

## Case studies

London is the UK's most diverse port in terms of cargoes handled. The following case studies of terminal operators participating in PLA research demonstrates some of the variety of locations and cargoes handled.



### Ford Motor Company Jetty, Dagenham, London

Cobelfret Ferries operates a three times weekday ro-ro service for Ford between Dagenham and Vlissingen, the two major Ford hubs for traffic between Ford UK and plants in Europe. Imported trailer cargo is destined for use at the Dagenham Diesel Engine plant, and onward movement by road to Ford group plants in Southampton, Bridgend, Halewood and Daventry. Trailers containing UK Ford produced powertrain assemblies and supplier components are exported to Ford's continental vehicle assembly plants. The vast majority of finished vehicles are imported across the Dagenham jetty for Ford UK dealerships with exported vehicles received from Solihull (Land Rover), Halewood & Coventry (Jaguar) arriving at Dagenham by rail and road. Third parties trailer imports and exports are also handled at the jetty to utilise vessel capacity in addition to Ford's own unaccompanied trailer traffic.

### North Sea Jetty, Cliffe, Kent

North Sea Jetty is the larger of Brett Aggregates Group's two facilities on the Thames. It handles some one and a quarter million tonnes of sand and gravel a year, principally from newly consented dredging grounds in the Eastern English Channel and established licences in the North Sea and around the Isle of White.

Just under half of the terminal's throughput is used on site in block making, concrete production and bagging.

A further quarter leaves the site from dedicated rail sidings for depots in South and West London; the remaining quarter is transported by road to concrete plants and other sites in the South East.

The company is investing in new conveyors at the site, both to increase the rate of discharge from dredgers and to load vessels for transhipment upstream.



### Coryton Jetties, Stanford-le-Hope, Thurrock

The huge Coryton Refinery complex, owned by Petroplus, is the largest terminal by throughput in the Port of London.

All the refinery's crude oil feed stock arrives by sea, in large vessels primarily from the North Sea, Middle East, Russia, elsewhere in the EU and North Africa.

A quarter of the site's refined product output is exported by sea, destined for elsewhere in the UK, Europe, the USA and worldwide.

Over half the refinery's remaining output – primarily petrol – leaves the terminal by road, mainly for service stations within the South East. A pipeline is used for deliveries to the East of England and the Midlands, with rail deliveries of bitumen to South Wales making up the remainder.



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# London



# Global Port



# National Hub

## Port Trades Origins and Destinations Report



## Port trades origins and destinations

The Port of London plays an essential role as a transport hub nationally, for the South East region and locally within London, Essex and Kent. Each year the Port handles in excess of 50 million tonnes of cargo.

This report summarises the findings of research commissioned by the Port of London Authority (PLA) into the origins of the goods entering or leaving the Port and their UK origins or destinations.

### The key facts coming out of the research include that:

- London is a truly global player, handling goods from more than 80 countries around the globe.
- Goods leave the Port for local, regional and national destinations; a significant number are in London and the South East.
- Terminals in Essex handle the majority of both inbound and outbound trade in the Port (71.5 and 80.1% respectively), followed by Greater London terminals (16.3 and 19.7%) and Kent terminals (12.2 and 0.2%).

- The river is an important route for onward distribution of goods by water, handling two to three million tonnes of goods annually.

### The Thames:

- Accounted for 77% of all sea-dredged aggregates moved in UK waterways in 2006.

### Economic impact

Earlier research has concluded that the Port of London makes a major economic contribution to the capital and the surrounding regions, generating over 35,000 full time jobs and contributing £3.4 billion to the economy each year.

### Specific points made in the report include:

- Port of London terminals and related shipping activities and services provide direct employment for 30,306 people and a further 5,000 jobs are created indirectly.
- The Port adds £3.41 billion gross value to the economies of London and the East and South East of England annually.
- Investment of more than £1 billion is planned in the Port within the next decade.

# UK Cargo Origins & Destinations

Destinations



Key to Terminals:

- Kent (orange dot)
- Essex (yellow dot)
- Greater London (red dot)

Origins



Key to Terminals:

- Kent (orange dot)
- Essex (yellow dot)
- Greater London (red dot)

# Worldwide Cargo Origins & Destinations

- North America**
- United States of America
  - Canada

- West Indies and Central America**
- Trinidad & Tobago
  - Barbados
  - Belize
  - Nicaragua
  - Dutch Antilles
  - Costa Rica
  - Dominican Republic
  - Guatemala
  - Haiti
  - Honduras
  - Jamaica
  - Panama
  - Puerto Rico
  - Guyana

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- South America**
- Brazil
  - Argentina
  - Chile
  - Colombia
  - Ecuador
  - Peru
  - Uruguay
  - Venezuela

- UK and Environs**
- The seabed
  - UK offshore
  - Southern England
  - North West England
  - Wales
  - Scotland
  - Ireland

**Europe**

- Finland
- Poland
- Netherlands
- Latvia
- Lithuania
- Belgium
- France
- Germany
- Spain (inc. Canary Islands)
- Cyprus
- Norway
- Sweden
- Russia
- Denmark
- Ukraine
- Italy
- Greece
- Turkey

**Middle East**

- Israel
- Jordan
- Saudi Arabia
- United Arab Emirates
- Middle East (unspecified)

**Africa**

- Egypt
- Morocco
- South Africa
- Kenya
- Tanzania
- Benin
- Cameroon
- Cote D'Ivoire
- Ghana
- Guinea
- Mauritania
- Nigeria
- Senegal
- Gambia
- Togo
- Swaziland
- Mozambique
- Sudan
- Mauritius

**Asia**

- India
- Pakistan
- China
- Japan
- Hong Kong
- Indonesia
- Malaysia
- Singapore
- South Korea
- Taiwan
- Thailand

**Australasia**

- Australia
- New Zealand
- Pacific Islands
- Fiji

