

## SUMMARY

Overall tonnage for the Port of London – already the UK’s biggest port – reached 56.6m tonnes in 2025, which is the highest it has been since 1973.

As a year-on-year comparison against 2024, this equates to growth of 9%.

The main driver of this increase was a 23% rise in container cargo, which now accounts for half of all tonnage through the port.

The Port of London remains primarily an importing port, with 80% of all tonnage being made up of arrivals. However, 2025 saw a large increase in the volume of exports, which were up by 30%.

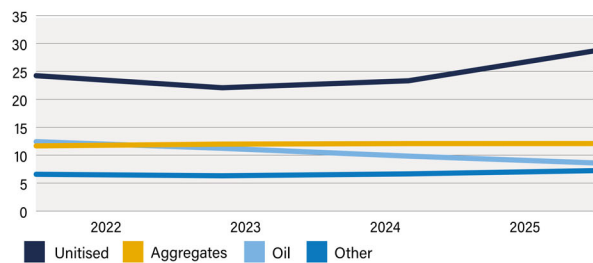
In addition to the growth in container cargo, the port saw growth in the trade of vegetable oils, forest products, grains, and sugar. However, there were some areas where trade volumes fell, such as in aggregates, motor vehicles, and chemicals.

While there is clearly uncertainty at the moment in global trade and shipping, the investments made to welcome and facilitate diverse and dynamic trade across the port means it continues to be well-placed to support customers from around the world.

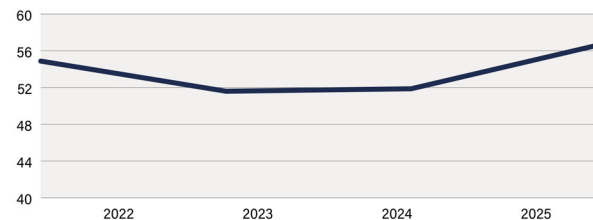
## 4 YEAR TREND

After two years with lower volumes of tonnage in 2023 and 2024, last year the port saw significant growth to a level 3% higher than 2022. This has been primarily driven by growth in unitiesed tonnage – container cargo - which now sits 18% higher than 2022 volumes. During the same period, aggregate tonnage fell by an average of 11% every year whilst annual oil tonnage has remained fairly constant.

Cargo Tonnage - 4 Year Trend By Type (millions)



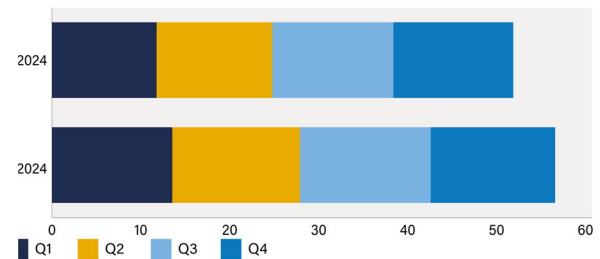
Cargo Tonnage - 4 Year Trend (millions)



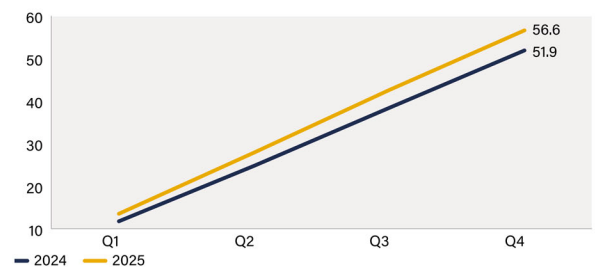
## 2025 CARGO TONNAGE SUMMARY

- ↑ Overall tonnage for 2025 was **56.6m tonnes**
- ↑ Overall tonnage for 2025 was **9% higher** than 2024 (+4.7m tonnes)
- ↑ Imports **increased by 5%** on last year.
- ↑ Exports **increased by 30%** on last year.
- ↑ Unitiesed (container) cargo **increased 23%** on last year
- ↑ Unitiesed cargo accounted for **51% of tonnage** (compared to 45.0% last year)
- ↓ Aggregate tonnage **dropped by 12%** compared to last year
- Oil tonnage was the **same as in 2024** (12.1m tonnes)

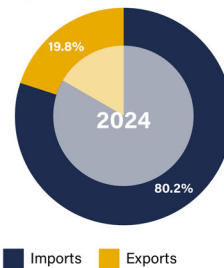
All Cargo Tonnage (millions)



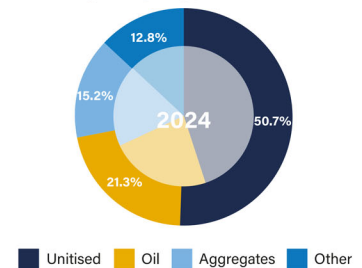
Cargo Tonnage - cumulatively by Quarter (millions)



2025 Tonnage Share - by Direction



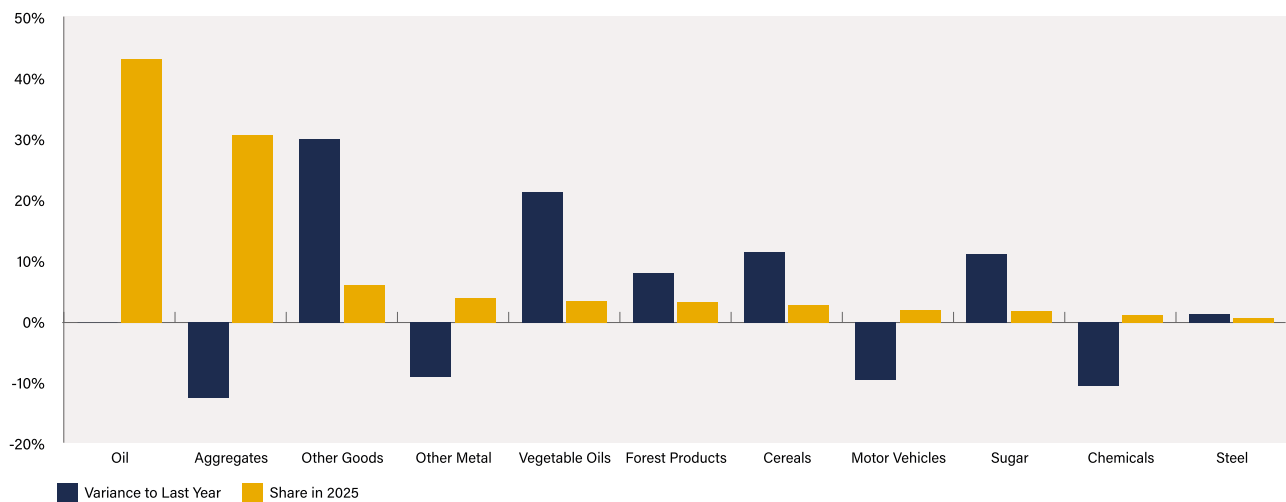
2025 Tonnage Share - by Cargo Type



## NON-UNITISED CARGO

Non-unitised cargo, which is all cargo excluding containers, fell by 2.3% in 2025. This was driven by a 12.4% drop in aggregates, which currently accounts for 31% of non-unitised tonnage. Whilst oil tonnage was the same as 2024, vegetable oils, forest products, grains, and sugar all saw a greater than 10% rise in tonnage this year. Apart from aggregates, motor vehicles, and chemicals tonnage also dropped by between 9% and 11% in 2025.

### Non-Unitised Cargo Tonnage to Last Year % variances

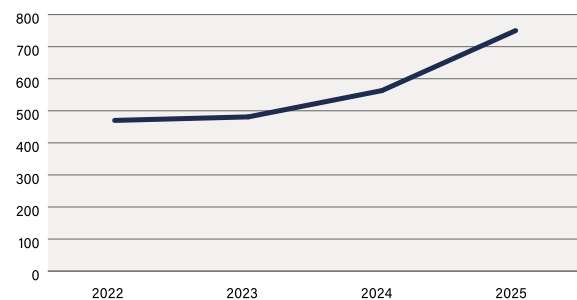


## A TALE OF TWO COMMODITIES

In our 2025 Q3 report we highlighted the significant growth of ethanol imports to the port. Total tonnage for 2025 was 750k tonnes, a 60% increase since 2022 and a 33% increase on last year.

We expect this trend to continue in 2026 as ethanol currently forms a key part in delivering government net zero targets. In contrast, sea-dredged aggregate tonnage has declined again this year, finishing 2025 35% lower than 2022 and 15% below last year. Sea-dredged aggregate comes primarily from the North Sea and South Coast. RICS has estimated that 32m tonnes of sand and gravel will be needed nationally each year to fulfil the government home building targets for 2030. It remains to be seen how this may or may not impact tonnages entering the port over the next few years.

### Ethanol Tonnage - 4 Year Trend (k)



### Sea-Dredged Aggregates Tonnage - 4 Year Trend (t)

