

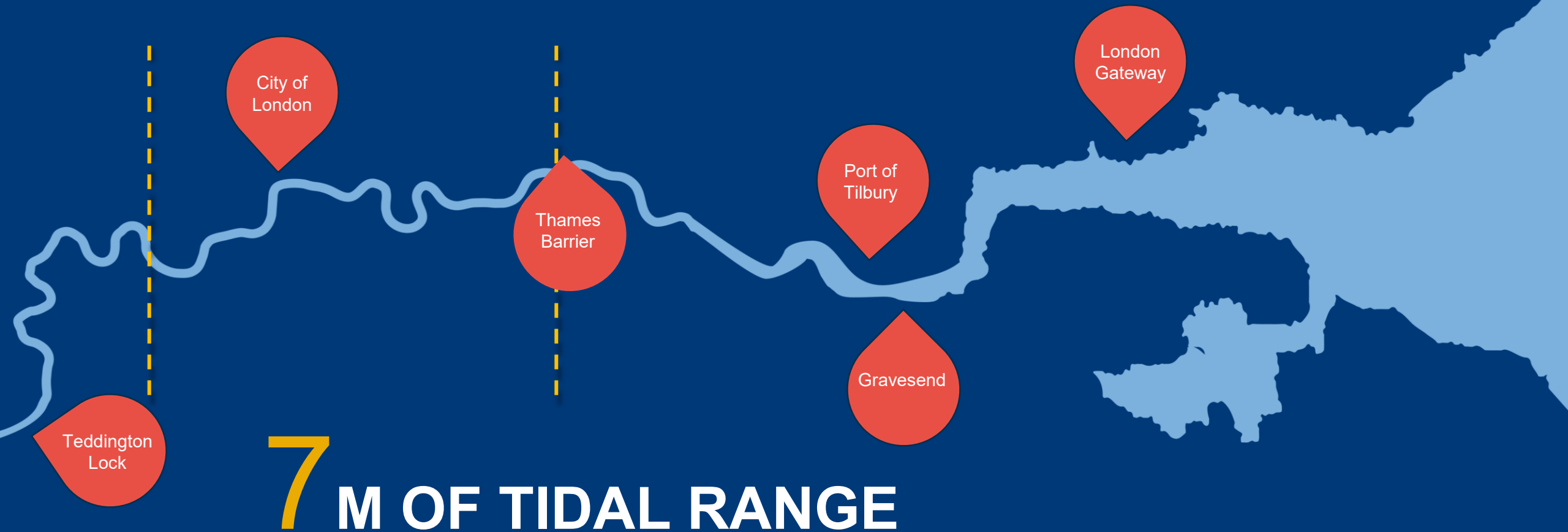
PORT of LONDON

James Palmer
Director of Marine Operations
September 2026



150 KM OF FAST-FLOWING RIVER

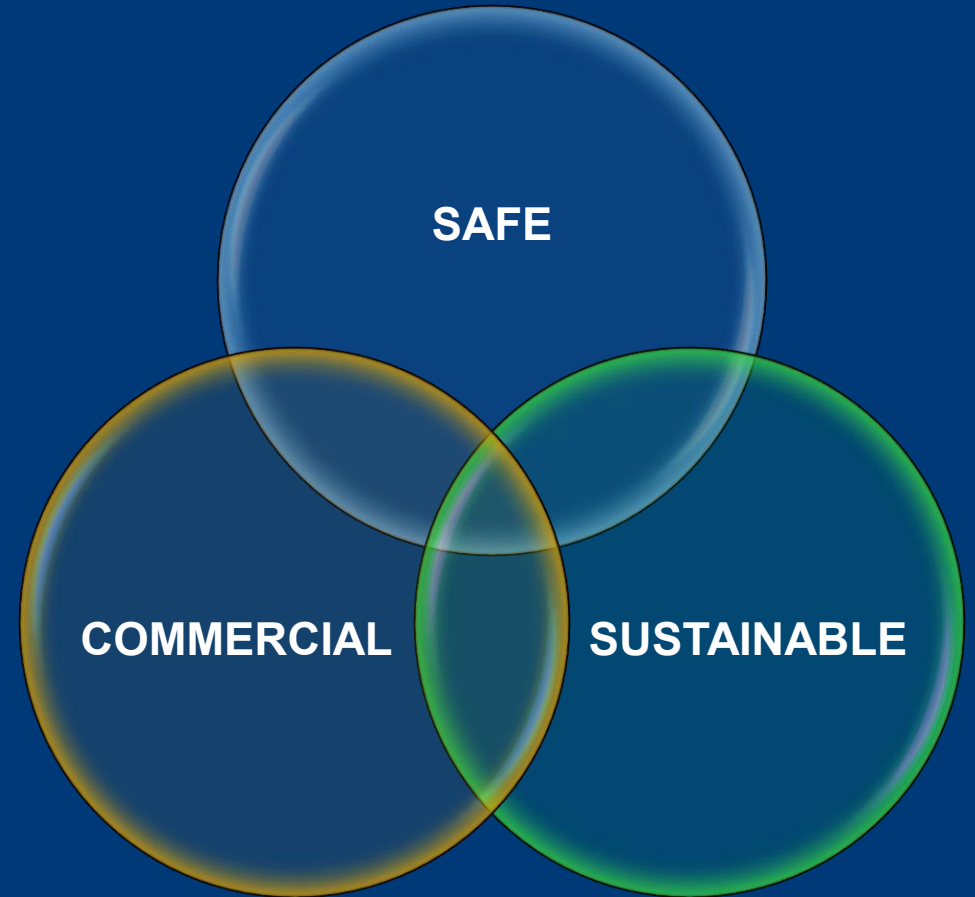
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#1

THE PLA: WE PROTECT AND IMPROVE THE TIDAL THAMES FOR ALL

- **Our mission: a thriving river, home to the UK's number one port**
- We are a trust port. We have no shareholders and operate for the benefit of customers and stakeholders now and in the future
- We work with industry, environmental groups and government to achieve our joint vision for the river and the wider Thames Estuary region



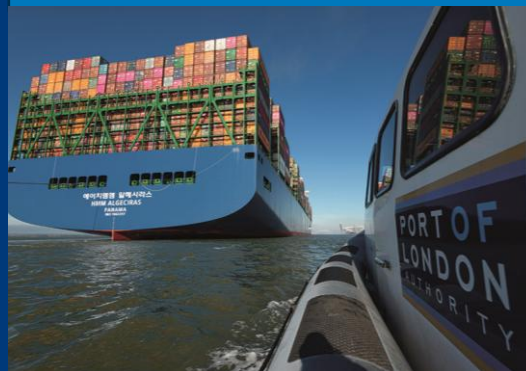
THAMES VISION 2050



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Trading Thames



The No. 1 Net Zero UK trading hub

The country's largest and most competitive port, closest to the UK's biggest market, producing Net Zero emissions.



Destination Thames



A place to live, visit, play and enjoy

Accessible to all, a national and international for the city and the country.



Natural Thames



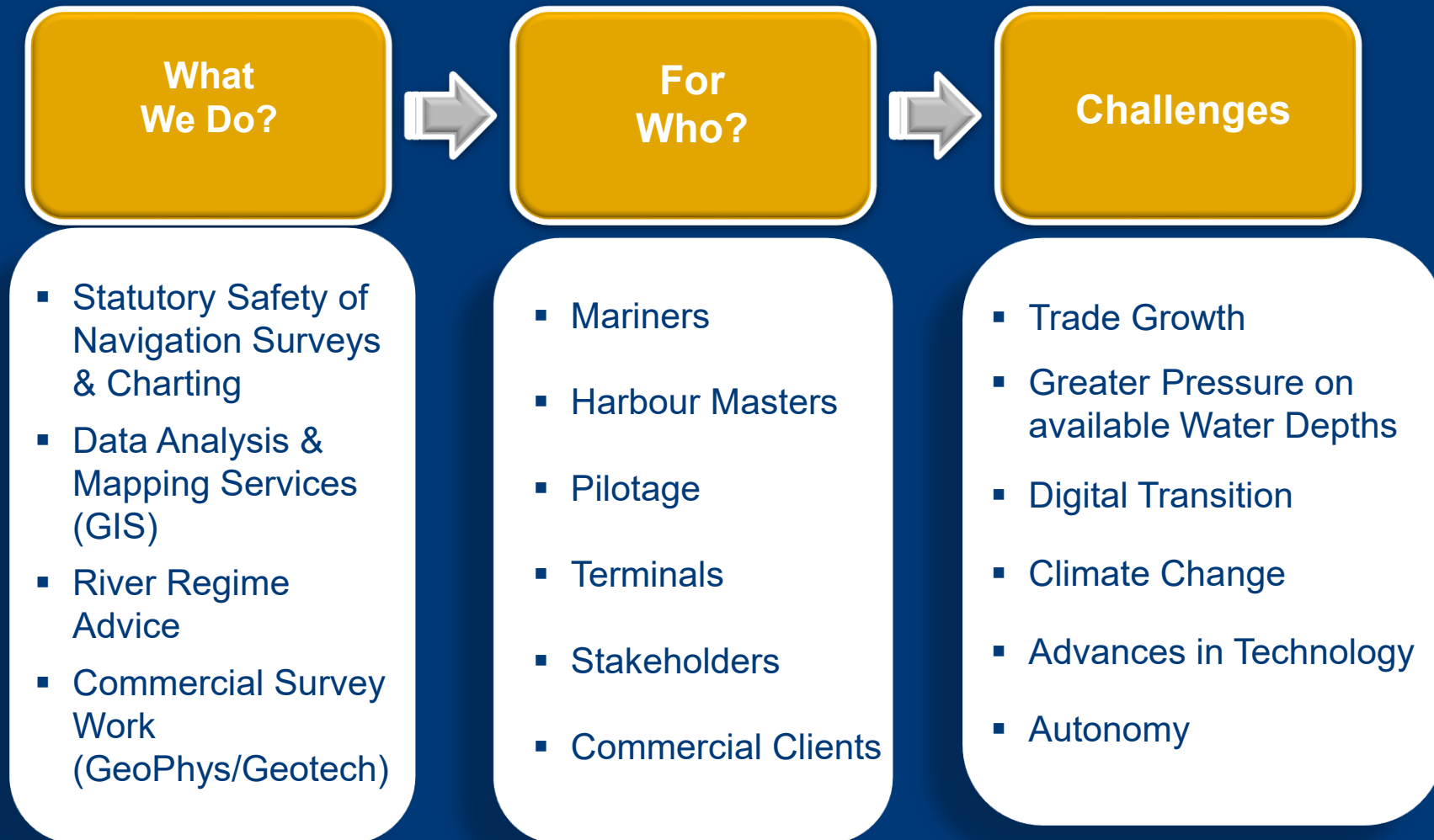
Clean air, water and land supporting diverse wildlife

A clean river, free of sewage, waste and other pollution.

Nav Safety Components



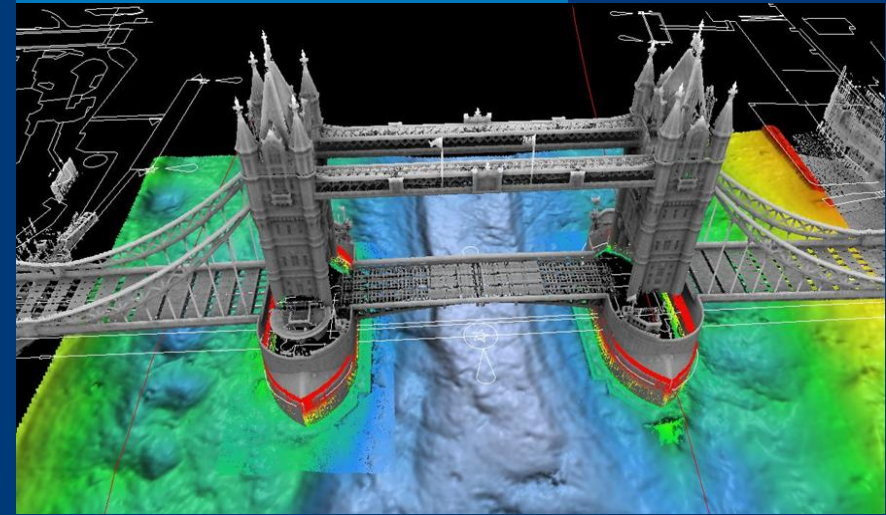
HYDROGRAPHY



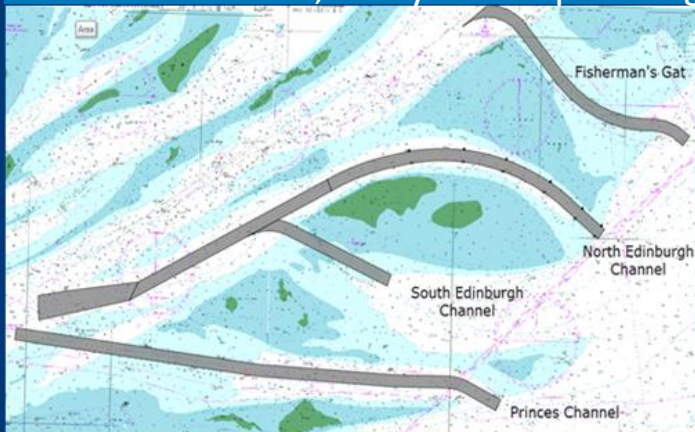
Range of work we support and growing needs

- Monitoring dredging operations and river works
- Supporting transition from paper to digital
- Incident response
- Wrecks and assets – archive, monitoring, management
- Future proofing limitations to port capacity
- Passage planning
- Product development
- Delivering an internationally recognised M.Sc in Geospatial Sciences

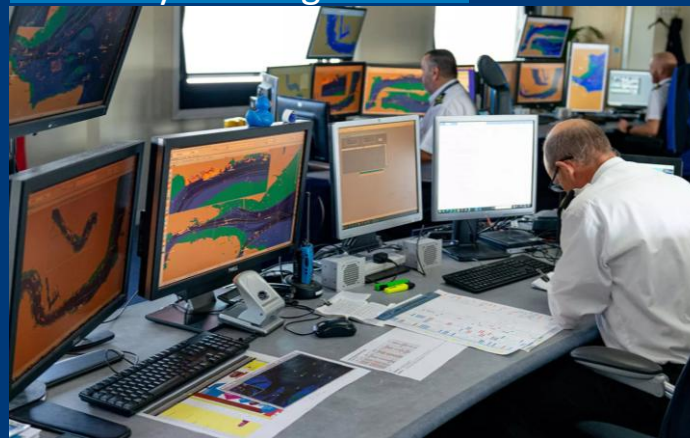
Engineering: Asset inspection



Data assessment, analysis and planning



Safety of navigation



Dredging and river works

PLA Planning and development

- The Planning team deals with all planning related projects and developments located either within the river or in close proximity to riverside areas.
- Responding to public consultations on various planning policy documents produced at national, regional and local levels, including the London Plan,
- Provide comments on behalf of the PLA to all relevant planning applications that directly or indirectly involve the river.

Port of London – Riverward of MHW -Consent (River works Licence) under the Port of London Act 1968 usually within 3 months

MMO -Riverward of MHWS – Consent (Marine Licence) under Marine and Coastal Access Act 2009 usually 13 weeks from allocation but dependant of complexity

EA – within 16 meters of flood defence line – Consent (FRAP Flood Risk Activity Permit) under the Environmental Permitting regulations 2016 usually 4 months

Local Planning Authority –to the midpoint of the river(on the tidal Thames upstream of the London Stone – Crow Stone line) – consent (Planning Permission) under the Town & Country Planning Act 1990. Downstream of that line, the Planning Acts only apply to MLW.

Marine Centre Transformation

- One Port – One River Philosophy
- One VTS centre
- Continued emphasis on navigational safety
- Investment in one world-class control centre
- A model that can respond to continued growth on the river and deliver Thames Vision 2050
- A model that can respond to significant increase in passage planning and scheduling requirements



PORT CONTROL CENTRE BUILDING

- In order of importance:
 - Enable VTS System upgrade
 - Provide high quality accommodation for operations
 - Maintain link with London River House
 - Improve sustainability
 - Flagship building for visitors and meetings



PORT CONTROL CENTRE BUILDING

Demolition & Structural alterations

Additional 4th Floor for new Ops Room

Provision of accessible welfare and facilities
between LRH and PCC

Improved interface and collaboration between
operational teams

Start date 31st July 2025

Completion Dec 2026

Budget c.£5m

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DENTON REDEVELOPMENT

Partnered with Knights Brown and Damen to build 3 new pontoons ranging from 71.1 m to 74.7m in length 12 m wide and 2.9m deep

Key Milestones

- Start of the project January 2025
- Arrived in the UK on the 21st June 26
- Piling work started 7th July 29
- All in place 28th July 26
- Completion Set 2026
- Budget £7.5M



PLA DRIVING NET ZERO ACROSS THE RIVER THAMES

1

THAMES VISION 2050

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Ambition to create the UK's no. 1 Net Zero commercial hub & achieve net zero emissions

Reduced emissions & improved air quality needed as passenger travel and freight increases

2

THE NET ZERO RIVER PLAN

Highlights need to work with operators and owners in the river community

3

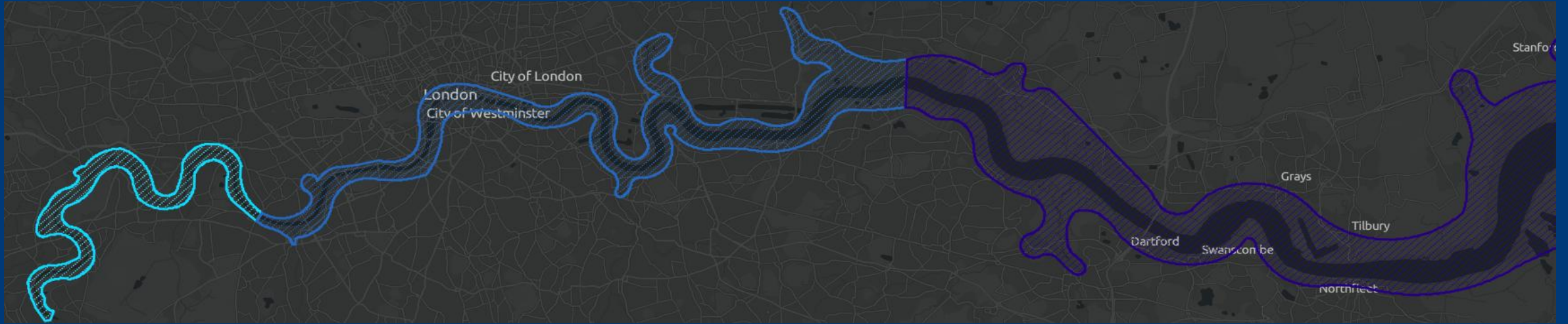
Tidal Thames Masterplan

Mapping opportunity on the tidal Thames

[VISIT THE MASTERPLAN](#)

Capturing all potential strategic opportunities to aid investment decisions

THE NEED FOR STRATEGIC INFRASTRUCTURE



Upcoming vessel transition:



New energy vectors



Reduced vessel range



Shift in operating profiles

Supporting infrastructure should be:



Strategically positioned along the river



Delivered in alignment with vessels

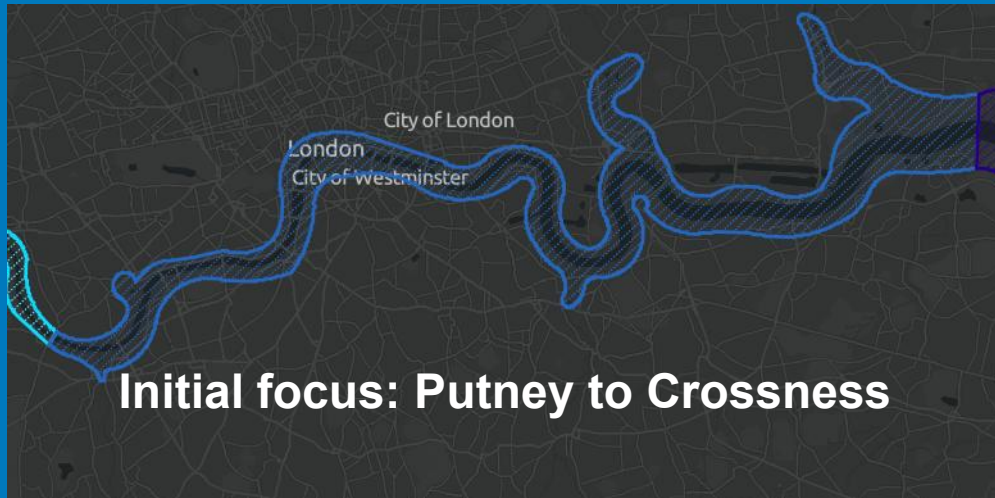


Able to accommodate future operations and projected growth

THE PLA ARE DEVELOPING A STRATEGIC INFRASTRUCTURE PLAN

PURPOSE

Evidence-based assessment of future infrastructure requirements, for strategic delivery that supports vessel decarbonisation.



HOW WE ARE DOING THIS

- 1 Building evidence base
- 2 Engagement across Thames vessel & infrastructure ecosystem
- 3 Shortlisting of opportunities
- 4 Supporting delivery through a well-informed strategy

QUESTIONS?

