

# Port of Tilbury 2019

**As featured in the  
Port of London Authority  
Handbook**





Proposed Tilbury2 site design  
outlined in Blue.

The Port of Tilbury's expansion will provide  
vital extra resilience to the UK's port infrastructure.

# A brave new Tilbury

Bigger, bolder, even broader in scope: it might be hard to see how Tilbury, already recognised as one of the UK's most multi-purpose, flexible and successful ports can improve on itself.

The answer is twofold: expand into a 152-acre site next door to the port, and continue to create and grow dynamic supply chain solutions within the existing port boundaries. Pumice and carbon dioxide are two 'new arrivals' at the port in the past year, and cargoes such as roll-on/roll-off, grain, paper, forest products and recyclable glass – to name just a few – continue to grow year on year.

Tilbury2, to be built on former Tilbury Power Station land, is well on its way. In November 2018, the Planning Inspectorate confirmed that Forth Ports Group's application for a development consent order (DCO) had been passed to Secretary of State. In February 2019 a final decision was granted approving the development.

Ecology site clearance work accelerated in 2018, detailed design work has continued, and a construction contract has been agreed. Tilbury2 is expected to be ready for work in the first half of 2020.

"In April 2019 the main contractor started works onsite; following on from some of the authorised pre-works that started early," says Peter Ward, commercial director of the Port of Tilbury.

The new development will operate as a satellite of the present port, he says. Tilbury's AEO trusted trader status will apply to Tilbury2. Crucially, in the light of Brexit, it will provide significant new capacity for unaccompanied roll-on/roll-off trailers in the South East, with direct access to the market.

"Tilbury2 will add extra resilience to the UK's port infrastructure. The ro-ro terminal will provide a linkspan bridge into the river,

with a pontoon to handle larger ferries, two at a time. It will provide 50 acres for trailers and containers."

Meanwhile, in the northern part of the site, a construction materials aggregate terminal will be built. The berth at Tilbury2 will be dredged to 15 metres, so that very large self-discharging aggregate ships can be handled. A state-of-the-art conveyor system will move the materials to the north, for stockpiling and production of block paving, asphalt and ready-mix concrete.

Heads of terms agreements have already been signed with the two key customers. The plans feature new rail links and road connections, with a bridge extension to provide easy access to the new port area.

The DCO provides for an upgrade to the roundabout close to the main port to improve traffic flows and the port will be spending significant sums locally on upgrading footpaths, cycleways and the historic Tilbury Fort. Investment will go into heritage projects across the water in Gravesend and in electronic information boards for the Tilbury-Gravesend foot ferry – a well-used service for people travelling to and from work.

The port has an excellent record of ecological mitigation works, particularly in relation to the development of London Distribution Park. Recently it has constructed a nine-acre water vole park; a badger sett is also being built on the Tilbury2 site. Tilbury2 will deliver the UK's largest unaccompanied ferry terminal and Britain's largest construction hub to market in 2020.

The Port of Tilbury is forecasting a doubling of volumes across its quays over the next ten to 15 years. "With the development of Tilbury2, we will be one of the biggest employers in Thurrock, directly and indirectly," says Port of Tilbury asset and site director Paul Dale. "We expect direct jobs to increase from 8,500 to 11,000 after Tilbury2."

## Happy anniversary to the grain terminal!

In June 2019, Tilbury Grain Terminal reaches its half-century – and what better way to celebrate that landmark than with a new extension? A 16,000 tonnes capacity, automatic fill flat store extension, now being built, will increase the terminal's total storage capacity to 136,000 tonnes.

"This is very much to cater for our import business supplying the UK flour milling industry," says Peter Ward. "Business is still as strong 50 years on, supporting the import/export of grain commodities."

With the capacity to handle up to two million tonnes a year, Tilbury Grain Terminal is one of the largest grain terminals in the UK. In the past 25 years, a total of 35 million tonnes has been handled through the terminal. More than 200 silos, ranging from 60 to 120 tonnes, provide the flexibility and capacity to handle numerous different types and grades of grains – including wheat, barley and human consumption beans and soya beans.

The terminal handles deepsea and coastal vessels; it has the capacity to support both imports and exports, to and from destinations all around the world. Import volumes are particularly strong from Europe (France, Germany and Italy), the United States and Canada.

"From Tilbury we support the milling/ baking and ingredient market for the South East, London and as far as the Midlands," says Peter Ward. "In addition, a monthly coastal vessel takes product up the east coast to Kirkcaldy in Scotland."





#### Food and drink

The Port of Tilbury is an important hub for many of the foods and drinks we take for granted. Coffee and cocoa, chilled and frozen products, grains for baking and pasta production, beer, wine, fresh fruit – the list continues.

NFT operates one of the largest on-dock chill stores in Europe. Holding up to 25,000 pallets across 250,000 square feet of warehousing space, the facility has multi-temperature capacity and allows for cross-docking chilled and ambient cargo.

Browns Food Group has an 8,000 pallet warehouse for chilled, frozen and deep-chill cargo; it also provides for cross-docking, as well as unloading overweight containers, relabelling, repalletising and rewrapping.

Services into London Container Terminal and those operated by P&O Ferries bring a wide range of products as part of hundreds of just-in-time supply chains into shops and supermarkets. Howard Tenens provides warehousing and logistics for beer imports, and London City Bond provides bonded and specialist storage for wine and other drinks.

#### And still there's more

Tilbury has always been a multipurpose, multifunctional specialist. And that means the port is constantly welcoming new cargoes and setting up new, bespoke supply chain solutions for a range of customers.

Trial shipments of pumice stone began in 2018, and regular shipments are now confirmed for 2019 onwards. The pumice, shipped from the volcanic Greek island of Yali, is used to manufacture lightweight building blocks for the construction industry.

Tilbury has also secured its first liquid bulk customer. Nippon Gasses is now regularly importing carbon dioxide, and in 2019 it will open a purpose-built facility with specialised storage tanks on the quayside. The CO<sub>2</sub> is in demand for a wide range of uses, including for beer pumps, abattoirs, refilling refrigerated transport units, producing carbonated drinks and beer, and even injecting the bubbles into crumpets!

#### Roll-on/roll-off

Ro-ro services form another important part of Tilbury's connections, providing true global connections. P&O Ferries operates up to ten departures each way, each week, on its highly successful Tilbury-Zeebrugge freight service, and its volumes continue to break records.

P&O is preparing to move to a purpose-built river berth within the Tilbury2 development – a move which will increase freight capacity on this key route to over 200,000 units a year. The ferry operator has said it expects the new capacity to provide an unrivalled service for anyone exporting to or from London and the South East.

Tilbury is also an important hub for deepsea ro-ro services, with regular service calls by Grimaldi connecting to South America and West Africa, by Bahri Shipping connecting to the Middle East, India, the US and Canada, and by Hyundai's state-of-the-art car carriers, which call at a dedicated riverside berth

linked to a secure vehicle storage and handling centre. The river berth can accommodate post-panamax vessels with beam exceeding 35 metres.

In dock, the port regularly handles combi-ships and heavy lift vessels, providing facilities for the loading/unloading of second-hand vehicles and wheeled, tracked and agricultural plant and other machinery.

#### Construction materials

The Port of Tilbury is a key hub for bricks, steel, timber and aggregates, and plays a proactive role in encouraging and enabling consolidation and barging, making use of the river for onward deliveries into London.

Ever since the building of Canary Wharf, Tilbury has played a key role in construction projects in London and as a consolidation hub for the construction and infrastructure sector.

"Items such as bricks, pipes, steel, timber, aggregates and waste are being handled by river to support residential and industrial developments," says Peter Ward. "There is so much potential to make even more use of the river, in line with the Mayor of London's drive to reduce HGV traffic on the city's roads. We have

handled a variety of specialist items barged from Tilbury, including tunnel boring machines, bridges sections, temporary office buildings and even the Olympic rings of 2012.

"The opportunities for the future are endless – for the construction market but also for other sectors – to support deliveries by river, including for e-commerce, the food and drink sector and even parcels. We also handle waste and scrap metal transported downriver by barge."

The Tideway 'giant sewer' project has also highlighted what can be achieved at Tilbury. Cargoes consolidated and handled at Tilbury and moved by river have included portable cabins/offices, spoil, piles and steel, while large pontoons, flat-top barges and jack-up barges have been stored within the port.

Other river-related construction projects served from Tilbury have included Crossrail and the Battersea Power Station development.

#### London Container Terminal

Tilbury's London Container Terminal (LCT) handles both short-sea and deepsea services and is one of the UK's largest container terminals.

A new rail service was introduced in 2018, linking the terminal with the Midlands and Central Scotland. Operated in collaboration with Stobart Rail, DRS, JF Hillebrand and Samskip, the first service departed at the beginning of September.

Initially it will run three times a week to Daventry, and on to Scotland twice a week; the service is expected to increase to a daily frequency as demand grows. Tilbury also hopes to see a rail link to Liverpool established in 2019.

A new Moroccan service operated by Sealand was added to LCT's connections in 2018. "The year also saw us supporting the sector with the diversion of vessels from other UK ports," says Paul Dale. "This has shown that we are a flexible terminal – we have diverse capabilities, capacity and the systems to handle change, and we are keen to ensure we are supporting our customers and their onward supply chains through our excellent service provision and efficient and reliable landside operations."

**Above: London Container Terminal loading a train for an efficient onward distribution of food and drink containers to the Midlands and Scotland.**



# Capital cruising

**Cruise operations in Central London and at the Port of Tilbury are now organised under one umbrella, offering unrivalled choice and expertise.**

*Above: River city – cruise ship passengers enjoy the sights of London.*

Cruise passengers: the numbers just keep on rising. In its '2019 State of the Cruise Industry Outlook', the Cruise Lines International Association (CLIA) forecast that 30 million people would take a cruise holiday this year, an increase of 6% on the 28.2 million of 2018.

In a little aside – the CLIA report also highlighted 'Instagrammable Cruise Travel' as a number one trend, with cruise passengers keen to post their diverse travel experiences. It has to be said: What could be more 'Instagrammable' than London, with its history, culture, Royal traditions and iconic landmarks?

London is recognised as a 'must visit' destination for many cruise passengers, and it doesn't disappoint.

London also offers choice. Cruise ships up to a maximum length of 229 metres

can transit all the way upriver and through the Thames Barrier to moor at Greenwich, next to the Cutty Sark; at Tower Bridge, alongside HMS Belfast; or at George's Stair Tier. The prospect of mooring right in the centre of London is an obvious attraction.

Further downstream, the Port of Tilbury's historic London Cruise Terminal handles a regular stream of cruise ships, many of them heading out on round-Britain, Scandinavian and Baltic itineraries.

An important development in 2018 has brought the two options under one umbrella, providing cruise lines with a single point of contact, and combining unrivalled expertise and knowhow.

A five-year contract for management of the Central London Cruise Moorings was put out to tender by the PLA, and awarded to a joint venture between the Port of Tilbury and MBNA Thames Clippers. The two partners now have responsibility for the smooth day-to-day

operations of three moorings at Greenwich Ship Tier, Tower Bridge Upper and George's Stair Tier, all on behalf of the PLA.

"We were awarded the contract in April 2018 and welcomed our first ship in May," says Port of Tilbury senior development manager Steve Lyons. "Passengers are transported from and to their vessels via one of Thames Clippers' catamarans. We handle both day visits, in which passengers enjoy a variety of excursions in London, and full turnarounds; we also handle Royal Navy vessels and superyachts in central London.

"Our joint venture with Thames Clippers is a very successful marriage and 2018 was a very successful season. We handled over 100 ships in the year."

The Tilbury and Central London facilities handled just short of 170,000 passengers between them in 2018 – Tilbury alone saw a 12% increase in passenger numbers.

“2019 is looking promising, with a similar number of vessels,” says Steve Lyons. “There are clear synergies between the two cruise locations, and both the Port of Tilbury and Thames Clippers bring extensive knowledge and knowhow to the operations.”

The cruise season at Central London Cruise Moorings generally stretches from March to September. The length restriction for ships is 229 metres, the longest that can pass through the Thames Barrier. Head-turning vessels that called in 2018 included the *Silver Cloud*

and the *Viking Sea* – Viking Cruises being the most frequent user of the moorings.

The PLA's pilotage team includes a number of dedicated river pilots who have been through specialist training and have the extensive knowledge of the river required to guide vessels such as the 228-metre, nine-deck *Viking Sea* (and her sister vessels) to its moorings.

At Tilbury's Grade II Listed London Cruise Terminal, the cruise season is year round and even includes short cruises to visit the Christmas markets in Europe during December.

Cruise and Maritime Voyages is the largest user of the terminal; in June 2019, CMV's new vessel, the *Vasco Da Gama*,

will make its inaugural call into Tilbury. Norwegian Cruise Lines will be calling at Tilbury for the first time, with four bookings for 2019 – these will be the second largest vessels ever handled at the terminal, following TUI in first place. Viking Cruises is another major caller.

London Cruise Terminal was built in the 1930s – the building itself and its unique floating landing stage have provided the historic backdrop for numerous films and television programmes. It is famous for being the departure point for thousands of British people emigrating to Australia

and elsewhere before affordable air travel became an option.

Forth Ports has invested substantially in the terminal over the past few years and this investment programme continues. The old railway station, used for baggage handling, has been completely refurbished – work on the roof was completed in 2018.

In 2019, a new car park will be opened right next door to the terminal, providing capacity for nearly 800 cars and up to 50 coaches. “This is another example of our commitment to the cruise market,” says Steve Lyons.

From Tilbury, the majority of cruises set out on round-Britain, Scandinavian and Baltic itineraries. The terminal also handles

a world cruise departing in January, a number of Mediterranean cruises and, of course, the departures for the Christmas markets.

Forth Ports, which owns the Port of Tilbury, is marketing both locations in London and also its cruise facilities in Edinburgh under the ‘Capital Cruising’ brand.

With cruises of all shapes and sizes in increasing demand, it's not hard to see the opportunities for the future. And the PLA is looking to future proof London's cruise operations with work under way to assess all aspects of shore power feasibility. Air quality monitoring is also due to continue through 2019.

**Head turning vessels that called in 2018 included the *Silver Cloud* and the *Viking Sea*, Viking Cruises being the most frequent users at Central London Cruise Moorings**

*Record breaker – 293-metre long Mein Schiff 3, the biggest cruise ship ever to visit London International Cruise Terminal.*



Port of Tilbury

The Port of Tilbury is the largest multipurpose deep water port on the River Thames.

Due to the Port's proximity to Greater London and the South East (i.e. 70% of Britain's population is within a 120 mile radius of Tilbury), Tilbury delivers lower supply chain costs and a lower carbon footprint for its customers using its developed multi-modal transport platforms.

The Port handles 16 million tonnes per annum, with Tilbury projected to double that through-put to 32 million tonnes over the next 15-20 years.

The port handles over 3,000 ships per year and over 13,000 road vehicles are handled per day.

With its own dedicated Crown Police Force, the port has full International Security (ISPS) compliance and full AEO accreditation from HMRC both in terms of security and customs procedures.

Tilbury2 is Tilbury's new expansion project, the develop-ments include a ro-ro terminal and a construction material aggregate terminal, moving more capacity to supporting the import and export of materials for a range of sectors.

Port of Tilbury London Ltd  
Tilbury  
Leslie Ford House, Tilbury,  
Essex RM18 7EH  
Tel: (01375) 852200  
Fax: (01375) 855 106  
Email: info@potll.com  
www.forthports.co.uk  
www.Tilbury2.co.uk  
Contacts  
Port of Tilbury London Limited (POTLL)  
Mr Paul Dale, Asset and Site Director  
Email: paul.dale@potll.com  
Mr Peter Ward, Commercial Director  
Email: peter.ward@potll.com  
Mr John Speakman, Senior Asset  
Manager (Property)  
Email: john.speakman@potll.com  
London Container Terminal (LCT)  
Mr Ross McKissock, Asset Manager  
Email: ross.mckissock@  
londoncontainerterminal.com  
Map reference 58

Asset Areas  
The Port of Tilbury's cargo handling activities are divided into six operational areas. Each asset is equipped with modern facilities capable of handling the full range of cargo types.  
London Container Terminal  
This provides fast and efficient container movements and is equipped to handle all container types.  
Conventional  
Offers a range of import and export commodities in forest products, car handling, ro-ro, general cargo and ferry services. This reflects the flexibility and diversity of the asset.  
Grain/Bulks  
Are specialists in handling all types of grain cargo and other bulk commodities (Aggregates, Animal Feeds and recyclables) and equally provide high speed tipping facilities for road vehicles as well as storage and blending facilities.  
London Paper Terminal  
The natural distribution point for paper products of all kinds.  
Enterprise Distribution Centre  
Is a state-of-the-art automated handling and warehouse facility designed to provide world-class handling facilities for imported paper products.  
Cruise Terminal & London Moorings  
A purpose-built cruise facility accommo-dating cruise calls to London with supporting passenger and baggage facilities along with suitable event and conference facilities. The London moorings allow for cruise ships and super yachts to moor in the heart of London at Greenwich Ship Tier, Tower Bridge Upper Tier and George's Stair Tier.

Access/Transport Links  
Closest multi-purpose port to London.  
Road  
A1089/A13/M25 - just seven miles from M25 motorway.  
Rail  
Three Rail Terminals - direct rail link to national rail network. Tilbury Town railway station is situated adjacent to the port offering regular passenger services to Central London.  
Sea  
56 operational berths with dedicated shipping agents/barge facilities and 10.2 km of Quay.  
HM Revenue & Customs  
There are resident HM Revenue & Customs officers and staff. Customs approval varies from berth to berth, but all have full approval for the commodities and services that they handle. Full examination facilities are available.  
Other Facilities  
Lorry parks.  
Refuelling haulage facilities.  
Commercial office properties.  
5 million square feet of undercover warehousing within the port including chilled and ambient warehouses. External yard areas to support consolidation hubs.



Cefetra Ltd  
Dry Bulk Terminal  
The Lightyear Building  
Glasgow Airport Business Park  
Marchburn Drive, Glasgow PA3 2SJ  
Tel: (0141) 445 7326  
Mobile: (07769) 697238  
www.cefetra.co.uk  
Contacts  
Michael Brennand  
Email: brennand@cefetra.co.uk  
Tel: (07966) 330036  
Paul Mooney  
Email: mooney@cefetra.co.uk  
Tel: (07714) 136293  
Sarah Bell,  
Commercial,Quality and Health & Safety  
Manager  
Email: bell@cefetra.co.uk  
Tel: (07769) 697238  
Map reference 58

Berths  
5/6.  
Quay Length  
180 metres.  
Depth of Water  
10.5 metres.  
Cargo Accommodation  
60,000 tonnes covered storage.  
Specialisation  
Import/export of animal feedstuffs.

CEMEX UK  
Cement Grinding Facility  
Tilbury  
Port of Tilbury, Tilbury, Essex RM18 7LA  
Tel: (01375) 856221  
Contacts  
Gavin Cowen, Plant Director  
Tel: (01375) 856617  
Kevin Hockley, Maintenance Manager  
Tel: (01375) 843502  
Tony Drake, Operations Manager  
Tel: (01375) 856268  
Map reference 58  
Berths  
4: Berths 7-10.  
Length  
285 metres.  
Authorised Depth of Water  
10.5 metres.  
Cargo Accommodation  
Terminal: 8.5 acres.  
Equipment  
Loesche Vertical Grinding Mill for cement grinding.  
Controlled overhead loading of road powder tankers from the terminal.  
White Cement Bagging Plant.  
4,500-tonne White Cement Silo.  
Specialisation  
Import, sale and distribution by road of bulk cement and cementitious products throughout South-East England.  
Other Facilities  
Private weighbridge; despatch department; general offices.

Denholm UK Logistics Ltd  
Tilbury  
1 & 3A Berth, Port of Tilbury  
Essex RM18 7EH  
Tel: (01375) 857741  
Mobile: (07771) 580936  
www.denholm-handling.co.uk  
Contacts  
Terry Quilter,  
Site and Operations Manager  
Email: terry.quilter@  
denholm-handling.co.uk  
Tel: (01375) 852033  
Mob: (07718) 580936  
Map reference 58  
Equipment  
3 x 5.5 tonne capacity Forklift trucks for container working including clamps.  
Internal Dock shutters/trailers for container transfers and cargo transfers within the port.  
Mobile container unloading ramps.  
Various counterbalance forklift trucks.  
Undercover Cargo Accommodation  
93,000 square feet.  
Outside Cargo Storage  
140,000 square feet.  
Specialisation  
Multi-user dedicated terminal for containerised Plywood and other Forest products.  
Unpacking of Brick and Indian stone products.

European Metal Recycling Ltd  
Tilbury  
European Metal Recycling Ltd,  
Manor Road, Erith, Kent DA8 2AD  
Tel: (01322) 336970 or (0845) 2661854  
Email: ukinfo@emrgroup.com  
www.emrgroup.com  
Contacts  
Mark Horsley, Commercial Manager  
Tel: (01322) 336970  
Mob: (07970) 082848  
Martin Thompson, Depot Manager  
Email: martin.thompson@emrgroup.com  
Tel: (01375) 852797  
Mob: 07976 861948  
Map reference 58  
Berths  
Suitable for 4 vessels up to 55,000 DWCC  
Length  
960 metres.  
Authorised Depth of Water  
10.5 metres.  
Cargo Accommodation  
Open storage for handling varying kinds of scrap metal and other bulk cargoes.  
Equipment  
Range of equipment for handling scrap metal and other bulk cargoes, including 3 gantry cranes with lifting capacities ranging from 20-30 tonnes.  
Specialisation  
Largest scrap handling dock in south east England.

**London City Bond Ltd  
Tilbury**  
29-30 Berth, Port of Tilbury,  
Tilbury, Essex RM18 7EH  
Tel: (0845) 4989918  
Email: sales@lcb.co.uk  
**www.lcb.co.uk**  
Contacts  
David Hogg, Sales Director  
Email: sales@lcb.co.uk  
Tel: (0845) 4989918  
Michael Stone, Tilbury Director  
Email: sales@lcb.co.uk  
Tel: (0845) 4989918  
Map reference 58

**Berths**  
*Berths 29 and 30.*

**Length**  
*350 metres.*

**Depth of Water**  
*11.2 metres (non-tidal).*

**Cranes**  
*10-tonne and 15-tonne SWL shore cranes.*

**Equipment**  
*Full range of mechanical handling equipment.*

**Cargo Accommodation**  
*32,500 square metres quayside temperature controlled storage facility plus 7,875 square metres insulated ambient shed.  
5 Acre Site.*

**Specialisation**  
*High Security Tax Warehousing and Distribution.  
Full Import/Export HMRC Approved.  
Advanced IT and Supply Chain Management.  
National Distribution for Picked Orders.  
No Trading Interest.*

**Normal Hours of Working**  
*06.00-17.00 Monday to Friday.  
Extended evening and weekend opening subject to demand.*

**Seacon (SG) Ltd  
Tilbury**  
Tela House, 47C Berth,  
Port of Tilbury, Essex RM18 7EH  
Tel: (01375) 488600  
Email: contact.us@seacon.co.uk  
**www.seacon.co.uk**  
Contacts  
Martin Phillips, Commercial Director  
Email: mphillips@seacon.co.uk  
Tel: (01375) 488609  
Mob: (07469) 700648  
Map reference 58

**Specialisation**  
*Forest products  
Storage, handling and distribution  
Shunting, cross-docking  
23,000 square metres  
Fully integrated EDI-capable WMS.*

**Normal Hours of Working**  
*07.00-17.00 Monday to Friday.*

**Stema Shipping (UK) Ltd  
Tilbury**  
1 Berth, Port of Tilbury,  
Tilbury, Essex RM18 7JT  
Tel: (01375) 857890  
**www.mibau-stema.de/en/**  
Contacts  
Martin Johansen  
Email: enquiries@stemauk.co.uk  
Tel: (01375) 857890  
Sales  
Email: enquiries@stemauk.co.uk  
Tel: (01375) 857890  
Map reference 58

**Berths**  
*1 In-Dock Berth.  
Depth Alongside: 10.5 metres (non-tidal).*

**Length**  
*202 metres.*

**Equipment**  
*Loading Shovel, Grab Crane - available on demand*

**Cargo Accommodation**  
*2.03 acres of open storage area.  
Weighbridge facility.*

**Specialisation**  
*Accommodation for self discharging vessels. Aggregates, Sub-Base-Type 1 Material.*

**The Logistics Terminal  
Tilbury**  
46A Berth, Shed 46D&E  
Tilbury Docks, Tilbury, Essex RM18 7HS  
Tel: (01375) 843269  
Mobile: (07710) 998697  
Email: info@tterminal.co.uk  
**www.tterminal.co.uk**  
Contacts  
Mike Brown, Managing Partner  
Email: mike.brown@tterminal.co.uk  
Tel: (020) 8123 8366  
Map reference 58

**Cargo Accommodation**  
*General import/export Bonded warehouse - ambient temperature.  
Fully secured with CCTV and night patrols. Collection, de-vanning and restitution of containers.*

**Specialisation**  
*Port Centric logistics provider.  
Secure bonded warehousing.  
Customs clearance and T1 forms.  
24 hour secure storage with full stock control.  
Onward delivery of de-vanned products, including palletised and non-palletised loads.  
Full distribution service.  
Full container collection and restitution service.*

**Equipment**  
*On-site fork lift equipment.  
Specialist equipment (including reel clamps, extended forks) and Ramps.*

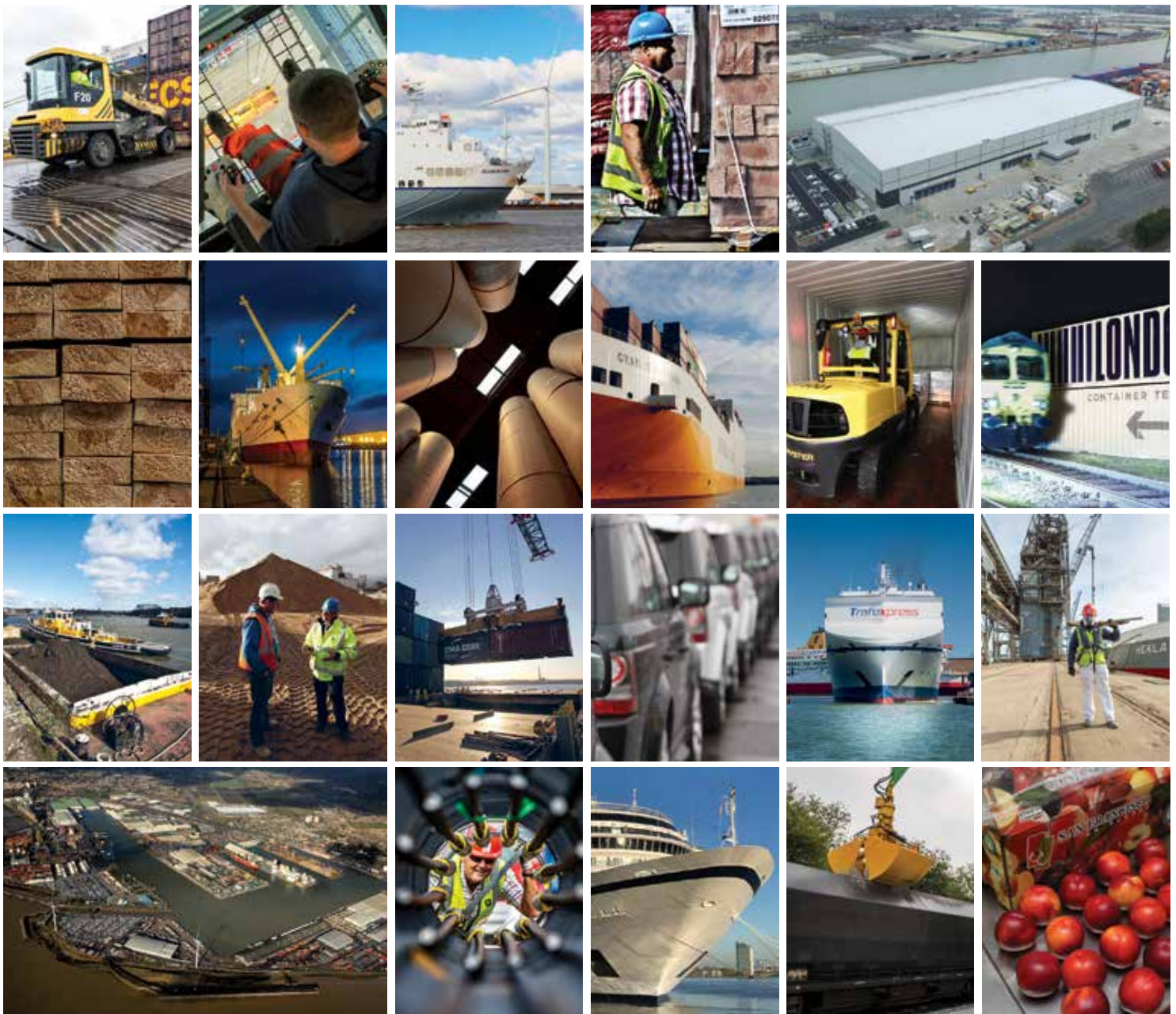
**Tilbury Cold Store Ltd  
Tilbury**  
Berth 29, Port of Tilbury,  
Tilbury, Essex RM18 7SX  
Tel: (01375) 844266  
Mobile: (07970) 052962  
**www.tilburycoldstore.com**  
Contacts  
Kelly Dennis, Office Manager  
Email: kelly.dennis@tilburycoldstore.com  
Tel: (01375) 844266  
Simon Dunne, Operations/Site Manager  
Email: simon.dunne@tilburycoldstore.com  
Tel: (01375) 844266  
Map reference 58

**Berths**  
*Berth 29.*

**Storage Facilities**  
*45,951 cubic metres, (1,624,000 cubic feet) quayside temperature controlled storage facilities comprising five chambers and a temperature controlled marshalling area.  
Storage capacity of 10,000 pallets.*

**Services**  
*Include post-stevedore handling, container stuffing/unstuffing, storage, order picking, freezing, tempering, packing, labelling and stock control.  
The facilities are EC and Customs approved.  
Inspection and distribution facilities are also available.*





# LONDON'S MAJOR PORT

The Port of Tilbury is London's major port, providing fast, modern distribution services. The port offers excellent connectivity to and from the Capital and across the South East. A dynamic and diverse port with expertise in handling paper and forest products, short and deep sea containers and ro-ro, grain and bulk commodities, construction and building materials, cruise vessels and recyclables.

The port of the future TILBURY2 is The Port of Tilbury's proposed new terminal for importing, exporting and processing a variety of goods. Situated on the Thames river within close proximity to the existing port, gives Port of Tilbury the ability to expand and create a purpose built, state-of-the-art port, with a ro-ro terminal and a construction material and aggregate terminal, creating a new legacy in the port and logistics sector.



PORT OF  
**TILBURY**  
LONDON

**TILBURY2**

telephone: 0044 (0)1375 852 200

[www.forthports.co.uk](http://www.forthports.co.uk)