



TACKLING EMISSIONS FROM RIVER TRAFFIC

An overview of our Air Quality Strategy for the tidal Thames

As custodians of the tidal Thames, along its 95-mile course from Teddington to the North Sea, reducing air pollution on the river is a high priority for the Port of London Authority (PLA).

That's why we are the first UK port to develop a comprehensive Air Quality Strategy for the next 25 years. It's a key part of the multi-agency approach that is required to tackle this important challenge for London.

We have set ourselves the ambitious target of halving emissions of harmful pollutants by 2041. We will meet these targets while supporting the port's economic growth, another of our core responsibilities, which is essential to London's future prosperity.

Last year, we established a baseline inventory, providing a first estimate of air-polluting emissions from sources on the tidal Thames.

This provided us with the context that has enabled us to develop the strategy and prioritise our work, in order to meet our ambitious targets.

Workshops and a three-month public consultation have given a wide range of interested organisations and individuals a chance to contribute to the strategy.

In partnership with the Greater London Authority, Transport for London, local councils, river operators, the Government and other river stakeholders, we are now working to deliver 18 priority actions by 2022.

These range from developing best practice guidance for operators, planning authorities, landowners and developers, to working with manufacturers to showcase the latest technology.

Leading the way

In January 2017, we introduced the UK's first Green Tariff, incentivising operators to use cleaner vessels. It exceeds the standards set by the International Maritime Organisation. In its first year of operation more than 150 vessels met the tariff's criteria, making a total of 338 voyages up the Thames.

In another first, we have commissioned a new carbon-reducing 'hybrid' cutter boat to add to our fleet of vessels which guide larger ships in and out of port. Using electric to supplement diesel where possible, it's due to start service in the spring of 2019.



MBNA Thames Clipper

River users are doing their bit too: A third of the **MBNA Thames Clippers** fleet is now able to run on renewable biofuel sources and **Cory Riverside Energy** has invested in more energy efficient tugs to propel their barges up and down the river.



The bigger picture

Currently vessels using the tidal Thames account for an estimated 1% of total emissions in the capital. This figure is projected to rise as the standards for road vehicles become stricter and use of the river increases.

The tidal Thames carries more passengers and freight than any other UK inland waterway. As a result, in 2016 there were a quarter of a million less lorry movements on the capital's roads.



Cruise ships in the spotlight

Greenwich residents, concerned about proposals for a cruise ship terminal at Enderby Wharf, are calling for the introduction of on-shore facilities that would enable vessels to turn off their engines when in port.

Learning from the recent experience of ports around the world, such as Hamburg, we are conducting a study on the full viability of any future investment on this front, including its performance and value for money.

In the meantime, we are planning to establish a local monitoring network to track emissions from cruise ships visiting Greenwich over the next 12 months.

The story so far



PLA chief executive Robin Mortimer promoting the draft strategy

■ **2015:**
Evidence gathering began

■ **Autumn 2017:**
Three month public consultation on the draft strategy

■ **May 2018:**
Strategy published

Find out more
www.pla.co.uk/environment

