

Easy peelers
Abnormal loads
Lubricants, solvents
Fertilizers and explosives
Brazilian melons,
Chilean carton
Pallets of resin
for carrier-bag making.

Optical cable and general chemicals
North Sea oil and Canary Wharf spoil;
Shipments for linking images,
inking printpresses, fuelling planes
and building shopping centres.

Docks decked with bobcats,
dolphins and hydraulic grabs
Rail-mounted gantries
and fleets of reachstackers
A self-discharging slag bulker berth
Suction pumps and jetty-length conveyors;
Facilities for cruise passengers
Procedures for container stowaways
Terminals for ro-ro, lo-lo
and sto-ro vessels
To the sophisticated logistics
of crude carriers.

Skodas to Sheerness
Hondas to Poland
Land Rovers to the Low Countries
And secondhand cars to West Africa.
Diesel engines manufactured at Dagenham
Conveyed to the continent
And returned installed in imported Fords
To their former factory's dismantled works.

Dry bulks, brake dust, slop oils, wood pulp;
Palletised bananas, Daihatsus and apples
Legumes, lumber
Barley and butter.

Brazilian newsprint
to Sheerness for pressrooms
and ingredients from Sweden
for newspaper inks;
Shipments of eucalyptus,
for Kleenex to make tissues
And paper pulp to Smurfit's Mill at Snodland.

Ballast and bitumen, cement clinker and gypsum
Pallets of bricks and waste silt for landfill;
Contaminated waste, granulated slag
Bottom furnace ash
And ironstone hoggin.

Helicopter gunships
as components in containers
Assembled at Thamesport
and sent to the Gulf War;
Raw materials for Heathrow's final terminal
With fuel for jets delivered in ships
Refined at Coryton and pipelined to airports;
While the remains of Concorde
are removed by river
Tugged out of London and up to Edinburgh
For the Museum of Flight,
to remember the future.

Caustic soda
Ferrous scrap, coconut oil
and crude granite;
Shingle and flint, limestone flux
New World wines and forest products.

Glass from bottle banks
and public houses
crushed at Charlton
for sand substituting and shot blasting;
West London's rubbish to East London's landfills
From Smugglers Way in yellow containers
On dumb barges in dozens
For dumping on Mucking.

Road fuels
Bed springs
Wind turbine blades
And aerosol propellants;
Baltic coal ships
of dimensions Panamax
And spherical holders
on pressurised carriers
With liquefied gases
to double-skinned Canvey tanks.

Sea-dredged sand
Shipped in to shore up land
From the North Sea, the Needles, and
Hastings Bank; spoil to Belgium, scrap from
Chatham, cement at Northfleet
and crushed concrete from Charlton.
Seabed gravel for the building of Bluewater
China clay from the port of Par in Cornwall
Aggregates between Fingringhoe and Fulham
To Dagenham for bagging
for concrete block making and pieces of paving
For asphalt and tarmac as motorway coatings
To the Canary Wharf and
Kings Cross constructions
Arsenal Stadium,
and Olympic expectations.

Rapeseed, bush meat
Pet food and feed beans
Chilled goods to cold stores
And used fridges sent abroad;
Thirty types of spuds from Cyprus
Grains of all strains sucked into silos
Edible oils to Jurgens Jetty
And wheat to waiting bakeries and flour mills.
Swapbodies, tanktainers, girders and transformers
The importing of excavators
And transporting of earthmovers;
With sand to Battersea
Dredgings to Greenwich
And gravel to the Isle of Grain.

Steel in billets from Odessa,
in lengths from Belarus
In reinforced forms
from the continent and Eastern Bloc
For the Dublin Port Tunnels
and the Channel Tunnel Rail Link;
Trams for Croydon, Tube rails for London
And base aggregates
for the Millennium Bridge.

Spirits to Tilbury
Sugar to Silvertown
Russian timber to Rippleway Wharf
And plasterboard from Sittingbourne.

And I spy, on the London Eye:
A rim shipped from Krimpen
With capsules from Grenoble
And a spindle from Pilsen.