



## **PORT PREMISES BYELAWS**

### **THE PORT OF TILBURY (EXPANSION) BYELAWS 2019**

Article 45(1) of the Port of Tilbury (Expansion) Order 2019 provides that these Byelaws are to be treated as having been made by Port of Tilbury London Limited under section 161 (byelaws for port premises) of the Port of London Act 1968 and subsequently confirmed under section 168 (confirmation of byelaws) of that Act on the date the Order comes into force, which was 13 March 2019.

These Byelaws have effect from 1 January 2023, as determined and publicised by Port of Tilbury London Limited in accordance with paragraphs (1) and (3) of article 45 of the Order.

These Byelaws apply to any land (including land covered by water) and premises as are situated within the 'extended port limits' defined by the Order. The 'extended port limits' are shown on the extended port limits plan referred to in the Order, which is reproduced in the Appendix to these Byelaws.

**Port of Tilbury London Limited**

**December 2022**

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# PART 1

## PRELIMINARY

### Citation and commencement

1. These byelaws may be cited as the Port of Tilbury (Expansion) Byelaws 2019 and are to be treated as made by Port of Tilbury London Limited under section 161 (byelaws for port premises) of the Port of London Act 1968 and confirmed under section 168 (confirmation of byelaws) of that Act, as provided for by article 45 of the Port of Tilbury (Expansion) Order 2019.

### Interpretation

2.—(1) In these byelaws, unless the context otherwise requires—

“the 1968 Act” means the Port of London Act 1968;

“aquatic sport” includes angling, diving, swimming, snorkelling, water skiing, aquaplaning, paragliding, power boat racing, para-kiting or parachute towing, use of personal water craft and paddleboards or any similar activity;

“authorised officer” means a Police Constable, the Company Harbour Master, a PLA Harbour Master, and a person authorised by the Company for the purpose of enforcing the byelaws;

“the Company” means Port of Tilbury London Limited (company number 02659118) of Leslie Ford House, Tilbury Freeport, Tilbury, Essex, RM18 7EH;

“Company property” means property within the Port Premises and which is owned by, or is under the administration management or control of the Company and includes any property under lease, tenancy or licence, from or to the Company;

“the Company Harbour Master” means every person having the powers of a harbour master due to their appointment as dock master by the Company under the 1968 Act;

“dangerous goods” means—

- (a) any dangerous substance within the meaning of the Dangerous Goods in Harbour Areas Regulations 2016<sup>(a)</sup>;
- (b) any dangerous substances within the meaning of the Merchant Shipping (Prevention of Pollution from Noxious Liquid Substances in Bulk) Regulations 2018<sup>(b)</sup>; or
- (c) any dangerous goods within the meaning of the Merchant Shipping (Dangerous Goods and Marine Pollutants) Regulations 1997<sup>(c)</sup>;

“exhaust muffler” means a device used to decrease the amount of noise emitted from the exhaust of an engine;

“the extended port limits” means the extended port limits shown on the extended port limits plan;

“the extended port limits plan” means the plan of that description certified by the Secretary of State under article 58 (certification of documents) of the Order;

“goods” means all wares, merchandise, articles or things of every description, other than vessels, and includes containers, trailers, flats and livestock;

“hovercraft” has the meaning assigned to it by section 4 (interpretation etc.) of the Hovercraft Act 1968<sup>(d)</sup>;

“Master” when used in relation to any vessel means any person having the command, charge or management of the vessel for the time being;

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<sup>(a)</sup> S.I. 2016/721.

<sup>(b)</sup> S.I. 2018/68.

<sup>(c)</sup> S.I. 1997/2367.

<sup>(d)</sup> 1968 c. 59.

“motor vehicle” means a mechanically propelled vehicle;

“the Order” means the Port of Tilbury (Expansion) Order 2019;

“owner” when used in relation to goods includes any consignor, consignee, shipper or agent for the sale custody or control of such goods and, when used in relation to any vessel includes any part owner, charterer consignee or mortgagee in possession;

“the PLA” means the Port of London Authority constituted in the 1968 Act;

“PLA Harbour Master” means any harbour master of the PLA and any of their authorised deputies and assistants and any person authorised by the PLA to act in that capacity;

“Police Constable” includes any constable appointed by the Company under section 154 (appointment, etc., of constables) of the 1968 Act;

“the Port Premises” means any land (including land covered by water) and premises as are situated within the extended port limits;

“the River” means that part of the river Thames within the limits of the PLA, as described in Schedule 1 (description of port limits) to the Port of London Act 1968;

“surveillance aircraft” means an unmanned aircraft which is equipped to undertake any form of surveillance or data acquisition;

“vehicle” means a motor vehicle or pedal cycle;

“vessel” means every description of vessel or water-borne structure, however propelled, moved or constructed, and includes displacement and non-displacement craft, personal watercraft, a seaplane on the surface of the water, a hydrofoil vessel, a hovercraft or any other amphibious vehicle and any other thing constructed or adapted for movement through, in, on or over or placement in water and which is at the time in, on or over water; and

“works” means construction or repair works undertaken and the product of such works.

(2) Unless the context otherwise requires references in these byelaws to any Act whether public, general or local, or any instrument made under an Act, or any provision in any Act or any such instrument, is to be construed as references to that Act or instrument as amended by any other Act or instrument.

### **Application of the byelaws**

3. These byelaws apply to the Port Premises.

### **Offences and defences**

4.—(1) Contravention of any of byelaws 5, 8, 9, 10, 11, 12, 14, 22, 24, 28, 33, 37, 43, 48, 49, 50, 51, 56, 57 and 58 is punishable with a fine not exceeding level 3 on the standard scale.

(2) Contravention of any of byelaws 6, 7, 13, 15, 16, 17, 18, 19, 20, 21, 23, 25, 26, 27, 29, 30, 31, 32, 34, 35, 36, 38, 39, 40, 41, 42, 44, 45, 46, 47, 52, 53, 54, 55 and 59 is punishable with a fine not exceeding level 2 on the standard scale.

(3) Where the commission by any persons of an offence under these byelaws is due to the act or default of some other person, that other person is guilty of the offence, and a person may be charged with and convicted of the offence by virtue of this byelaw whether or not proceedings are taken against any other person.

(4) In any proceedings for an offence under these byelaws it is a defence for the person charged to prove—

- (a) that the person took reasonable precautions and exercised all due diligence to avoid the commission of such an offence; or
- (b) that the person had a reasonable excuse for their act or failure to act.

(5) If in any case the defence provided by this byelaw involves the allegation that the commission of the offence was due to the act or default of some other person, any person charged may not, without leave of the Court, rely on that defence unless, within a period ending 7 clear days before the hearing, the person charged has served on the prosecutor a notice in writing giving such information identifying or assisting in the identification of the other person as is then in their possession.

(6) Where a breach of these byelaws is committed by a body corporate and that breach is proved to have been committed with the consent or connivance of, or to be attributable to any neglect on the part of, a director, manager, company secretary or other similar officer of the body corporate, or any person who was purporting to act in such capacity, that person, as well as the body corporate, is guilty of that offence and is liable to be proceeded against under this byelaw.

(7) The institution of any proceedings under these byelaws is without prejudice to the recovery of damages or to the pursuance and enforcement of any other civil remedy in respect of any act or omission which is in contravention of the byelaws.

(8) A person who is suspected of a breach of the byelaws must provide their correct name and address when required to do so by an authorised officer.

## **PART 2**

### **OPERATION**

#### **Fouling and obstruction of the Port Premises**

5.—(1) A person must not intentionally and without authority from the Company Harbour Master, within the Port Premises, do, cause or permit to be done or omit to do anything tending to cause—

- (a) an encumbrance, pollution or fouling of any water or foreshore of any part of the Port Premises;
- (b) an obstruction or danger to navigation within the Port Premises;
- (c) a danger to life or health within the Port Premises; or
- (d) any nuisance.

(2) A person must not place, leave, tranship or dispose of ballast, rubbish or refuse except at such places within the Port Premises as may be designated by the Company.

(3) A person carrying out any activities referred to in paragraph (2) must ensure they are carried out in accordance with all necessary consents and approvals and such activities are carried out at the sole risk of the person placing, leaving, transshipping or disposing of the same.

(4) The Master of a vessel must not load or discharge any cargo, ballast, fuel, refuse or rubbish any part of which is liable in the course of such loading or discharging to fall into any part of the River within the Port Premises without taking such precautions by affixing canvas or tarpaulins or other suitable material or thing as will effectually prevent any such cargo, ballast, fuel, refuse or rubbish from falling into the River.

#### **Aids to navigation**

6.—(1) A person must not without lawful excuse, place, move in to or remove from the Port Premises, or otherwise interfere with, any light, fog signal, buoy, radar, reflector or other object used as an aid to navigation.

(2) A person must not within the Port Premises shine or direct a light, laser or other object in such a way as may mislead vessels or endanger navigation.

### **Plant and machinery, etc.**

7.—(1) Any person in charge of any plant, machinery, equipment or appliance situated on the Port Premises must remove that plant, machinery, equipment or appliance from the Port Premises upon order of the Company, giving reasonable notice depending on the nature of the plant, machinery, equipment or appliance involved and the reasons for the removal.

(2) If the owner or operator of any plant, machinery, equipment or appliance fails to comply with such an order by the Company, the plant, machinery, equipment or appliance may be removed by the Company at the risk and expense of the owner or operator.

(3) All persons operating plant, machinery, equipment or appliances within the Port Premises must comply with any reasonable written notices given by the Company as to the use of safety devices in addition to those as may be required by law.

(4) Except with written permission of the Company, no person may store in or about the Port Premises any plant, machinery, equipment or appliance unless that plant, machinery, equipment or appliance is used for the purpose of loading, unloading or handling goods.

### **Yacht races and aquatic sports**

8. A person must not conduct or participate in a yacht or boat race or other aquatic sport, or in any other similar activity, within the Port Premises.

## **PART 3**

### **PROTECTION AND CONTROL OF PORT PREMISES**

#### **Entry upon Port Premises**

9.—(1) A person must not enter or be upon the Port Premises except pursuant to express statutory authority or written licence, pass or other permission from the Company and upon the terms and conditions of that licence, pass or permission.

(2) A licence, pass or permission may be restricted to allow entry to certain areas of the Port Premises only. No person may enter an area of the Port Premises for which that person does not have a licence, pass or permission.

(3) The Company may withhold, delay, refuse or revoke any licence, pass or permission referred to in this byelaw in relation to any person.

(4) Every person on the Port Premises must at the instruction of any authorised officer, produce any pass or other evidence of their licence or permission to be on the Port Premises.

(5) A person must not break or get over, through or under a boundary or other fence, or trespass upon the Port Premises.

(6) No person or vehicle is permitted to be or remain upon or within the limits of any railway lines as designated by the Company without the permission of the Company.

(7) A person must not write upon or soil, deface, mark or injure any wall, shed, barricade, railing, fence, post, or any other property belonging to the Company.

(8) A person must not use or have in their possession any key (including an electronic key) with which they can obtain entry or exit to or from any of the docks, warehouses, sheds or other buildings belonging to the Company unless such key has been issued to the person by the Company with permission for use.

(9) Every person in charge of a vehicle must stop at the designated barriers or security posts at the entrances to the Port Premises as directed by the Company.

(10) A person must not enter or remain on board any vessel without permission of the Master or other lawful excuse.

(11) The Master of every vessel must not refuse any authorised officer entry upon the vessel if the authorised officer has a reasonable suspicion of the contravention of any byelaw or the commission of an offence.

(12) A person on Port Premises who is suspected of an offence or being in breach of a byelaw or who is without proper business at the Port Premises must surrender any pass in their possession and leave the Port Premises immediately on being required to do so by an authorised officer.

### **Photography**

10. A person must not take photographs within the Port Premises without the Company's permission.

### **Climbing**

11. A person must not climb, scale or otherwise ascend any structure or building within the Port Premises without the Company's permission.

### **Intoxicating substances**

12.—(1) A person must not be in an intoxicated condition within the Port Premises.

(2) A person must not, without permission of the Company consume alcohol within the Port Premises.

### **Inspection of bags, parcels, etc.**

13. A person must not refuse to produce for inspection, at the request of any authorised officer, the contents of any outer clothing, article, bag, case, parcel, vehicle, box or container of any kind in their possession, on the Port Premises.

### **Non-permitted activities**

14. A person who is on the Port Premises must not, without the prior consent of the Company—

- (a) sell or offer for sale any goods or services;
- (b) distribute, post or leave any circulars, leaflets or advertising matter;
- (c) undertake personal solicitation;
- (d) organise any general meeting; or
- (e) deliver any address to any audience or gather together any persons whereby any work or business within the Port Premises or the control, management or use of the Port Premises is, or is likely to be, obstructed, impeded or hindered.

### **Structures and works**

15.—(1) No structure or work which interferes with the operation of the Port Premises may be placed or erected on the Port Premises except with written permission from the Company and upon such terms and conditions as the Company may stipulate.

(2) Every structure or work placed or erected in contravention of this byelaw must, upon order of the Company, be removed forthwith by the owner of such structure or work thereof or by the person by whom such structure or work was so placed or erected.



(3) Where a structure or work is not removed pursuant to an order of the Company under this byelaw, the Company may at the risk and expense of the owner or person referred to in this byelaw undertake such removal.

### **Leaving of goods**

**16.**—(1) A person must not place or leave any goods on the Port Premises in such a manner as to create an obstruction or interference.

(2) A person must not, without written permission of the Company, place or leave any goods on the Port Premises except goods for use—

- (a) by vessels;
- (b) in connection with shipping;
- (c) by the Company; or
- (d) in connection with railway wagons, road transport, sheds or harbour facilities.

(3) A person must not place or leave goods on the Port Premises, including any goods coming within paragraphs (2)(a) to (2)(d) of this byelaw, which are likely to cause a nuisance or endanger life or health.

### **Artificial lights**

**17.**—(1) Subject to paragraph (2), a person must not use any artificial light on the Port Premises without the prior permission of the Company.

(2) Electric lights that do not pose a potential risk to the navigational safety of vessels or present a health and safety or fire risk may be used on the Port Premises.

(3) In any event, any person in control of any electric light at the Port Premises must immediately comply with any direction of the Company Harbour Master in relation to the use, extinction or screening of such electric light.

### **Railway rolling stock**

**18.** Railway rolling stock or locomotives must not be brought on to the Port Premises except with the Company's permission and upon such terms and conditions as the Company may determine.

### **Live animals**

**19.**—(1) A live animal must not be brought into the Port Premises without the express prior permission of the Company.

(2) Paragraph (1) does not apply to—

- (a) dogs in the custody of a police officer or member of HM Forces or UK Border Forces on duty;
- (b) guide dogs for the visually impaired;
- (c) a dog trained by Hearing Dogs for Deaf People (registered charity number 293358); or
- (d) any other dog that is similarly specifically trained by a registered charity to assist any person with any disability within the meaning of the Equality Act 2010<sup>(a)</sup>.

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<sup>(a)</sup> 2010 c. 15.

### **Compliance with signage and notices**

**20.**—(1) A person must not act in contravention of any printed or written notice, direction or sign displayed by the Company within the Port Premises unless otherwise directed by the Company.

(2) A person must not remove, or interfere with any mark, printed or written notice, direction, sign or device, order, byelaw or regulation of the Company which is posted, attached, or affixed to or on the Port Premises.

### **Erection of signs**

**21.** A person must not display, place or erect on the Port Premises without written permission of the Company any placard, hoarding, poster, advertisement, sign, device or similar article.

### **Removal of Company property**

**22.** A person must not remove from Port Premises without permission of the Company any Company property.

### **Reporting of accidents**

**23.** Every person involved in an accident within the Port Premises that causes the death of or an injury to any other person or loss of or damage to property, must as soon as reasonably practicable and in any event within 7 days of being requested to do so by the Company, deliver to the Company a written report giving full details of the accident.

### **Surveillance**

**24.** A person must not operate surveillance aircraft within or over the Port Premises without the Company's permission.

### **Authority for removal of goods**

**25.** A person removing goods from the Port Premises must, on request, provide the Company with a copy of their authority to remove those goods in writing or electronically as stipulated by the Company.

## **PART 4**

### **OPERATION OF VEHICLES**

#### **Driving of vehicles**

**26.**—(1) A person must not drive or otherwise operate a vehicle within the Port Premises without the due care and attention or without reasonable consideration for other persons within the Port Premises.

(2) A person driving or otherwise operating a motor vehicle within the Port Premises must give way to any locomotive, railway rolling stock or other rail or rail-mounted vehicle.

#### **Compulsory weighing**

**27.** The Company may at any time require the operator of any vehicle (whether loaded or unloaded), to submit the vehicle to compulsory weighing at weight scales designated by the Company for that purpose. Weighing will be carried out in accordance with any requirement as the Company may stipulate.

### **Restrictions on operation of vehicles**

**28.**—(1) A person must not operate a vehicle within the Port Premises—

- (a) in a shed, warehouse or open storage area, except to pick up or deliver goods or for other purposes permitted by the Company;
- (b) between railway tracks;
- (c) across railway tracks except at a signed railway crossing;
- (d) at speeds greater than those indicated by speed restriction signs or in a manner which may cause a nuisance, death or injury to persons or damage to property;
- (e) which is loaded in excess of its permitted load limit, or whose load is not adequately secured and supported;
- (f) from which petrol, oil, or any other substance likely to be dangerous or to constitute a nuisance, is dripping, leaking, escaping or falling; or
- (g) which, in the reasonable opinion of the Company is improperly loaded or unserviceable or likely to cause damage to roadways or other property.

(2) All persons operating vehicles within the Port Premises must comply with the provisions of the rules in the Highway Code England, Scotland and Wales (as updated from time to time).

### **Restrictions on parking vehicles**

**29.**—(1) A person must not park a vehicle within the Port Premises—

- (a) unless the Company has first issued a permit for such person to do so;
- (b) in such a manner as to create an obstruction or interference;
- (c) elsewhere than in a parking area approved and designated as such by the Company;
- (d) which is loaded in excess of its permitted load limit, other than at an appropriate place for the purpose of immediately reducing its load; or
- (e) from which petrol, oil, or any other substance likely to be dangerous or to constitute a nuisance, is dripping, leaking, escaping or falling.

(2) Subject to paragraph (3), for the purposes of this byelaw, a vehicle is parked wherever it is stopped, whether or not the driver remains in the vehicle and whether or not the engine of the vehicle is running, and the term includes any vehicle apparently abandoned.

(3) A vehicle is not parked contrary to this byelaw where it is stopped—

- (a) as required by a traffic control device or by an authorised officer; or
- (b) whilst the vehicle cannot move due to an obstruction or failure of the vehicle.

### **Supply and discharge of fuels and oils**

**30.** A person must not supply to, receive into or discharge from, a vehicle on the Port Premises any petrol or other fuel or oil except at locations and times approved by the Company.

## PART 5

### BERTHING, MOORING AND ANCHORING

*Information note:*

*These Byelaws only relate to the Port Premises.*

*The PLA's Thames Byelaws 2012 ("the PLA's Byelaws") apply throughout the River, including within the Port Premises.*

*The PLA's General Directions for Navigation in the Port of London 2021 (as updated) ("the PLA's General Directions") apply throughout the River, including within the Port Premises.*

*Details of the PLA's Byelaws and General Directions can be found at:*

[Regulations and Guidance \(pla.co.uk\)](https://www.pla.co.uk/Regulations-and-Guidance)

#### **Vessels to be berthed only with permission of the Company Harbour Master and as directed**

**31.**—(1) The Master of any vessel may only berth or moor that vessel within the Port Premises with the permission of the Company Harbour Master and then only at such place and in such manner as directed by the Company Harbour Master.

(2) The permission referred to in paragraph (1) must be obtained before such vessel enters the River or, as the case may be, moves from any place within the River.

(3) The Master of any vessel may only permit such vessel to move from one berth to another berth within the Port Premises with the prior permission of the Company Harbour Master.

(4) The Master of a vessel clearing from the Port Premises must give notice to the Company Harbour Master of their intention to vacate the berth occupied by such vessel.

(5) A vessel must not use its anchor within the Port Premises, whether to facilitate berthing or mooring or otherwise, unless it is—

- (a) in an emergency or to ensure a safe berthing; and
- (b) the Company Harbour Master has given prior consent.

*Information note:*

*See also the reporting, passage plan and vessel movement requirements of the PLA's General Directions.*

#### **Vessels to be able to move on short notice and to have crew available at all times**

**32.** The Master of every power-driven vessel berthed or moored within the Port Premises must ensure that, unless exempted by the Company, such vessel must at all times have—

- (a) sufficient power and crew available to enable the vessel to move under its own power on short notice;
- (b) sufficient crew on board to operate winches and handle mooring lines; and
- (c) sufficient crew to ensure that the vessel is at all times securely made fast and that the moorings are adjusted as necessary to allow for the rise and fall of the tide and for the loading and unloading of cargo.

### **Lines to be made fast**

**33.**—(1) The Master of every vessel berthed or moored within the Port Premises must ensure that the lines of such vessel are made fast only to facilities provided for berthing or mooring purposes.

(2) Lines may not be laid across any quay or over the River in such manner as to obstruct the passage of any other vessel.

### **Vessels berthing alongside other vessels**

**34.** The Master of every vessel must ensure that—

- (a) such vessel does not make fast to or secure alongside any other vessel within the Port Premises without permission of the Company Harbour Master and the approval of the PLA Harbour Master;
- (b) when ordered by the Company Harbour Master, the Master permits any other vessel of no greater tonnage, measurement or deadweight, to make fast to, or secure alongside, such vessel;
- (c) where the Master's vessel has another vessel secured alongside—
  - (i) the Master allows a free and unencumbered passage over such vessel to the outer vessel for loading, unloading and access to and from the quay; and
  - (ii) the lines by which the outer vessel is made fast or secured must not, except in any emergency, be cut or cast off without permission of the Company Harbour Master and without notice of the intention to do so having been given to the Master of the outer vessel which is so made fast or secured.

### **Delays in departure to be reported**

**35.** Where a vessel is delayed in leaving the Port Premises the Master of that vessel must report immediately to the Company Harbour Master the reason and the probable duration of the delay.

*Information note:*

*See also the reporting and passage plan requirements of the PLA's General Directions.*

### **Vessels not to test equipment without permission of the Company Harbour Master or shut down engines**

**36.** The Master of every vessel must ensure that such vessel—

- (a) when berthed at the Port Premises or alongside another vessel within the Port Premises does not without the permission of the Company Harbour Master engage in equipment or machinery tests or any operations likely to endanger property at the Port Premises or other vessels;
- (b) when berthed or moored within the Port Premises, operates its engines in accordance with any directions given by the Company Harbour Master; and
- (c) does not use any propulsion or other manoeuvring machinery or equipment in such manner as to cause damage to Company property.

### **Bunkering**

**37.**—(1) A Master of any vessel berthed at the Port Premises must not permit the same to receive bunkers except with the permission of the Company Harbour Master.

(2) When bunkers are being supplied every Master must ensure that all scuppers and other openings are blocked off to the Company Harbour Master's satisfaction.

(3) All vessels providing bunker services within the Port Premises must carry oil spill response and clean-up equipment, including containment booms, and must have crew trained in its use.

*Information note:*

*See also the reporting and passage plan requirements in the PLA's General Directions.*

### **Vessels to display name and draught marks**

**38.** The owner of every vessel of over 60 tonnes gross registered tonnage within the Port Premises must ensure that such vessel conspicuously displays its name and accurate draught marks.

### **Vessels to have sufficient means of access and egress**

**39.** The Master of every vessel when berthed within the Port Premises must ensure—

- (a) that the vessel has suitable means of access and egress, clearly illuminated at night, for the use of persons boarding or leaving the vessel;
- (b) that every means of access and egress is attended at all times by a watchman or other responsible person and has a suitable heaving line and lifebuoy conveniently located thereby; and
- (c) that suitable safety nets are used beneath every means of access and egress and in such other places as may be necessary to prevent persons or goods from falling into the River.

### **Cargo handling equipment not to obstruct and to be well lit**

**40.** Any person placing or leaving equipment for loading cargo on to, or unloading cargo from or handling cargo on a vessel within the Port Premises must—

- (a) ensure that it is placed in such a manner as to give clear and uninterrupted access to and from the vessel and does not interfere with any other operation within the Port Premises; and
- (b) ensure that, from sunset to sunrise, any such equipment is clearly illuminated.

### **Side ports**

**41.** The Master of every vessel must ensure that the side ports of such vessel whilst within the Port Premises from sunset to sunrise are—

- (a) clearly illuminated when open; and
- (b) closed when not in use.

### **Display of signals and use of lights for loading and unloading**

**42.** The Master of every vessel must ensure that—

- (a) when that vessel is loading or unloading in the Port and is using lights for such purpose, those lights are used in safe positions and are of a type approved by the Company, and any connecting wires between ship and shore for those lights are properly insulated, protected against damage, do not constitute a hazard to the movement of persons or equipment and are connected in accordance with the directions of the Company;
- (b) where that vessel is turning its propeller while berthed at the Port Premises, the vessel indicates such activity by hanging signboards illuminated at night over each quarter in line with such propeller; and
- (c) that vessel displays correct night and day shapes, flags and lights for the operation in which it is engaged.

### **Rodents**

**43.** The Master of a vessel must not permit the passage of any rodents between the vessel and the Port Premises or onto any other vessel and must take all necessary precautions including the attachment of suitable devices to the lines of the vessel, for that purpose.

### **Exhaust mufflers to be used at all times**

**44.** The Master of every vessel must ensure that the internal combustion engines on such vessel when operating within the Port Premises are equipped with efficient exhaust mufflers, which must be used continuously when the engines are running.

### **Rigging gear etc., not to overhang side of vessel**

**45.** The Master of every vessel must ensure that no rigging gear or other equipment of such vessel when within the Port Premises overhangs or projects from the side of the vessel in a manner that may endanger life or property.

### **Whistles, sirens, etc. not to be sounded unnecessarily**

**46.** The Master of every vessel must ensure that no whistle, siren or fog-horn on such vessel when within the Port Premises is sounded unnecessarily.

### **All vessels to maintain adequate watch and notify any accident, fire etc.,**

**47.** Unless exempted in writing by the Company, the Master of every vessel must ensure that when within the Port Premises such vessel maintains an adequate watch and, in the event of any danger, accident, disturbance or fire on that vessel, that such watch immediately gives an alarm and notifies—

- (a) the nearest Police Constable;
- (b) the Company's Health and Safety Manager;
- (c) the Company Harbour Master;
- (d) the PLA Harbour Master; or
- (e) any other authorised officer.

### **Vessels not to be abandoned, sunk etc.,**

**48.** A person must not abandon, sink, burn, break up, dismantle or cast adrift within the Port Premises any vessel or any other material.

### **All accidents, collisions and groundings within the Port Premises to be reported**

**49.—**(1) The Master of a vessel involved in—

- (a) an accident causing death or injury to persons or loss or destruction of or damage to property;
- (b) a collision;
- (c) a grounding; or
- (d) any pollution or fouling of any water or foreshore of the River,

within the Port Premises, must as soon as reasonably practicable deliver to the Company Harbour Master log extracts covering the incident and a detailed written report of such accident, collision or grounding.

(2) Notwithstanding any other report required by this byelaw, the Master of any vessel involved in an accident, collision or grounding within the Port Premises must immediately report the incident by the quickest possible means to the Company Harbour Master.

(3) Nothing in this byelaw relieves the Master of, or discharges, any legal obligation to make any other notification to any other person or body.

*Information note:*

*See also the accident and incident reporting requirements in the PLA's Byelaws.*

### **No dredging or removal of obstructions to be carried out without permission**

**50.—**(1) A Master of any vessel must not engage in dredging or the removal of obstructions within the Port Premises without the permission of the Company.

(2) In the case of dredging, the Company must not grant permission unless the Master will be acting in accordance with plans approved under Part 3 of Schedule 10 (protective provisions) to the Order or a licence granted by the PLA under section 73<sup>(a)</sup> (licensing of dredging, etc.) of the 1968 Act.

### **Recovery of lost cargo or gear**

**51.**—(1) The Master of a vessel which has lost cargo or ship's gear within the Port Premises must, after obtaining permission from the Company Harbour Master, quickly recover the lost article if practicable, but if such recovery is not made, the Master of that vessel, must deliver to the Company a written report of the loss giving—

- (a) the appropriate location of the lost article;
- (b) a description of the lost article; and
- (c) other pertinent details relating to the loss.

(2) Where the Company receives a report pursuant this byelaw, the Company may, at the risk and expense of the owner of the vessel which lost the article, recover the lost article.

*Information note:*

*See also the accident and incident reporting and foreshore protection requirements in the PLA's Byelaws.*

## **PART 6**

### **NOTICE, CERTIFICATES AND MANIFESTS**

#### **Notice, certificates and manifests**

**52.**—(1) The owner of every vessel must, wherever possible, give notice to the Company of the expected date and approximate time of arrival of their vessel at the berth.

(2) The Master of a vessel arriving at the Port Premises must, not less than 24 hours before the vessel's arrival, deliver to the Company a certificate signed by the Master setting forth as much of the following information as is required in respect of that vessel by the Company—

- (a) name of vessel;
- (b) port of registry;
- (c) gross tonnage;
- (d) gross registered tonnage;
- (e) draught upon arrival;
- (f) time of arrival;
- (g) last port of call;
- (h) name of Master;
- (i) name of owner or agent;
- (j) tonnage of goods to be unloaded;
- (k) number of passengers to be landed;
- (l) port of origin;
- (m) number of bags of mail to be landed;
- (n) official number;
- (o) length overall; and
- (p) details of all dangerous goods either for discharge at the Port or which are to remain on board the vessel.

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<sup>(a)</sup> As amended by section 46 of the Criminal Justice Act 1982 (c. 48).



(3) The Master in charge of a vessel arriving at the Port Premises must immediately deliver to the Company one copy, or more copies as requested by the Company, of the manifest of the vessel (certified by HM Revenue & Customs in the case of a vessel engaged in foreign trade or by the person in charge of the vessel engaged in domestic trade) setting forth details of cargo to be unloaded at the Port Premises including marks and numbers of consignments on each Bill of Lading, weigh bill or similar document, together with the weight and measurement of such cargo.

#### **Delivery of manifest on departure**

**53.** The Master of a vessel clearing from the Port Premises must, within 7 days after the vessel's departure, deliver to the Company one copy, or more copies as requested by the Company, of the manifest of the vessel (certified by HM Revenue & Customs in the case of a vessel engaged in foreign trade or by the Master of the vessel if engaged in domestic trade) setting forth details of cargo that was carried on the vessel including marks and numbers of consignments on each Bill of Lading, weigh bill or similar document, together with the weight and measurement of such cargo.

## **PART 7**

### **AIRSHIPS, HYDROFOIL AND AIR CUSHION CRAFT**

#### **Use of Port Premises by hydrofoil and air cushion craft**

**54.** An airship, hydrofoil, hovercraft or other air cushion craft must not land on, take off from or operate in the water within the Port Premises except with prior permission of the Company and at locations designated by the Company.

## **PART 8**

### **FIRE PREVENTION**

#### **Compliance with fire protection and prevention standards**

**55.—**(1) Every person within the Port Premises must comply with all such standards and policies for fire prevention and protection against fire within the Port Premises as are from time to time published by the Company.

(2) The Master of any vessel must give reasonable facility and assistance to the fire, police, ambulance or other emergency services for dealing with alleviating or preventing any emergency.

#### **Hot working**

**56.—**(1) A person must not use any naked flames, hot rivets, welding, grinding or burning equipment within the Port Premises, or in any vessel berthed within the Port Premises, except with permission of the Company and in accordance with the terms of that permission.

(2) A person must not burn, boil or heat by fire any article or substance on the Port Premises except with permission of the Company and in such place and in such manner as the Company directs.

#### **No rockets etc., to be set off and no blasting operations to be carried out without permission**

**57.** A person, other than a person authorised by HM Coastguard or the Company, must not set off rockets or fireworks or carry out blasting operations within the Port Premises.

#### **Prohibition of smoking etc.**

**58.—**(1) A person must not smoke in any part of the Port Premises except at locations designated as smoking areas where notices are displayed permitting the possession of such lights or device.

(2) In any place within the Port Premises, including any vessel moored within the Port Premises, where explosives or dangerous goods (including highly inflammable goods) are located, a person must not have in their possession any match or other fire-producing device or wear or have in their possession any article or substance which may cause explosion or fire, except with the permission of the Company Harbour Master.

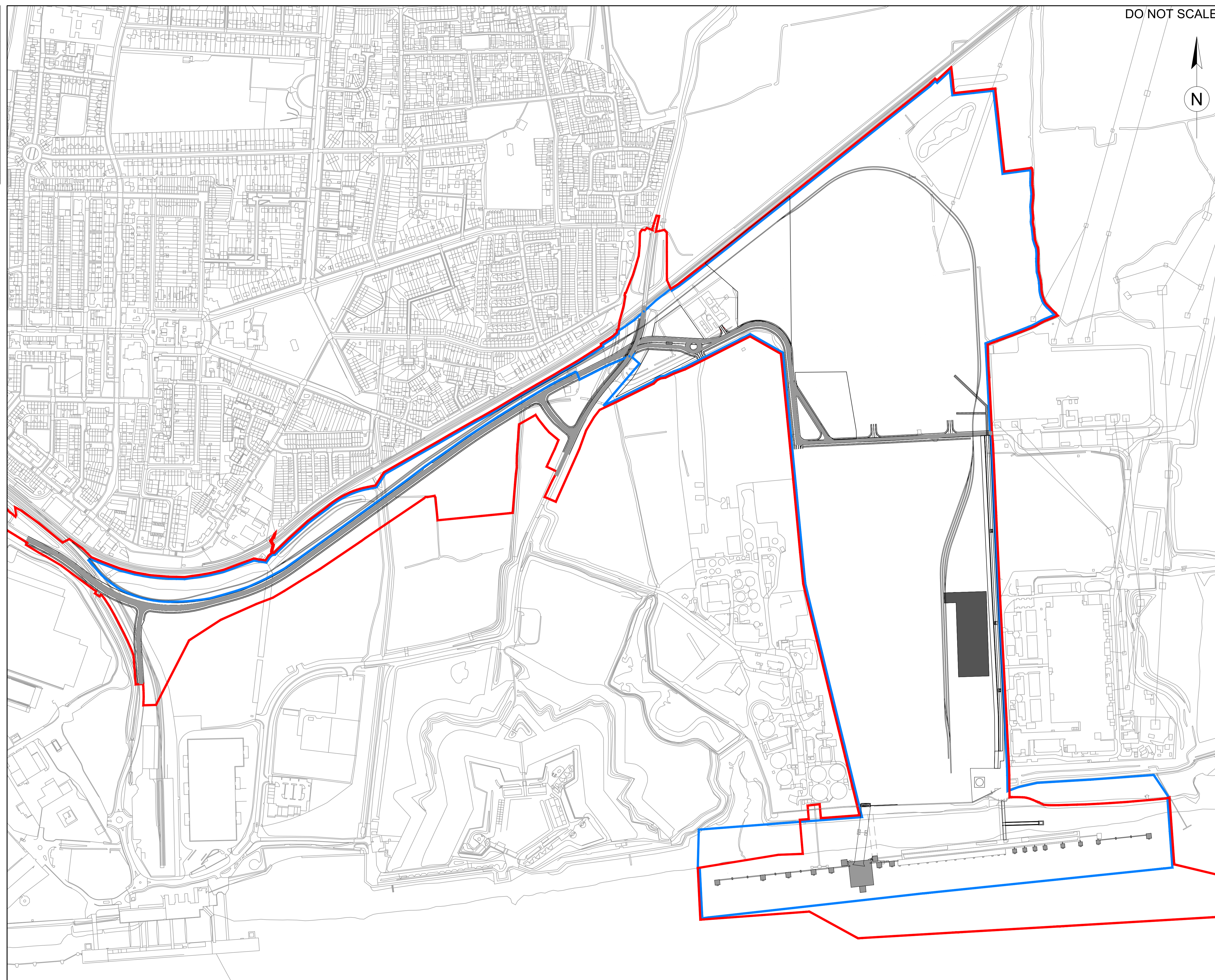
### **Fire hydrants**

**59.** A person must not use a fire hydrant located on Company property for any purpose other than putting out a fire or in connection with a fire drill without permission of the Company and then only in accordance with the terms of such permission.

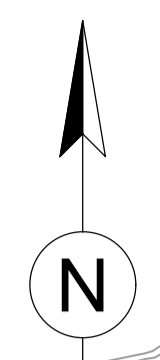
**APPENDIX**  
**THE EXTENDED PORT LIMITS PLAN**



100  
0 10  
Millimetres



DO NOT SCALE



NOTES:

1. THIS PLAN SHOULD BE READ ALONGSIDE OTHER PLANS AND DOCUMENTS IN THE DEVELOPMENT CONSENT ORDER APPLICATION.
2. DESIGN AND LOCATION OF THE SCHEME SHOWN HERE FOR ILLUSTRATIVE PURPOSES ONLY.

KEY:

- ORDER LIMITS
- EXTENDED PORT LIMITS

Rev.	Date	Description	By	Chk'd	App'd
P4	02/07/18	UPDATES TO ORDER LIMITS BOUNDARY	JS	SR	SR
P3	14/06/18	HARBOUR CHANGED TO PORT	JS	PC	SR
P2	29/09/17	REVISED HARBOUR LIMITS	JS	AH	SR
P1	25/09/17	DRAFT FOR COMMENT	JS	AH	SR

Drawing Status: **DEADLINE 5** Suitability: **SO**

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Client:  **PORT OF TILBURY LONDON**

Project Title:  **TILBURY2**

Drawing Title: **EXTENDED PORT LIMITS PLAN  
 REGULATION 5(2)(o)**

Scale	Designed	Drawn	Checked	Authorised
1:3,500	JS	JS	AH	SR
Original Size	Date	Date	Date	Date
A1	20/09/17	20/09/17	21/09/17	21/09/17

Drawing Number: **5153187-ATK-ZZ-XX-DR-ZZ-1010** Revision: **P04**

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Scale 1:3500  


USER: SORTR048 Date: 02/07/18 17:23:31 Filename: P:\BIB\BIB\Projects\Tilbury\1010\_P04\_Tilbury2\_Terminal Design\7\_Atkins\Drawing\7\_1\_WPZZZ\_Site\5153187-ATK-ZZ-XX-DR-ZZ-1010.dwg