

Port of Tilbury 2020/21

As featured in the Port of London Authority Handbook



New port at the centre of a European rail network.

Intermodal connections



While the public gaze and political discourse has been fixed on tackling the coronavirus and preparing for Brexit, one of Britain's major ports has launched the latest phase to its expanding footprint.

The Port of Tilbury is already the number one port in the UK across a range of cargoes – from construction materials and grain, paper to forestry products – and now it has the country's largest unaccompanied freight ferry terminal to boot.

On 25th May, P&O's first vessel, *Wilhemine*, called at the port's new terminal on the 152-acre extension site, Tilbury2. The first call marks the rapid transformation of the former power station and the next chapter in the decade long growth of the route to-and-from Zeebrugge.

The switch to a river berth provides significant headroom for growth. P&O can bring in larger vessels, deliver faster vessel turnaround times and – most importantly – get containers and trailers onto an inland barge or the M25 and the motorway network in under an hour.

While this enhanced offering will support further growth through the Zeebrugge

route and the possibility to expand into other northern European locations, it also provides a critical low carbon delivery alternative through our new rail connection.

Tens of trains a day transit across Europe to P&O's terminal at Zeebrugge to feed their services to Britain. This pan European rail network now has a truly worthy UK leg.

In recent years through sustained investment, the Forth Ports Group has decided to resurrect its rail offering. At Tilbury, this has principally been through the creation of a dedicated bulk terminal for movements of aggregates, spoil and cullet glass, and a domestic intermodal offering to South Wales, The North West, The Midlands and Scotland supporting the retail, e-commerce, food and drink markets.

Tilbury2 provides additional capability. The site has a rail terminal capable of loading 775m length trains for both bulk and intermodal customers. This will be integral to the business model of P&O and its customers, alongside Tarmac, who will occupy the northern section of the site, in six months' time.

Breakdown of supply chains, unpredictable industrial relations and increasing lorry driver shortages has led many to examine the resilience of their delivery options, particularly for vital goods like food, drink and medicines. As the closest major port to Europe's largest consumer market, Tilbury is the logical outlet in the search for reliability and speed.

As the public demand more action to abate climate change and tackle poor air quality in urban areas, rail delivery has

a key role to play. Regardless of short-term depressed consumer and business demand, the legally binding framework to tackle these important matters remains.

The pursuit of net zero carbon emissions and the enshrining of air quality targets in the Environment Bill before Parliament, combined with the UK's leading global role at the UN's COP26 summit in Glasgow in November, will only heighten pressure on supply chains to find lower impact solutions.

Truly multi-modal delivery solutions – road, rail and barge – are key ingredients when examining the best way to deliver change throughout supply chains.

Forth Ports Group's 25 year vision for Tilbury2 commits the port to play a central role in supporting the country's efforts to achieve net zero through providing genuine multi-modal capability from the outset.

With one eye on the future, it's important to mention the B word, again. In keeping with the rest of the Port of Tilbury site, the Tilbury2 terminal holds Authorised Economic Operator trusted trader status and has access to all the border inspection facilities required for additional customs and border checks should they be required. In a sense, the terminal is "Brexit ready", whatever the outcome of the EU-UK negotiations.



Rail is a critical low carbon delivery alternative, with existing unitised operations running from Tilbury's London Container Terminal. Inset photo: CGI image of the new train service at Tilbury2.

Tilbury2, built on 152 acres of former Tilbury Power Station land, will be the UK's largest unaccompanied ro-ro freight ferry port.

Tilbury... and there's more

Award-winning, record-breaking and rapidly expanding: the Port of Tilbury ticked all the boxes in 2019. But that was just the start. For this multi-talented, flexible port, 2020 will be a real game-changer.

For a real example of fast-tracking, look no further than Tilbury2. This massive expansion of the Port of Tilbury received development consent from the Secretary of State for Transport in February 2019. Having carried out extensive ecology site clearance work and ground preparation, Forth Ports Group, which owns the Port of Tilbury, was ready to press the button. Construction work began within a few weeks.

In May 2020 the first P&O ferry called at the newly built riverside, ro-ro terminal on the northern part of the site and Tarmac

will start work at a new state-of-the-art construction materials aggregate terminal (CMAT).

Tilbury2 will be the UK's largest unaccompanied ro-ro freight ferry port and will play a vital role in providing additional capacity after Brexit. P&O will operate services to Zeebrugge – efficiency will be underpinned by a new linkspan bridge built into the river, with a pontoon able to handle two larger ferries at once. The terminal will provide 50 acres for trailers and containers.

Tilbury2 will provide the country's largest construction materials processing hub – to be managed by Tarmac, it will include a new railhead which can accommodate the longest freight trains of 775 metres. Rail will also be an important option for trailers and containers heading to and from the ro-ro terminal.

Tilbury2, built on 152 acres of former Tilbury Power Station land, will operate as a satellite of the established port. Its

development has also encompassed roundabout and road upgrades, investment in footpaths, cycleways and the historic Tilbury Fort, and contributions towards the Tilbury-Gravesend foot ferry and heritage projects in Gravesend.

On top of that, there has been really significant environmental and wildlife mitigation work, an area in which Tilbury has previously demonstrated its commitment. For example, a nine-acre water vole park has been built and a badger sett is being provided on the Tilbury2 site.

Immediately after Forth Ports' application for a development consent order (DCO) was granted, the construction

Aerial image of the opening of Tilbury2 new ro-ro terminal.





group Graham was appointed for the Tilbury2 project.

“We made very good progress on construction through 2019,” says Port of Tilbury Asset & Site Director, Paul Dale. “We are on target to open the ro-ro terminal in April and the CMAT in quarter three. The project represents total investment of £250 million, including acquisition of the site. This is 100 per cent funded by Forth Ports – it’s a huge level of investment being made to create new capacity for London, the South East and the whole of the UK, and we are receiving a lot of interest, supporting our expansion.”

In November, the Port of Tilbury won the inaugural National Infrastructure Planning

Association (NIPA) award for ‘Best Project’ for Tilbury2. The award recognised best practice in the DCO process for a Nationally Significant Infrastructure Project (NSIP).

This was a great reward for hard work and determination to deliver best practice and to engage with all stakeholders, says Peter Ward.

Construction, construction, construction

Where better to have a hub for construction materials than Tilbury – easily accessible for bringing in raw materials and perfectly located to feed aggregates and other materials direct into London – sustainably, via river and rail.

Tarmac and the Port of Tilbury have been working together to develop the new CMAT. Deep water will allow ships of up to 100,000 tonnes to be handled. The terminal will provide for aggregate processing and manufacturing, including an asphalt and ready-mix concrete plant.

“We are proud to be providing the UK’s largest construction materials hub,” says Peter Ward. “We are looking to expand the operation to tie in with a wharf in central London; this ties in with our

strategy and the way we position ourselves with construction materials handling and use of the river.”

Tilbury has been crucial in supporting projects such as Tideway and the Battersea Power Station development and is very well located to support future major infrastructure projects such as the Silver-town Tunnel and Lower Thames Crossing, he adds. “We provide the opportunity to consolidate materials in Tilbury and move them by rail or barge into London, in bulk and as specialised cargo.

“Our role as a construction hub has gone from strength to strength. Modular and preassembled items are becoming more popular in the construction industry. Many of these are being sourced outside the UK – they can be delivered to Tilbury

by sea, and then moved from here into central London by river.”

The Port of Tilbury offers a range of in-dock services provided by the bulk terminal, Cemex cement plant and several specialised facilities supporting construction consolidation of bricks, timber and steel.

An important ‘added extra’ of Tilbury2 comes in the form of training. Graham, which was awarded the contract for both marine and terrestrial work at the site, has set up a construction training hub as part of its CSR commitments.

Created in partnership with the South Essex Construction Training Academy (SECTA) for the CITB Construction Skills Fund project, the hub was opened in June 2019. It allows those learning to have first-hand experience and training on a live construction site.

Tilbury has been crucial in supporting projects such as Tideway and the Battersea Power Station development and is very well located to support future major infrastructure projects such as Silvertown Tunnel and Lower Thames Crossing

Above: CGI image of the CMAT terminal being built at Tilbury2.

Multipurpose and multitalented

The Port of Tilbury is a mega hub, handling a vast range of containers, goods, materials and recyclables.

Tilbury2 is, of course, only part of the mix. The project is central to the Port of Tilbury's £1 billion investment programme for 2012-2020, which has seen numerous new facilities and business streams become established.

As a result:

- Tilbury has doubled the size of its business over the past decade.
- Tilbury is projected to double cargo volumes from 16 million to 32 million tonnes over the next 10-15 years.
- Tilbury has nearly met its direct employment target of 12,000 jobs within the investment window of 2012 to 2020.

The Port of Tilbury is multipurpose and multitalented, handling containers and

ro-ro freight, paper and forest products, grain, animal feed, automotive, construction materials, food and drink, and a wide range of recyclables.

Tilbury's role as a hub for food and drink continues to develop. Tilbury's dock-side chilled facility (located next to London Container Terminal) recently built by Forth Ports, is one of the largest on-dock chill stores in Europe. London City Bond's warehouse provides bonded warehousing and distribution of wine and beer for supermarkets, retailers, hotels, restaurants. London Coldstore, stores

a range of frozen foods for the supermarkets, retail and catering sectors. Howard Tenens recently expanded its warehousing footprint to handle more private, bespoke services to the beverage market.

Meanwhile, Nippon Gases is a new customer, importing carbon dioxide for use in beer pumps, abattoirs, refilling refrigerated transport units, producing carbonated drinks and beer, and creating the bubbles that go into crumpets.

Tilbury2 new ro-ro berths.





Expert paperwork

In September Tilbury launched the UK Paper Hub bringing together decades of expertise at the Port of Tilbury. The new all-in-one paper and forest product handling Hub is the first facility in the UK created to actively reduce all forms of waste in the supply chain.

UK Paper Hub is the collective brand covering Tilbury's handling, storage and distribution services for paper and related forest products (including graphical papers and newsprint, packaging paper and board, tissue and hygiene products, and pulp). The brand brings together the

expertise and facilities of the paper handling terminals, previously known as Enterprise Distribution Centre (EDC) and London Paper Terminal (LPT), which the port owns and operates.

The port's purpose-built facilities for paper and forest products cover more than 50 acres and have the capacity to handle more than 1 million tonnes a year. This includes automated high-bay warehousing with 29,000 storage bays, 930,000 sq ft of combined manual warehousing, 130,000 sq ft of undercover canopy areas and 230 HGV parking bays.

Lo-lo and ro-ro berths are situated right next to the terminals, providing for short ship-to-shed distances. The port handles services from Sweden, Finland, Germany and Belgium and is able to service all forest products shipment modes,

including lo-lo, ro-ro, sto-ro, sideport, containers and trailers.

"Our forest product operations are consistently ranked amongst the best in the world by independent customer audits," says Paul Dale. "Shippers benefit from our specialist, expert teams and bespoke handling equipment."

Optional added extras include customs clearance administration, the option to defer import duty and VAT until goods leave the port, and onsite services such as rewrapping, labelling, relabelling, resizing and palletising.

In 2019, London Paper Terminal (formerly the Finnish Terminal) celebrated its 20th anniversary. This year marks the 15th anniversary of the automated Enterprise Distribution Centre (EDC).

London Container Terminal

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

New services have been welcomed in the form of Containerships' service to the Baltic region, and a joint Samskip/Xpress service to Portugal.

Rail links to the terminal have continued to increase, with options to move containers to and from the Midlands and Scotland. The weekly link between Tilbury and Forth Ports' Grangemouth port is providing interesting opportunities to move Scottish whisky exports via new routes to

new markets, as well as moving north-bound European manufactured goods.

Investment has continued at LCT: new, 'greener' straddle carriers arrived in mid-2019 as part of an ongoing fleet replacement, and the terminal's vehicle booking system (VBS) was upgraded to provide a detailed container status page for both deepsea and shortsea boxes, allowing customers to get real-time status of their container via the Forth Ports website.

Deepsea ro-ro

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.

Above: UK Paper Hub at the Port of Tilbury handling a diverse portfolio of forest products.

Recycling centre

Glass...Tilbury is the UK's top port for handling recyclables, including glass, woodchip, metal and RDF (general waste).

A multi-million-pound glass sorting plant opened at the port by URM Glass three years ago takes in glass from materials recycling centres across London and the South East – including bottle bank glass, windscreen and industrial glasses, and pre-process and post-process glass.

The glass is sorted into colours and crushed in a high-tech process; some is by sea, but most is loaded to trains by Port of Tilbury stevedores and transported to Cheshire, to one of the largest glass manufacturing facilities in Europe.

The bulk rail terminal built by the port for this project and others has a direct connection to the national rail network, enables side-loading rates of 300 tonnes

per hour and also handles aggregates for FM Conway. Open to any train operator to provide UK-wide rail-based solutions, this facility is perfectly positioned to support a range of infrastructure and construction projects, with onward distribution by rail of aggregate materials.

Wood...Tilbury Green Power uses about 270,000 tonnes a year of waste wood sourced from the region to produce up to 319,000 MW of renewable electricity a year, enough to meet the demand of about 97,000 homes.

Plans for phase two of TGP, a 20 MW power plant which will burn baled waste brought to the port, are progressing.

Metal...Tilbury also handles very large volumes of scrap metal via EMR. Almost 1 million tonnes a year is exported via deepsea vessels, mainly to the Turkish market.

Skills and training

The Port of Tilbury is a trailblazer in terms of skills, training and recruitment. As part of the Forth Ports Group, the focus is on learning and skills development at every level, from operational and graduate level apprenticeships to the unique Attention to Logistics retraining programme aimed at former service men and women.

Its bespoke Academy at the Port of Tilbury provides corporate and local inductions, compliance and health & safety training, technical and professional skills training, and management and leadership development programmes. "We work with local colleges, universities,

training suppliers and professional bodies to develop skills programmes that are aligned to accredited standards and industry requirements," says learning and development manager Simon Harper.

The Academy's technology suite, situated in the old railway station building at London International Cruise Terminal, houses two state-of-the-art simulators that are used to reskill or upskill veterans into work through the Tilbury on the Thames Trust, and to develop in-house plant operation skills.

The Vortex Simulator is a 13-screen, 270-degree-view full motion simulator that includes ship-to-shore and straddle carrier training packs, providing trainees with valuable experience that prepares them for operating in the real terminal environment.

Many happy grain returns

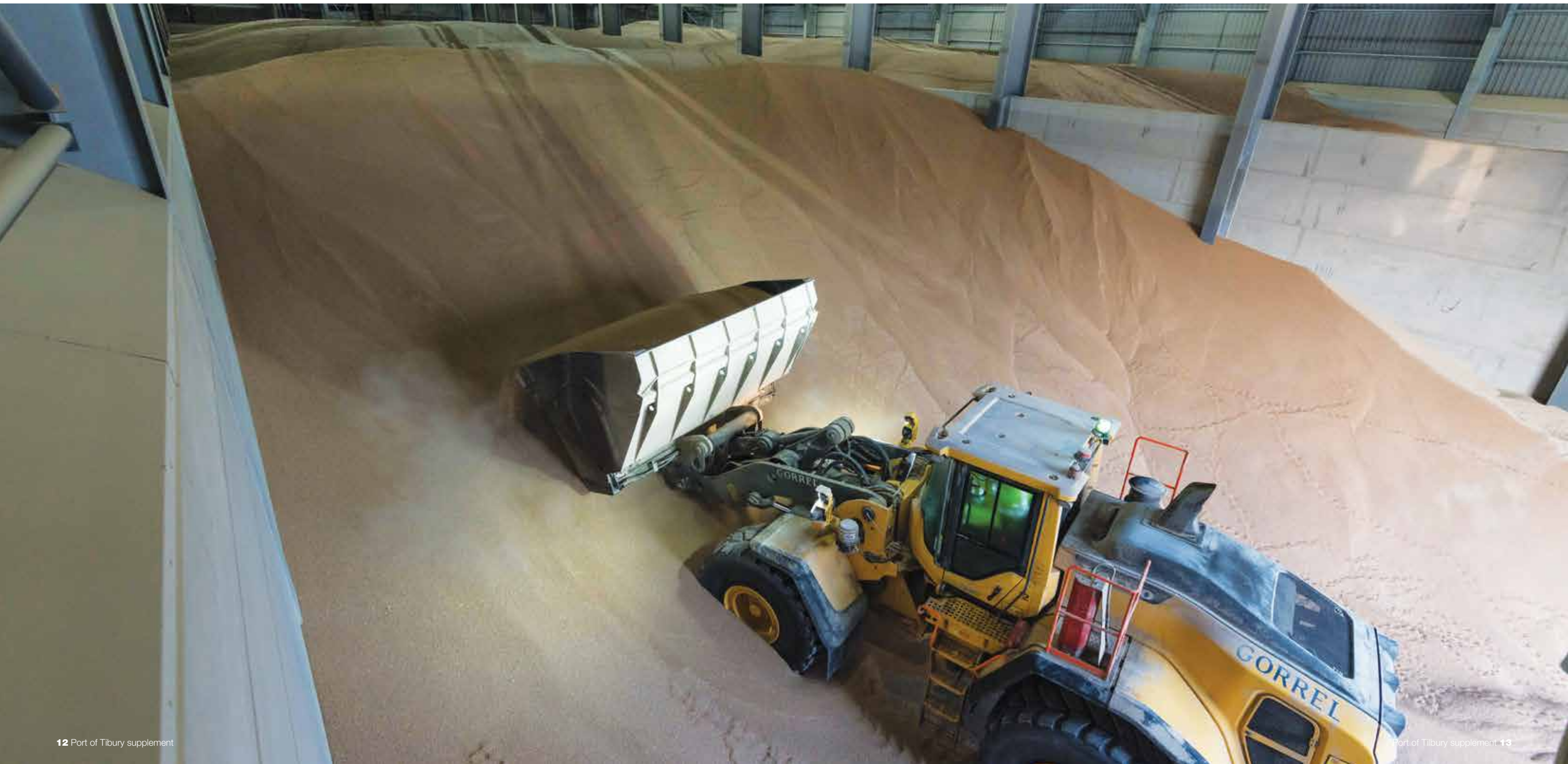
Tilbury Grain Terminal celebrated its half-century in 2019 – and still has room to grow. Already the UK's largest grain import/export facility, the terminal's storage capacity has increased by 16,000 tonnes to 136,000 tonnes, thanks to the new automatic fill flat store extension.

In its first 50 years since opening in 1969, the grain terminal processed more than 35 million tonnes of product. Equipped with more than 200 silos ranging from 60 to 2,000 tonnes, and handling deepsea and coastal vessels, it has the capacity to handle two million

tonnes a year of grains, including wheat, barley and beans.

With two grain towers, it can discharge and load vessels simultaneously; it is fully automated and linked to two flour mills located in the port.

New automatic flat fill store is the latest addition to Tilbury's grain operations, already the UK's largest for grain import/export operations.





Upriver or downriver, the Thames provides real choice for cruise ships and their passengers.

London: a cruise destination like no other

If you want iconic views, then being onboard a cruise ship making its way into the heart of London will surely fit the bill.

The Central London Cruise Moorings (CLCM) provide a unique base for cruise ships, whether calling in for a one-day visit or mooring for a complete turnaround at the start and finish of their itineraries.

But wait – that isn't the only option. Downriver, the Port of Tilbury's London International Cruise Terminal also provides easy access to London, and this option comes with some familiar views of its own.

The 1930s Grade II listed cruise terminal is famous in its own right, having been the departure point for thousands of Britons emigrating to Australia and the Commonwealth before the arrival of affordable air travel.

You might also recognise the terminal and its unique floating landing stage from somewhere else – they have been used many times over the years as a backdrop for film and television dramas, recently examples being Paddington and Mr Holmes.

Upriver or downriver, the two options provide real choice. For the Central

London Cruise Moorings, vessels up to a maximum length of 229 metres can make their way through the Thames Barrier to moor at Greenwich Ship Tier, next to the Cutty Sark. Further upstream, Tower Bridge Upper accommodates vessels up to 150 metres in length, alongside *HMS Belfast*, and George's Stair Tier provides another choice.

Tilbury's, meanwhile, is the closest deepwater port giving access to the capital – and also the closest port to all of the main airports. And passengers still have the opportunity to head into central London by river, carried on a Thames Clipper fast ferry.

Central London or Tilbury – since 2018, both options have been brought under one umbrella, with a single point of contact and the benefit of expertise and knowhow going back decades.

After going out to tender, the PLA awarded the management of the Central London Cruise Moorings to a joint venture between the Port of Tilbury (part of Forth Ports) and Thames Clippers. The two partners have responsibility for the smooth day-to-day operations of the three moorings in central London, and there are obvious synergies with operations at Tilbury.

"When this opportunity came up, we had already been talking to Forth Ports about expanding the transfer of cruise ship passengers from Tilbury to Central London," says Sean Collins, CEO of Thames Clippers. "It was an obvious

partnership – we had already demonstrated we can work together, and the skill sets of both sides complement each other, to deliver a very special offering for the customers, i.e. passengers.

"When the PLA put the tender out, it was a perfect opportunity for us to promote London at both locations, and to transport passengers directly to the tourist destinations of their choice. It was clear that between us we were able to provide a real turnkey service for cruise ship facilitation, ship-to-ship transfer, security, and luggage transfer."

Feedback from cruise ship companies, agents and passengers has been very positive, he says. "We can expect that success to attract more customers and calls. However, with cruise it does take nearly three years to start to see the results of your work, because cruise lines plan their itineraries well in advance."

The year 2021 will therefore be a real measure of the partnership's success.

Central London or Tilbury - since 2018, both options have been brought under one umbrella, with a single point of contact and the benefit of expertise and knowhow going back decades

Left: Hurtigruten's MS Fridtjof Nansen debuting her revolutionary battery hybrid powered propulsion system on a maiden Thames call early in 2020.



Silver Spirit moored at Greenwich Ship Tier.

The number of cruise passengers passing through Tilbury and Central London increased from 140,000 in 2018 to more than 170,000 in 2019

“And we are beginning to see those bookings coming in,” he says. “It is really encouraging. We had a record number of calls in 2019 and bookings for 2021 are far exceeding that.”

The number of cruise passengers passing through Tilbury and Central London increased from 140,000 in 2018 to more than 170,000 in 2019, says Port of Tilbury senior development manager Steve Lyons. “In 2020 we had expected close to 200,000 passengers but that was before the COVID-19 pandemic occurred.”

“This has been an excellent partnership between Tilbury and Thames Clippers.

We work very well together. We can offer transfers direct from the ship in Tilbury into the heart of London via Thames Clipper – that is a journey of 25 minutes to Greenwich, a fantastic World Heritage Site, or 55 minutes to the Tower of London. It’s an amazing journey upriver in its own right and also reduces road journeys.

“In addition, Tilbury station is right next door to the terminal, and thousands of passengers every year take a train straight into London.”

From a turnaround point of view, Greenwich Ship Tier, next to the Cutty Sark, is a wonderful place to join a ship, he points out. The partners work together to deliver an impressive service in challenging conditions – transfers in the middle of a river are not exactly straight-forward.

“We have streamlined processes. For example, passengers board at Greenwich or at the Tower, but we put the luggage

into vans and take it to Greenland Pier for more efficient loading by Thames Clipper from there.”

One of the first vessels handled by the new partnership was a Viking ship reaching the end of a round-the-world cruise, says Sean Collins. That meant unloading more than 3,000 pieces of baggage before 5.00am, so that about 1,000 passengers could disembark at 5.30am. On the same day, new baggage had to be loaded, and more passengers embarked for the start of a new cruise.

Tower Bridge Upper mooring sees mainly day calls; the advantages are obvious of coming straight into central London, with all the key tourist attractions close by. Thames Clippers provides direct transfers by water to a number of sites, with the London Eye being particularly in demand.

Venus Clipper

In February 2019, Thames Clippers’ newest and largest-ever vessel entered service. The 19th vessel in the company’s fleet of fast ferries, the £3.8 million *Venus Clipper* was built at the Wight Shipyard on the Isle of Wight. It has a capacity of 222 passengers, with 50 more seats than its sister vessels *Mercury Clipper* and *Jupiter Clipper*, which joined the fleet in 2017.

“The *Venus Clipper* is mainly used for charter and cruise business work,” says Sean Collins. “Business has been very successful in the past year and if this continues, we will definitely be looking to bring in additional vessels, for regular services and to support charter and cruise vessel requirements.”

Thames Clippers’ regular passenger routes call at more than 20 piers across London, from Putney in the west to Woolwich in the east – including the Royal Wharf Pier, which was officially opened in November 2019.

London welcomes new and established cruise callers

Cruise and Maritime Voyages is the largest user of London Cruise Terminal at Tilbury. Regular callers are the *Columbus* and the *Megellan*, and the terminal also sees a few calls by the ever-popular *Marco Polo*. Other regulars include NCL and Viking.

In 2021 CMV is introducing two additional ships to its fleet and one of these will be deployed from Tilbury, a decision that will boost numbers once again.

Tilbury cruise departures are mainly for round-Britain, Nordic, Baltic and near-continent itineraries, but the terminal also handles round-the-world cruises departing at the start of the year, and some Mediterranean cruises. In what can be a very seasonal business, December is actually one of the terminal’s busiest months, with 20,000 passengers passing through in the last month of 2019. That’s due to the popularity of overnight events and mini cruises, including those heading to Antwerp, Rotterdam and Amsterdam to take in the Christmas markets.

In 2020, Tilbury will welcome its first call from the Ritz-Carlton Yacht Collection. Steve Lyons says that smaller cruise vessels are increasingly in demand and many new expedition ships are being launched.

“These expedition ships take around 200 to 250 passengers and can get into smaller, niche ports – indeed, places like the Tower, which involves going under the lifted Tower Bridge. Overall, both Central London and Tilbury are attracting more and more attention from many high-profile cruise operators. The fact that we can sell the whole river gives us tremendous flexibility – we offer an extended season, because we are able to guarantee a berth at Tilbury throughout the year.”

With 52,000m² of quayside temperature controlled facilities,
Port of Tilbury provides fast, cost-effective handling
for frozen, chilled and ambient produce.

Chilled Tilbury

Perishables

With society driving a growth in e-commerce and just-in-time logistics Tilbury is well positioned to support the food and drink sector but especially the perishable side of the market providing supply chain hub and consolidation of facilities via its 52,000m² of quayside temperature controlled facilities, supporting frozen, chilled and ambient produce.

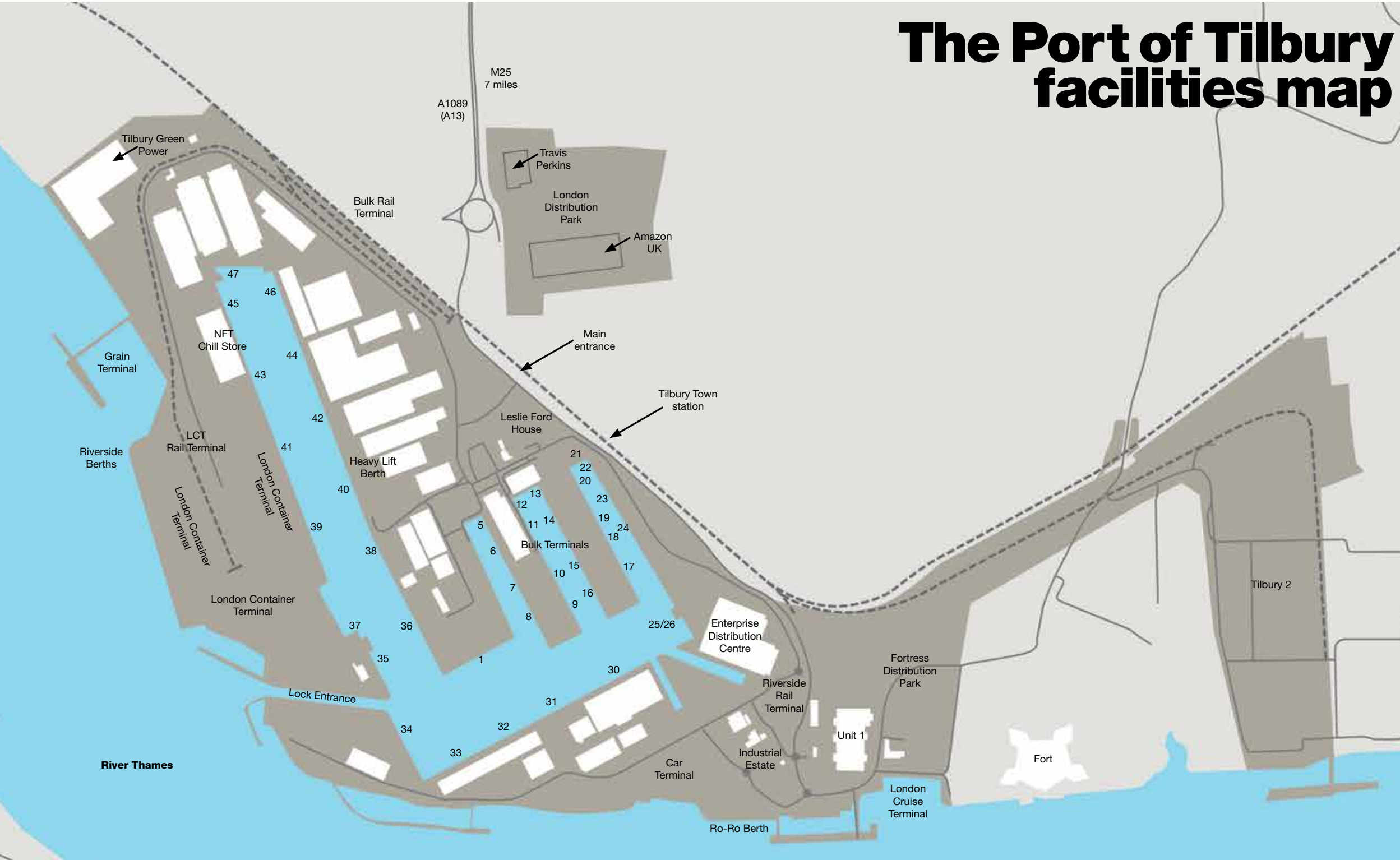
Tilbury's London Container Terminal is one of Europe's largest reefer ports with weekly connections to north west Europe, the Iberian Peninsula, Russia & Baltics,

North Africa and Western South America providing fast direct connections to the key produce markets, this coupled with our twice daily P&O services from Zeebrugge to Tilbury2 gives growers, importers and customers a level of resilience and connectivity not found in other ports. Once goods hit the quayside the Forth Ports advantage is magnified in our retail ready landside operations providing 24/7 access, fast, resilient and transparent service to ensure goods move from quay to truck or train in the quickest possible time frame.

Where statutory inspections are required the terminals have an site Border Inspection Post allowing for efficient and hassle free operations.



The Port of Tilbury facilities map



One of Europe's largest temperature controlled quayside warehouses - 46,000m²

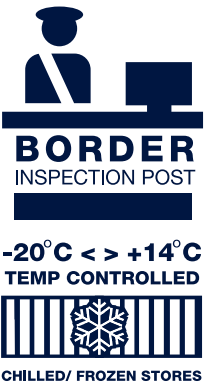
- 23,000m²/25,000 pallet storage
- 24/7 operations
- Additional value added activities performed on site
- Cross docking for deep chill, chilled and ambient cargoes available
- Banana weighing facilities available
- Temperature Controlled distribution operations

In-Port Chill Warehouse, Tilbury Coldstore Browns Food Group

- 8,000 pallet storage for chilled and frozen produce
- Cross docking
- Unloading of overweight containers
- Picking, relabelling, re-palletisation and wrapping pallets

In-Port Wine Warehouse, London City Bond (bonded warehouse)

- Expertise in storage of fine wines
- Storage capacity 8,000 pallets
- London's oldest bonded warehouse
- Picking, relabelling, re-palletisation and wrapping pallets



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 throughput 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 developments 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

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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

Specialists in containerised flows from Europe, Africa and South America with facilities to cater for Food & Drink, Fresh Produce, General Retail & Construction cargoes. Rail linked to Midlands & Scotland.

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.

UK Paper Hub

The natural distribution point for paper products of all kinds, providing direct access to over 50 acres of custom designed facilities, complete with both manual and automated warehousing.

Whether 1 tonne or 1 million tonnes of products handled, all our customers receive the same world-class end-to-end service. Nobody protects your paper and forest products better, because we know how important that 1 unit is to your business and your customers. We operate with genuine care for your business needs, providing solutions for a range of paper, packaging, tissue and pulp products.

Cruise Terminal & London Moorings

A purpose-built cruise facility accommodating 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

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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

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

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

34 Berth, Port of Tilbury, Tilbury, Essex RM18 7DN
Tel: (01375) 857741
www.denholm-uklogistics.com
Contacts
Terry Quilter, Regional Site Manager SE
Email: terry.quilter@denholm-uklogistics.com
Tel: (01375) 852033
Mobile: (07718) 580936

Equipment

*3-5 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

83,000 square feet.

Outside Cargo Storage

160,000+ square feet.

Specialisation

*Multi-user dedicated terminal for unpacking/containerised Plywood and other Forest products.
Unpacking of Brick and Indian stone and various other commodities.*

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
Mobile: (07970) 082848
Martin Thompson, Depot Manager
Email: martin.thompson@emrgroup.com
Tel: (01375) 852797
Mobile: 07976 861948

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

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, 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

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 7JX
Tel: (01375) 857890
www.mibau-stema.de/en/
Contacts
Martin Johansen
Email: enquiries@stema.uk.co.uk
Tel: (01375) 857890
Sales
Email: enquiries@stema.uk.co.uk
Tel: (01375) 857890

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

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

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.



European connections

Bahri

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MAERSK

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SWEDISH ORIENT LINE

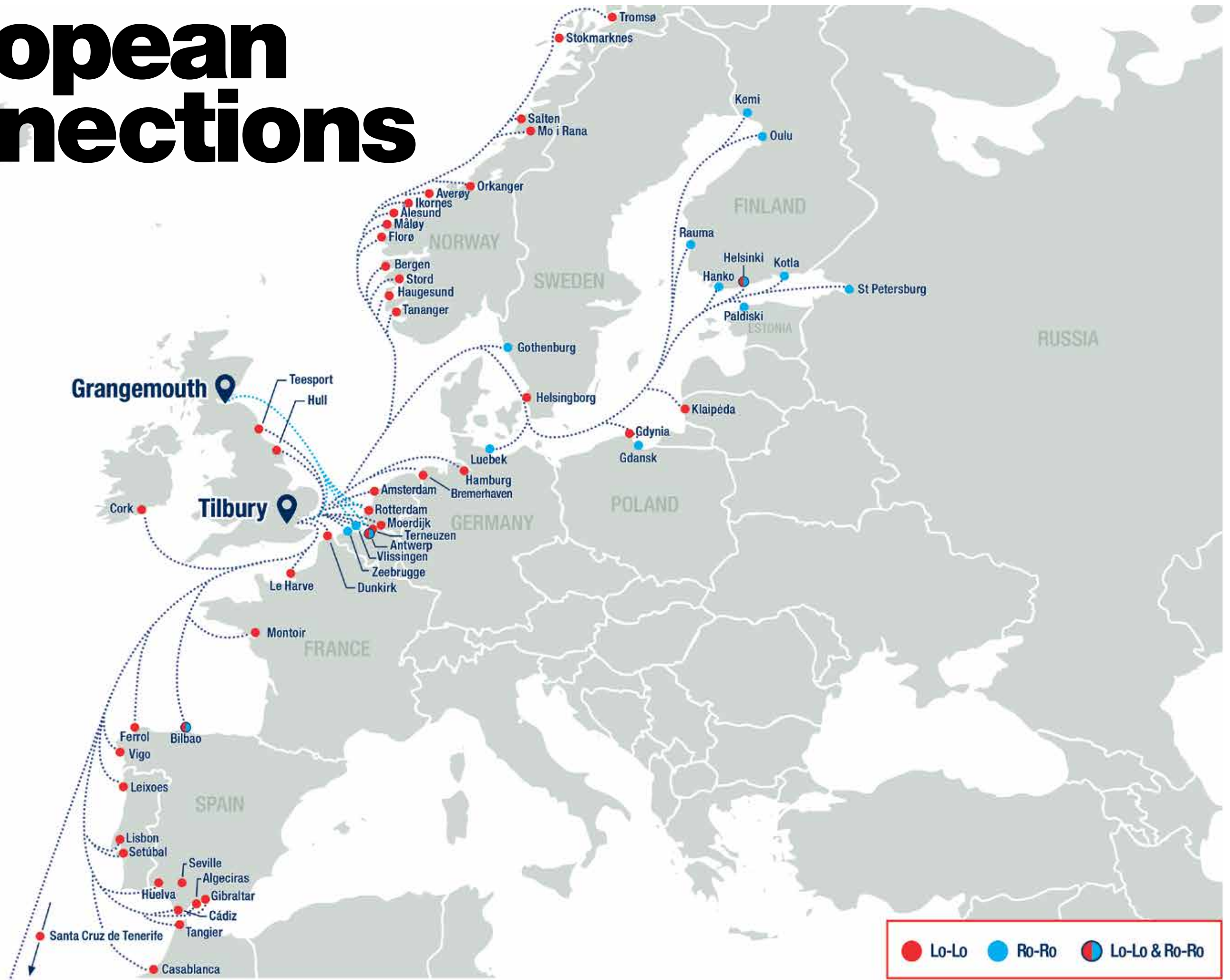
NCL North Sea Container Line

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WEC
LINER

X-PRESS FEEDERS



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Largest multi-modal port in the South East and 3rd largest port group in the UK, just 22 nautical miles east of central London & 6 miles from the M25. The Port of Tilbury is a dynamic and diverse port, handling a range of cargoes and offering bespoke portcentric solutions.

www.forthports.co.uk

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