due to the substitution of imported aggregates with material dredged for the London Gateway scheme.

6.2 million tonnes

**Other Cargo**

The volume of other categories of cargo handled in the port – sugar, vegetable oils, metals, chemicals and general cargo – declined overall by 286,000 tonnes (4.4%). Within this group cereal trades had a good year increasing by 193,000 tonnes; sugar tonnages, however, continued at reduced levels with Tate & Lyle having problems sourcing raw sugar.

646,000 tonnes  
(circa 500,000 vehicles)**Vehicles**

Terminals on the Thames again handled an estimated more than 500,000 vehicles, both imports and exports. The 646,000 tonnes of vehicles was down by 5,000 tonnes (0.8%) on 2011.

## Statistics

<b>Financial Highlights £m</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
Turnover	44.3	46.5	46.4
Operating profit (including joint venture)	7.7	5.7	6.5
Net cash inflow from operating activities	7.8	4.4	1.9

<b>Operational Statistics</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
<b>Pilotage Service</b>			
No. of pilotage acts	11,307	11,589	11,399
No. of pilotage delays	154	128	30
Percentage of total pilotage acts delayed	1.40%	1.10%	0.26%

<b>Navigational Safety Statistics</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
<b>Navigational Safety</b>			
Navigational incidents*	32	30	38
Marine Hazards*	1	1	1
<b>Hydrographic Surveys</b>			
Hydrographic surveys completed	320	340**	360
<b>Diving Operations</b>			
Diving operations	118	137	148

\* navigational incidents and marine hazards above specified severity level in the Safety Management System

\*\* corrected from previous report of 240

<b>Environmental statistics</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
<b>Water use (litres)</b>			
Rainwater harvesting (Marine House)	92,000	65,000	104,000
<b>PLA carbon footprint (CO<sub>2</sub> equivalent tonnes*)</b>			
Carbon emissions	1,941	1,772	2,583
<b>PLA Energy Use (kilowatt hours)</b>			
Electricity consumed	1,513,632	1,506,822	1,087,602.5
Electricity generated	0	0	321
Gas*	616,463	607,736	536,872
<b>PLA waste generation and recycling (tonnes)</b>			
Pre-segregated recyclable	10.3	20.62	11.205
General waste	10.43	29.34	33.3
Hazardous waste	6.52	5.60	10.51
<b>Driftwood recovered (tonnes)</b>			
Tonnage of material recovered from the river	314	248	239.35

\* Carbon footprint calculation now completed using Carbon Footprint Ltd's Business Calculator; previously we used Carbon Trust calculator.

<b>TOSCA Statistics</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
Call-outs	7	11	7
Reportable spills	2	1	0
Oil encountered (including sheen)	0	8	4
False alarms (nothing found)	0	6	3
Other call outs (safety of life, etc.)	0	0	0

<b>Community Activity Statistics</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
<b>Riverside code trailer</b>			
No. of events attended by Riverside Code Trailer	13	13	14
No. of children who visited Riverside Code Trailer (estimated)	7,000	10,000	12,000
<b>Stakeholder Meetings</b>			
No. of public meetings held	3	4	2
No. of people attending public meetings	111	110	48
No. of stakeholder forums	n/a	1	1
No. of people attending stakeholder forums	n/a	100	81
<b>Sporting events</b>			
No. of sporting events held on river	44	60	84

<b>Personal Health &amp; Safety Statistics</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
Lost Time Accidents	6	2	5
Near miss reports	17	18	16

## Board & committees

as at 9 April 2013

The PLA Board comprises a Chairman and up to three non-executive members appointed by the Secretary of State for Transport, and up to four non-executive members appointed by the authority. The authority may also appoint up to four executive members. There were nine members of the PLA Board as at 9 April 2013.

There are six committees of the Board. Membership of the Board and committees as at 9 April 2013 is listed below:

### Board Members

#### Chairman

Dame Helen Alexander (N\*, R\*)

#### Vice Chairman

J F Mills, CBE (A, L\*, N, C\*, R)

#### Non-executive members

W D Everard, CBE (A, R, P\*)

R D M Lenthall (L, C, P)

A J Quinlan (A\*)

R S Steedman, CBE (L, P)

#### Executive members

B Chapman (Chief Financial Officer) (P)

R L Everitt (Chief Executive) (L, C, P)

D G Phillips, MVO (Chief Harbour Master) (L)

#### Secretary to the Board

R D Crighton MCMI, Barrister

Note: committee chairmen are denoted by (\*)

### Management Executive Committee

#### Chief executive

R L Everitt

#### Chief financial officer

B Chapman

#### Chief harbour master

D G Phillips, MVO

#### Director of corporate affairs

A F Gale

#### Director of human resources

G W Witham

#### Director of marine operations

P Steen

#### Secretary and general counsel

R D Crighton

### Committees of the Board

Audit Committee (A)

Licensing Committee (L)

Nominations Committee (N)

Remuneration Committee (R)

Pensions Committee (P)

Charitable Donations Committee (C)

(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)

## Summarised Report & Accounts

**The following pages contain a summarised version of the annual report and accounts for the year ended 31 December 2012.**

The information is only a summary of the information contained in the PLA's consolidated financial statements as set out in the Annual Report and Accounts. It does not contain sufficient information to allow for as full an understanding of the results of the group or of its financial position as would be provided by the Annual Report and Accounts. The Annual Report and Accounts are available via the PLA website ([www.pla.co.uk](http://www.pla.co.uk)). The auditors' report on the Annual Report and Accounts for the year ended 31 December 2012 was unqualified.

### 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 PLA and of the profit or loss of the PLA for that period. In preparing those financial statements, the members are required to:-

- o select suitable accounting policies and then apply them consistently;
- o make judgements and estimates that are reasonable and prudent;
- o state whether applicable UK Accounting Standards have been followed, subject to any material departures disclosed and explained in the financial statements; and
- o prepare the financial statements on the going concern basis unless it is inappropriate to presume that the PLA 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 PLA 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 PLA 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 PLA's website. Legislation in the United Kingdom governing the preparation and dissemination of financial statements may differ from legislation in other jurisdictions.

## Consolidated Profit & Loss Account

### for the year ended 31 December 2012

	2012 £000	2011 £000
<b>Turnover including share of joint venture</b>	46,396	46,546
Less: share of joint venture	610	599
<b>Turnover excluding share of joint venture</b>	45,786	45,947
<b>Operating expenditure</b>	39,664	40,435
<b>Operating profit excluding joint venture</b>	6,122	5,512
Share of operating profit of joint venture	362	170
<b>Operating profit including joint venture</b>	6,484	5,682
Net interest	(17)	(306)
Other financial (costs) / income	(71)	623
<b>Profit on ordinary activities before taxation</b>	6,396	5,999
Taxation	(593)	(1,847)
<b>Profit for the financial year</b>	<b>5,803</b>	<b>4,152</b>

All results are in respect of continuing activities.

There is no difference between the profit on ordinary activities before taxation and the retained profit 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 2012

	2012 £000	2011 £000
Profit for the financial year	5,803	4,152
Actuarial loss on PLA pension schemes	(27,906)	(33,503)
Share of actuarial loss on Pilot's National Pension Fund	(13,801)	0
Current UK corporation tax on defined benefit pension schemes	671	669
Movement in deferred tax relating to defined benefit pension schemes	4,130	171
	(31,103)	(28,511)
Share of actuarial loss on joint venture defined benefit pension scheme (net of tax)	(317)	(500)
<b>Total recognised losses relating to the year</b>	<b>(31,420)</b>	<b>(29,011)</b>

The PLA also has an unrecognised loss of £962,000 for the year ended 31 December 2012 (2011 loss of £726,000) in relation to a pension scheme which has an irrecoverable surplus (see note 26a)



## Balance Sheets

### as at 31 December 2012

	Consolidated		PLA	
	2012 £000	2011 £000	2012 £000	2011 £000
<b>Fixed assets</b>				
Intangible assets	247	254	247	254
Tangible assets	28,916	27,128	28,916	27,128
Investments	0	0	2	2
Joint venture:-				
Share of gross assets	1,219	1,218	0	0
Share of gross liabilities	(231)	(312)	0	0
Share of pension deficit	(954)	(838)	0	0
	34	68	0	0
	29,197	27,450	29,165	27,384
<b>Current assets</b>				
Stocks	179	169	179	169
Debtors – amounts due less than and more than one year	20,913	20,095	7,988	7,169
Liquid resources	31,000	35,000	26,252	29,707
Cash and bank balances	6,172	4,070	6,172	4,070
	58,264	59,334	40,591	41,115
<b>Current liabilities</b>				
Creditors: amounts falling due within one year	5,878	5,503	5,817	5,479
<b>Net current assets</b>	52,386	53,831	34,774	35,636
<b>Total assets less current liabilities</b>	81,583	81,281	63,939	63,020
Creditors: amounts falling due after more than one year	2,048	2,507	2,048	2,507
<b>Provisions for liabilities and charges</b>	14,240	17,439	14,240	17,439
	16,288	19,946	16,288	19,946
<b>Net assets excluding pension deficits</b>	65,295	61,335	47,651	43,074
<b>Pension deficit</b>				
PLA defined benefit pension scheme deficits	(68,717)	(47,677)	(68,717)	(47,677)
Share of Pilot's National Pension Fund deficit	(14,340)	0	(14,340)	0
<b>Net (liabilities) / assets including pension deficits</b>	(17,762)	13,658	(35,406)	(4,603)
<b>Reserves</b>				
Profit and loss account	(17,762)	13,658	(35,406)	(4,603)

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 26 March 2013 and were signed on its behalf on 9 April 2013 by:-

Dame Helen Alexander  
Chairman

R L Everitt  
Chief Executive

B Chapman  
Chief Financial Officer

## Consolidated Cash Flow Statement

### for the year ended 31 December 2012

	2012		2011	
	£000	£000	£000	£000
<b>Net cash inflow from operating activities</b>		1,946		4,429
<b>Returns on investment and servicing of finance</b>				
Interest received	496		251	
Interest paid	(6)		0	
<b>Net cash inflow from returns on investments and servicing of finance</b>		490		251
<b>Taxation</b>				
UK Corporation tax paid	(260)		(1,742)	
		(260)		(1,742)
<b>Capital expenditure and financial investment</b>				
Purchase of tangible fixed assets	(4,437)		(2,522)	
Sale of tangible fixed assets	44		267	
<b>Net cash outflow from capital expenditure and financial investment</b>		(4,393)		(2,255)
<b>Net cash (outflow) / inflow before use of liquid resources and financing</b>		(2,217)		683
<b>Management of liquid resources</b>				
Decrease / (increase) in short term investments		4,000		(10,109)
<b>Increase / (decrease) in cash in the year</b>		1,783		(9,426)

## Working in partnerships

Partnership with river users and accountability to stakeholders is one of the PLA's strategic priorities. As part of our partnership work we have set up a number of consultative and liaison groups; we also actively participate in groups set up by others. Listed on this page are the principal consultative and liaison committees run by the PLA, together with the outside bodies on which we are represented.

### PLA Consultative and Liaison Committees

Major Customers Forum  
 PLA Safe Mooring 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/LGP Marine Liaison Group  
 PLA/London Port Health Authority Liaison  
 PLA/Watermen and Lightermen's Company Liaison  
 PLA Harbour Masters Recreation and Navigational Group  
 Port of London Health and Safety Liaison Group  
 Port Security Committee  
 River Users Consultative Forum (Lower & Estuary)  
 River Users Consultative Forum (Upper)  
 Thames Freight Standard Working Group  
 Thames Oil Spill Clearance Association (TOSCA)  
 Thames Strategy Group

### PLA Representation on outside bodies

allhallows Business Houses Council  
 Association of Diving Contractors  
 Association of Police Health & Safety Advisors  
 (London & South East Group)  
 Bexley Emergency Planning and Liaison Group  
 CAMBRIA Trust  
 Central London Local Resilience Forum  
 Cliffe Conservation and Community Partnership  
 Steering Group  
 Committee on Shipping Hydrography (MCA)  
 Cory Environmental Trust in Thurrock  
 Defra/DfT Marine Consents Liaison Group  
 Defra Water Framework Directive Stakeholder Groups  
 Defra Ports Liaison Group  
 Dredging Liaison Group  
 Emergency Planning Society Oil Pollution Professional Interest Group  
 Essex Resilience Forum and associated groups  
 Freight Transport Association  
 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 Harbour Masters Association  
 Kent and Medway Oil Pollution Group  
 Kent Resilience Forum and associated groups  
 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 (LESLP)  
 London Home and Water Safety Council  
 London Resilience Forum  
 London Resilience Media Group  
 London Resilience Transport Group  
 London & SE Port Welfare Committee  
 London Waterways Commission  
 Maritime Advisory Group  
 Maritime London  
 MCA/DfT MARPOL Consultative Panel  
 MCA Hire Boat Licensing Working Group  
 MCA Inland Waterways Freight Vessel Standards Technical  
 Working Group  
 MCA Seagoing and Inland Waterways Commercial Vessel  
 Regulatory Working Parties  
 MCA Sunk Users Group  
 Medway Partners Emergency Planning Group  
 National Inland Waterways Freight Standards Steering Group  
 National Marine Safety Co-ordinating Committee  
 National Maritime Development Group  
 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  
 OFCOM/MCA Maritime Advisory Technical Committee  
 Parliamentary Maritime Group  
 Port Skills and Safety Limited  
 River Basin Liaison Panel  
 River Users Health & Safety Forum  
 SITPRO Ports and Borders Group  
 South East London Local Resilience Forum  
 South Essex Environmental Protection Group  
 South West London Local Resilience Forum  
 Thames21  
 Thames & Dover Police Portal Group  
 Thames Estuary Partnership  
 Thames Estuary Research Forum  
 Thames Estuary Standing Environment Group  
 Thames Landscape Strategy Hampton – Kew  
 Thames Resilience Group  
 Thames Strategy Kew – Chelsea  
 Thames Traditional Rowing Association  
 Thames Training Alliance  
 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  
 Veolia Havering Riverside Trust



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