

**202[X] No. 0000**

**HARBOURS, DOCKS, PIERS AND FERRIES**

**The Portsmouth International Port and Camber Harbour  
Revision Order 202[X]**

<i>Made</i> - - - -	202[ ]
<i>Laid before Parliament</i>	202[ ]
<i>Coming into force</i>	202[ ]

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PART 1 – THE CAMBER UNDERTAKING

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Portsmouth City Council has applied for a harbour revision order in accordance with section 14(2)(a) of the Harbours Act 1964(a)(“the Act”).

The Secretary of State, as the appropriate Minister for the purposes of that section, has by an Order(b) made under section 42A of the Act(c) delegated the functions of the appropriate Minister under section 14(d) to the Marine Management Organisation(e).

The Marine Management Organisation, being satisfied as mentioned in section 14(2)(b), and in exercise of the powers conferred by section 14(1) and (3), makes the following Order.

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- (a) 1964 c. 40. Section 14 was amended by the Transport Act 1981 (c. 56), section 18 and Schedule 6, paragraphs 2 to 4(1) and 14 and section 40 and Schedule 12 (Part II), by the Transport and Works Act 1992 (c. 42), section 63(1) and Schedule 3, paragraph 1, by S.I. 2006/1177, regulation 2 and the Schedule (Part I), by the Planning Act 2008 (c. 29), section 36 and Schedule 2, paragraphs 8 and 9, by S.I. 2009/1941, article 2 and Schedule 1, paragraph 12 and by the Criminal Justice Act 1982 (c. 48), sections 37 and 46. Section 54 (orders and regulations) was amended by the Transport Act 1981 (c. 56), sections 18 and 40 and Schedules 6 and 12 (Part II) and by the Marine and Coastal Access Act 2009 (c. 23), section 315 and Schedule 21, paragraphs 1 and 3(2).
  - (b) S.I. 2010/674.
  - (c) Section 42A was inserted, in relation to England and Wales, by section 315 of, and paragraphs 1 and 3(1) of Schedule 21 to, the Marine and Coastal Access Act 2009 (c. 23).
  - (d) For the definition of “the Minister”, see section 57(1) of the Harbours Act 1964 (c. 40).
  - (e) The Marine Management Organisation was established by section 1 of the Marine and Coastal Access Act 2009 (c. 23). The head office address of the Marine Management Organisation is located at Lancaster House, Hampshire Court, Newcastle upon Tyne NE4 7YH.

# PART 1

## PRELIMINARY

### Citation, commencement and extent

1.—(1) This Order may be cited as the Portsmouth International Port and Camber Harbour Revision Order 202[X] and shall come into force on [DATE].

(2) This Order extends to England and Wales.

### Interpretation

2.—(1) In this Order—

“the Act of 1847” means the Harbours, Docks and Piers Clauses Act 1847(a);

“the Act of 1959” means the Portsmouth Corporation Act 1959(b);

“the Act of 1964” means the Harbours Act 1964;

“the Act of 1995” means the Merchant Shipping Act 1995(c);

“the Order of 2000 (MWLS)” means the Portsmouth (Millennium Waterbus Landing Stage) Harbour Revision Order 2000(d);

“the Order of 2000 (TSB)” means the Portsmouth (Tall Ships Berth) Harbour Revision Order 2000(e);

“aids to navigation” includes lights, buoys, beacons and signals including sound and electronic signals and any structure required to house the same;

“ashore” means all those parts of the port which are not constituted of land covered by water at the level of low water;

“the Camber” means the area described in article 4(3) of this Order;

“the Camber Port Limits Plan” means the plan prepared in duplicate, signed on behalf of the Marine Management Organisation and marked “Signed Camber Port Limits Plan referred to in the Portsmouth International Port and Camber Harbour Revision Order 20[ ]” one copy of which is deposited with the offices of the Marine Management Organisation(f) and one copy at the principal port office(g) of the Council;

“the Camber Port Premises” means land adjacent to the Camber wet port area for the time being vested in, or occupied or administered by the Council as part of the Camber undertaking and occupied wholly or mainly for the purpose of activities there carried on, which may include docks, quays, piers, wharves, berths, locks, breakwaters, car parks, landing places, yards, roads, sheds, buildings and all other works and conveniences, land and premises which at the date of this Order includes the areas shown outlined red on the Camber Port Premises Plan;

“the Camber Port Premises Plan” means the plan prepared in duplicate, signed on behalf of the Marine Management Organisation and marked “Signed Camber Port Premises Plan referred to in the Portsmouth International Port and Camber Harbour Revision Order 20[ ]” one copy of which is deposited with the offices of the Marine Management Organisation and one copy at the principal port office of the Council;

“the Camber Undertaking” means the undertaking of the Council in respect of the Camber authorised by this Order and the Acts and Orders in Part 1 of Schedule 3 of this Order;

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(a) 1847 c. 27.

(b) 1959 c. xlv.

(c) 1995 c. 21.

(d) S.I. 2000/2251.

(e) S.I. 2000/2103.

(f) The Marine Management Organisation, Lancaster House, Hampshire Court, Newcastle upon Tyne, NE4 7YH.

(g) Portsmouth International Port Office, Northern Exit Building, Whale Island Way, Portsmouth, PO2 8EB.

“Camber wet port area” means those parts of the Camber which are covered by water at the level of low water;

“charges” means the charges, rates, tolls and dues which the Council is for the time being authorised to demand, take and recover in relation to the undertaking;

“commercial refuelling activities” includes recharging or emptying (in whole or part) a vessel with fuel in exchange for financial payment or other valuable consideration.

“the Council” means Portsmouth City Council;

“the Dockyard Port” means the Dockyard Port of Portsmouth the limits of which are defined in article 3 of the Dockyard Port of Portsmouth Order 2005(a);

“electronic communications network” has the meanings given by section 32 to the Communications Act 2003;(b)

“enactment” means any enactment whether public, general or local and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment;

“functions” means the powers and duties at and in connection with the port authorised by this Order and the Acts and Orders listed in Schedule 3 (Acts and Orders);

“general direction” means a direction given under article 23 of this Order;

“reserve fund” means the reserve fund to be established, maintained and used by the Council under article 8;

“harbour master” means any person appointed as such by the Council, and includes the duly authorised deputies and assistants of the harbour master and any person for the time being authorised by the Council to act, either generally or for a specific purpose, in the capacity of harbour master;

“hovercraft” means a vehicle which is designed to be supported when in motion wholly or partly by air expelled from the vehicle to form a cushion of which the boundaries include the ground, water or other surface beneath the vehicle;

“jet bike” means any watercraft (not being a structure which by reason of its concave shape provides buoyancy for the carriage of persons or goods) propelled by a water jet engine or other mechanical means of propulsion and steered either—

(a) by means of a handlebar-operated linkage system (with or without a rudder at the stern), or

(b) by the person or persons riding the craft using their body weight for the purpose, or

(c) by a combination of the methods referred to in (a) and (b);

“King’s Harbour Master” means any person appointed as such under the Dockyard Ports Regulation Act 1865(c) to be the King’s Harbour Master for the Dockyard Port of Portsmouth, and includes the duly authorised deputies and assistants of the King’s Harbour Master and any other person for the time being authorised to act, either generally or for a specific purpose, in the capacity of King’s Harbour Master;

“land” includes land covered by water except where expressly stated otherwise;

“level of high water” means the level of mean high water spring tides;

“level of low water” means the level of mean low water spring tides;

“master” in relation to a vessel, means any person having or taking command, charge, management or conduct of the vessel for the time being;

“operator” has the meaning given by paragraph 2 Schedule 3A (the electronic communications code) to the Communications Act 2003;

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(a) S.I. 2005/1470.

(b) 2003 c. 21.

(c) 28 & 29 Vict. Ch. 125.

“personal watercraft” means a watercraft intended for sports and leisure purposes of less than 4 metres in hull length which uses a propulsion engine having a water jet pump as its primary source of propulsion and designed to be operated by a person or persons sitting, standing or kneeling on, rather than within the confines of, a hull;

“port” means the Portsmouth International Port and the Camber;

“port facilities” means shipping, fisheries, marine, recreational, leisure, tourism and retail facilities (including buildings).

“port limits plans” means the Camber Port Limits Plan and the Portsmouth International Port Limits Plan;

“port operations” includes—

- (a) the marking, lighting or dredging of the port or any part thereof;
- (b) the berthing, storage, mooring or dry docking of a vessel;
- (c) the laying and maintenance of moorings or other similar apparatus in the port,
- (d) the warehousing, sorting, weighing or handling of goods;
- (e) the movement of goods and vehicles (including parking, designated and prohibited areas, speed limits, removal from the port);
- (f) the towing, or moving of a vessel;
- (g) the loading or unloading of goods, or embarking or disembarking of passengers;
- (h) energy generation or storage;
- (i) the control of use of the port by members of the public and other third parties (including movement, conduct, authorised activities, designated and prohibited areas) but not so as to cause an interference with any public right of way.

“port plans” means the port limits plans and the port premises plans;

“port premises” means the Camber Port Premises and the Portsmouth International Port Premises;

“port premises plans” means the Camber Port Premises Plan and the Portsmouth International Port Premises Plan;

“port revenue” means and includes all moneys receivable by the Council for and in relation to the undertaking other than borrowed moneys and moneys which ought to be carried to capital account.

“Portsmouth International Port” means the area described in article 4(2) of this Order

“Portsmouth International Port Limits Plan” means the plan prepared in duplicate, signed on behalf of the Marine Management Organisation and marked “Signed Portsmouth International Port Limits Plan referred to in the Portsmouth International Port and Camber Harbour Revision Order 20[ ]” one copy of which is deposited at the offices of the Marine Management Organisation and one copy at the principal port office of the Council;

“Portsmouth International Port Premises” means land adjacent to the Portsmouth International Port wet port area for the time being vested in, or occupied or administered by the Council as part of the Portsmouth International Port Undertaking and occupied wholly or mainly for the purpose of activities there carried on, which may include docks, quays, piers, wharves, berths, locks, breakwaters, car parks, landing places, yards, roads, sheds, buildings and all other works and conveniences, land and premises which at the date of this Order includes the areas shown outlined red on the Portsmouth International Port Premises Plan;

“Portsmouth International Port Premises Plan” means the plan prepared in duplicate, signed on behalf of the Marine Management Organisation and marked “Signed Portsmouth International Port Premises Plan referred to in the Portsmouth International Port and Camber Harbour Revision Order 20[ ]” one copy of which is deposited with the offices of the Marine Management Organisation and one copy at the principal port office of the Council;

“Portsmouth International Port Undertaking” means the undertaking of the Council authorised by this Order and the Acts and Orders in Part 2 of Schedule 3 of this Order;

“Portsmouth International Port User Group” means the body or bodies established in accordance with article 6 of this Order;

“Portsmouth International Port wet port area” means those parts of Portsmouth International Port which are covered by water at the level of low water;

“special direction” means a direction given under article 26 of this Order;

“statutory undertaker” means—

- (a) any person who is a statutory undertaker for any of the purposes of the Town and Country Planning Act 1990(a);
- (b) a coast protection authority within the meaning of section 1 of the Coast Protection Act 1949(b);
- (c) any operator of an electronic communications network;

“Trinity House” means the Corporation of Trinity House of Deptford Strond(c);

“undertaking” means the port undertaking for the time being of the Council relating to the Camber Undertaking and the Portsmouth International Port Undertaking;

“vehicle” includes any vehicle propelled on rails, any machinery on wheels or caterpillar tracks, trailers, bicycles, caravans and mobile homes and includes a hovercraft or any other amphibious vehicle;

“vessel” includes a ship(d), boat, houseboat, raft or water craft of any description, however propelled or moved, and includes non-displacement craft, a jet bike, a personal watercraft, a hydrofoil vessel, or any other amphibious vehicle and any other thing constructed or adapted for floating on or being submersed in water (whether permanently or temporarily).

(2) All situations, points, directions, distances, lengths, dimensions, areas and other measurements stated in this Order shall be construed as if the words “or thereabouts” were inserted after each such situation, point, direction, distance, length, dimension, area or other measurement.

(3) The port premises shall be deemed to be operational land within the meaning and for the purposes of the Town and Country Planning Act 1990(e).

### **Incorporation of Harbours, Docks and Piers Clauses Act 1847**

**3.**—(1) The Act of 1847 (except sections 6 to 20, 22 to 26, 28 to 32, 42, 49, 50, 66, 67, 70, 71, 77, 78, 84 to 90, 97, 98 and 101), so far as applicable to the purposes and not inconsistent with the provisions of this Order, the Act of 1959, the Order of 2000 (TSB) and the Order of 2000 (MWLS) respectively, is hereby incorporated with this Order, the Act of 1959, the Order of 2000 (TSB) and the Order of 2000 (MWLS) respectively subject to the modifications stated in paragraphs (2) to (5) below, and any existing incorporation of the Act of 1847 into the Act of 1959, the Order of 2000 (TSB) and the Order of 2000 (MWLS) respectively shall cease to have effect.

(2) Section 63 (penalty on vessels lying near the entrance of harbour or dock without permission) of the Act of 1847 shall have effect subject to the modification that for the words from “liable to” to the end of the section there are substituted the words “be guilty of an offence and shall be liable on summary conviction to a fine not exceeding level 3 on the standard scale”.

(3) Section 69 (combustible matters on quays, &c., to be removed) of the Act of 1847 shall have effect subject to the modification that for the words from “shall forfeit” to the end of the section there are substituted the words “shall be liable on summary conviction to a fine not exceeding level 4 on the standard scale”.

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(a) 1990 c. 8.

(b) 1949 c. 74, section 1 was amended by the Local Government Act 1972 (c. 70), Schedule 30.

(c) The Corporation of Trinity House, Tower Hill, London, EC3N 4DH.

(d) As defined in section 57 (Interpretation) of the Harbours Act 1964 (c. 40).

(e) 1990 c. 8.

(4) Section 74 of the Act of 1847 (owner of vessel answerable for damage to works) shall have effect subject to the modification that the words “provided always” to the end of the section are omitted.

(5) In construing the provisions of the Act of 1847 as incorporated with this Order, the Act of 1959, the Order of 2000 (TSB) and the Order of 2000 (MWLS) respectively —

- (a) the expression “the special Act” means this Order, the Act of 1959, the Order of 2000 (TSB) and the Order of 2000 (MWLS) respectively;
- (b) the expression “the undertakers” means the Council;
- (c) the expression “the harbour, dock, or pier” shall mean the port, and includes those docks, piers, berths, quays, landing places and wharves forming part of the port premises;
- (d) for the definition of the word “vessel” in section 3 (interpretation) of the Act of 1847 there shall be substituted the definition of that word in article 2(1) of this Order;
- (e) the reference in section 53 of the Act of 1847 (penalty on shipmasters not complying with directions of the harbour master) to notice of a direction by the harbour master served upon a vessel shall not be construed as requiring the notice to be in writing and may include the communication of the notice orally or otherwise.

## PART 2

### JURISDICTION, GENERAL FUNCTIONS AND ADVISORY BODIES

#### Port Jurisdiction

4.—(1) The Council shall exercise jurisdiction as a harbour authority within the meaning of section 57 (interpretation) of the Act of 1964, and the powers of the harbour master shall be exercisable within the port, the limits of which are described in paragraphs (2) and (3) and shown for illustrative purposes on the port plans.

(2) The limits of Portsmouth International Port within which the Council shall exercise jurisdiction as a harbour authority and the powers of the harbour master may be exercised shall comprise—

- (a) the area below the level of high water included within the area shaded yellow on the Portsmouth International Port Limits Plan; and
- (b) the extent of those parts of the Portsmouth International Port Premises not within sub-paragraph (a).

(3) The limits of the Camber within which the Council shall exercise jurisdiction as a harbour authority and the powers of the harbour master may be exercised shall comprise—

- (a) the area below the level of high water included within the area shaded yellow on the Camber Port Limits Plan; and
- (b) the extent of those parts of the Camber Port Premises not within sub-paragraph (a).

(4) In the event of any discrepancy between the descriptions of the boundaries of the port referred to in paragraphs (2) and (3) and the boundaries shown on the port plans the descriptions in question shall prevail over said plans.

(5) In the event of the port premises being amended from those set out on the port premises plans, the Council shall prepare an updated plan for illustrative purposes only, to be made available at the principal port office of the Council and on the port website<sup>(a)</sup> within the period of 30 days beginning with the day on which the changes are made.

(6) For and incidental to the performance of their functions under this Order, the Council may employ and appoint harbour masters.

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(a) <https://www.portsmouth-port.co.uk/>.



(7) The Council shall, within the port, be a local lighthouse authority within the meaning of sections 193 (general and local lighthouse authorities) and 201 (powers of harbour authorities) of the Act of 1995.

### **General functions**

5.—(1) The Council may, subject to the provisions of this Order, take all such steps from time to time as it considers necessary or desirable for the maintenance, operation, management and improvement of the port and the port facilities afforded therein or in connection therewith, and for the conservation of the port's flora, fauna and geological and physiographical features of special interest.

(2) For those purposes and without limiting the scope of paragraph (1), the Council may—

- (a) improve, maintain, regulate, manage, mark and light the port and provide port facilities therein;
- (b) subject to obtaining the necessary rights in or over land—
  - (i) execute and place in and over the port such structures, works and equipment as are required, and
  - (ii) operate, maintain, renew, alter, extend, demolish and reconstruct structures, port facilities, works and equipment in the port (including those executed or placed pursuant to sub-paragraph (i)),
- (c) acquire land; and
- (d) do all other things which in its opinion are expedient to facilitate the operation, improvement or development of the undertaking.

(3) The Council must, from time to time, formulate, publish and review a business plan or business plans ('Portsmouth International Port Business Plan')(a) in relation to the maintenance, conservation, operation, management and improvement of the undertaking, which it must have regard to when performing its functions.

(4) In the exercise of the powers of sub-paragraph (2)(b) above, the Council must not—

- (a) interfere with, damage or otherwise injuriously affect any apparatus belonging to or maintained by any statutory undertaker; or
- (b) do anything which obstructs or impedes any work relating to the inspection or repair of any such apparatus, without the consent of the statutory undertaker concerned.

(5) This article is without limitation of the powers of the Council under or by virtue of any other enactment.

### **Advisory Bodies**

6.—(1) The Council must establish one or more advisory bodies which the Council must consult (except in an emergency) on all matters substantially affecting the management, maintenance, improvement, conservation, protection or regulation of the port and its navigation.

(2) The Council must make arrangements for every such advisory body to meet not less than twice a year.

(3) The Council must take into consideration within a reasonable period any matter, recommendation or representation which may from time to time be referred or made to it by such an advisory body whether or not that advisory body has been consulted by the Council on the matter, recommendation or representation so referred or made.

(4) Any advisory body established under this article must consist of such number or numbers of persons appointed by the Council as the Council from time to time considers appropriate.

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(a) <https://www.portsmouth-port.co.uk/>.

(5) Appointments to any such advisory body must be made by the Council in accordance with a scheme prepared by it for that purpose and the scheme must provide for the appointment of persons who, in the opinion of the Council, are representative of persons having an interest in the functioning of the port.

(6) Any such advisory body may determine its own quorum and procedure and must appoint a chair.

(7) An individual member of any such advisory body may hold office for the period of three years from the date of their appointment and at the end of that period shall be eligible for reappointment.

(8) A member of any such advisory body may resign their office at any time by notice in writing given to the Council.

## PART 3 FINANCIAL

### **Application of finances**

7. The Council must apply the port revenue in the manner following and not otherwise—
- (a) first in payment of the working and establishment expenses and cost of maintenance of the port;
  - (b) secondly in payment of the interest on any moneys borrowed by the Council for the port under any statutory borrowing power;
  - (c) thirdly in payment of all other expenses properly chargeable to port revenue;
  - (d) fourthly to the general reserve fund established under article 8;
  - (e) fifthly, any surplus revenue, not required for the above purposes may be transferred to the Council's general fund and used for purposes not related to the undertaking.

### **Reserve fund**

8.—(1) The Council may establish and maintain a reserve fund.

(2) The Council may carry to the reserve fund such part of the port revenue as may be available for the purpose in accordance with article 7(d).

(3) Any reserve fund established or maintained under this article must be applied by the Council in its discretion—

- (a) in or towards meeting any deficiency on port revenue account in any year;
- (b) to meet any extraordinary claim or demand in respect of the undertaking;
- (c) in or towards payment of the cost of renewing, improving, extending or replacing any part of the works forming part of the undertaking or any vessels, plant or equipment of the Council connected to the undertaking;
- (d) for improving the operational area and the navigation of the port and the approaches to the port; or
- (e) for any other lawful purpose sanctioned by the Council and connected with the undertaking.

### **Borrowing**

9.—(1) Notwithstanding anything contained in any enactment, the Council may from time to time, for the general purposes of the undertaking, borrow upon the security of all or any of the port revenue and property and by any method or methods which it sees fit such sums of money as it considers necessary.

(2) Moneys borrowed under paragraph (1) may be applied only to purposes to which capital money is properly applicable.

(3) Without limiting the scope of paragraph (2), purposes to which capital money is properly applicable shall be deemed to include—

- (a) any major works of repair or maintenance of any part of the works forming part of the undertaking;
- (b) the payment of any interest falling due within the five years immediately following the date of the borrowing of any sum of money borrowed by the Council under this article;
- (c) the repayment within 12 months from the date of borrowing of any sum for the time being outstanding by way of principle on any amount previously borrowed; and
- (d) a payment relating to pensions paid or to be paid to past or present employees of the Council whose employment related to the undertaking or to the family or dependants of such persons.

### **Temporary borrowing**

10. The Council may borrow temporarily, by way of overdraft or otherwise, such sums of money as the Council may require for the purposes of the general purposes of the undertaking.

## **PART 4**

### **PORT REGULATION**

### **Aids to navigation**

11.—(1) In addition to its powers under section 201 of the Act of 1995 (powers of harbour authorities as local lighthouse authorities) but subject to obtaining any necessary interest in or over land, the Council may erect or place, alter, discontinue or remove aids to navigation in any place adjacent to the port.

(2) The Council must not exercise the powers of paragraph (1) without the approval of the Trinity House.

### **Repair of landing places, etc.**

12.—(1) In this article, “relevant feature” means any landing place, jetty, wall, pontoon, pile, embankment, bridge, structure or other work in the port or on land immediately adjoining the waters of the port other than one under the control or management of the Council.

(2) The Council may by notice require the owner, lessee or occupier of a relevant feature which in the opinion of the Council is, or is likely to become, by reason of its insecure condition or want of repair—

- (a) dangerous to persons or vessels using the port; or
- (b) a hindrance to the navigation of the port,

to remedy its condition to the Council’s reasonable satisfaction within a reasonable time, not being less than 21 days, specified in the notice.

(3) If a person to whom notice is given under this article fails without reasonable excuse to comply with the notice within the time stated in the notice or such other time as the Secretary of State on an appeal may substitute therefor—

- (a) that person shall be liable on summary conviction to a fine not exceeding level 4 on the standard scale; and
- (b) the Council may carry out the work required by the notice and may recover the expenses of so doing from the person on whom the notice was served.

(4) A notice under this article must have annexed to it a copy of this article.

(5) A person aggrieved by a notice served by the Council under this article may, during the period of 21 days beginning with the date on which the notice was served, appeal to the Secretary of State against the notice.

(6) An appeal under paragraph (5) must be made by notice in writing stating the grounds of the appeal.

(7) A person who appeals under paragraph (5) must give to the Council notice of the appeal accompanied by a copy of the statement of appeal; and the Council shall, within 21 days of receipt of the notice, be entitled to furnish to the Secretary of State its observations on the appeal.

(8) On an appeal under paragraph (5), the Secretary of State shall either quash the notice, modify its requirements or dismiss the appeal.

(9) In this article “owner”, “lessee”, and “occupier”, in relation to a relevant feature, means the person who was the “owner”, “lessee”, or “occupier” of the relevant feature at the date the notice is served, or if the “owner”, “lessee”, or “occupier” of the relevant feature is not readily identifiable, the “owner”, “lessee”, or “occupier” of the land on which the relevant feature is situated at the date the notice is served.

### **Restriction of works and dredging**

**13.—**(1) Subject to paragraph (3), no person other than the Council shall, on, under or over tidal waters or land below the level of high water in the port—

- (a) construct, alter, renew or extend any works, unless that person is licensed to do so by a works licence and except upon the terms and conditions, if any, upon which the licence is granted and in accordance with plans, sections and particulars approved under article 15 of this Order; or
- (b) dredge, unless that person is licensed to do so by a dredging licence and except upon the terms and conditions, if any, upon which the licence is granted and in accordance with the plans, sections and particulars approved under article 16 of this Order.

(2) The Council may by notice require a person who contravenes this article to remove, abate or rectify, within a reasonable time specified in the notice, any work, operation or omission to which the contravention relates and to restore the site thereof to its former condition; and if that person fails to comply with the notice, the Council may carry out the works so required and may recover from that person the cost of so doing.

(3) Nothing in this article shall apply to—

- (a) any operations or works specifically authorised by any enactment;
- (b) any operations or works authorised by, or carried out under the authority of, the King’s Harbour Master;
- (c) any operations or works of a statutory undertaker; or
- (d) any operations or works authorised by a moorings licence granted under article 44 of this Order.

(4) Any person who without reasonable excuse contravenes this article shall be guilty of an offence and liable on summary conviction to a fine not exceeding level 4 on the standard scale.

### **Control of certain operations and works of statutory undertakers**

**14.—**(1) This article applies to any operations or works in the port of a statutory undertaker on, under or over tidal waters or land below the level of high water, not being operations or works which are specifically authorised by an enactment.

(2) Subject to paragraph (3), a statutory undertaker must not carry out any operations or works to which this article applies unless it has given notice of its intention to do so to the Council and has supplied the Council with such particulars as it may reasonably require.

(3) Where, in an emergency, it is impracticable to give notice as required by paragraph (2), the statutory undertaker must inform the Council of the operations or works as soon as reasonably practicable.

(4) Any operations or works to which this article applies must be carried out subject to any directions which may from time to time be given by the Council to the statutory undertaker, being directions for the avoidance of danger and the prevention, so far as possible, of interference with navigation in the carrying out of such operations or works.

(5) Any person who, without reasonable excuse, contravenes this article shall be guilty of an offence and liable on summary conviction to a fine not exceeding level 3 on the standard scale.

### **Licensing of works**

**15.**—(1) The Council may upon such terms and conditions as it thinks fit grant to any person a licence to construct, alter, renew or extend any works in the port on, under or over tidal waters or land below the level of high water, notwithstanding that the works as constructed, altered, renewed, or extended interfere with the public right of navigation or any other public right.

(2) An application for a works licence must be made in writing to the Council and must—

- (a) be accompanied by plans, sections and particulars of the works to which the application relates;
- (b) specify whether the applicant holds such rights in, under or over land as are necessary to enable the applicant to enjoy the benefits of the licence and, if not, the action taken to enable the applicant to obtain such rights if the licence is granted,

and, in granting a licence, the Council may require modifications in the plans, sections and particulars so submitted.

(3) The Council may require an applicant for a works licence, on making the application, to pay a reasonable fee in respect of the administrative expenses of dealing with the application.

(4) As a condition of the granting of a licence, the Council may require a licensee, being an applicant to whom a licence has been granted or the applicant's successor, where works are constructed pursuant to the licence, to pay such reasonable fees in respect of the Council's administrative expenses and overheads in supervising or inspecting where necessary the construction or maintenance of the works.

(5) Where the Council refuses to grant a works licence which has been applied for it must give reasons in writing for its refusal.

(6) Where the Council grants a works licence upon terms or conditions or require any modification in the plans and particulars, it must give reasons in writing for the terms and conditions imposed or the modifications required.

(7) If within 16 weeks from the receipt of the application under paragraph (2) the Council does not grant a works licence, it shall be deemed to have refused the application unless otherwise agreed in writing between the Council and the applicant.

(8) When carrying out operations pursuant to a works licence, the holder of the licence must not—

- (a) interfere with, damage or otherwise injuriously affect any apparatus belonging to or maintained by any statutory undertaker; or
- (b) do anything which obstructs or impedes any work relating to the inspection or repair of any such apparatus,

without the consent of the statutory undertaker concerned.

### **Licence to dredge**

**16.**—(1) The Council may upon such terms and conditions as it thinks fit grant to any person a licence to dredge in any part of the port.

(2) An application for a dredging licence must be made in writing to the Council and must be accompanied by plans, sections and particulars defining the nature, extent and manner of the operations to be carried out in the exercise of the powers granted by the licence, and in granting any such licence the Council may require modifications in the plans, sections and particulars so submitted.

(3) Paragraphs (3) to (8) of article 15 of this Order shall apply in relation to a dredging licence as they apply in relation to a works licence.

(4) Any materials, other than wreck within the meaning of Part IX of the Act of 1995, taken up or collected by means of dredging pursuant to a dredging licence—

- (a) shall be the property of the holder of the licence; and
- (b) the holder of the licence may use, sell or otherwise dispose of or remove or deposit the materials as they think fit provided that no such material shall be laid down or deposited in any place within the port below the level of high water except —
  - (i) in such positions as may be approved by the Council or the King's Harbour Master, and
  - (ii) subject to such conditions as may be imposed by the Council or the King's Harbour Master.

(5) If it appears to the holder of the dredging licence that the Council or the King's Harbour Master has unreasonably withheld or refused approval under paragraph (4) or that any condition imposed by the Council or the King's Harbour Master under that paragraph is unreasonable, that person may within 28 days from the date on which the Council or King's Harbour Master notifies the applicant of the decision appeal to the Secretary of State whose decision shall be binding upon the parties.

(6) Paragraphs (2) to (5) of article 17 of this Order shall apply in relation to any appeal made under paragraph (5).

### **Appeals in respect of works or dredging licence**

**17.**—(1) An applicant for a works licence or a dredging licence who is aggrieved by—

- (a) a refusal of the Council to grant a licence;
- (b) any terms or conditions subject to which the licence is granted; or
- (c) any modifications required by the Council in the plans, sections and particulars submitted by the applicant,

may, within 28 days from the date on which the Council notifies the applicant of its decision or the date on which the Council is, under article 15(7) of this Order, deemed to have refused the application, appeal to the Secretary of State.

(2) An appeal under paragraph (1) must be made by notice in writing stating the grounds of the appeal.

(3) The appellant must send to the Council a copy of the notice of the appeal; and the Council may, within 28 days of the receipt of the notice, furnish to the Secretary of State its observations on the appeal.

(4) The Secretary of State may confirm, vary or revoke the decision appealed against and may make such consequential amendments as the Secretary of State may specify.

(5) The Secretary of State may direct the Council to give effect to the decision, and the Council must forthwith comply with any direction given.

### **Obstruction of works**

**18.** Any person who intentionally obstructs any person acting under the authority of the Council in setting out the lines of, or in construction any works authorised by any enactment, or who interferes with, moves or removes any pole, stake, station point or bench mark established for the

purposes of such setting out, shall be guilty of an offence and liable on summary conviction to a fine not exceeding level 3 on the standard scale.

### **Parking places and related facilities**

**19.** The Council may provide facilities within the port for the parking of vehicles and for that purpose may erect barricades or fencing with related offices, waiting rooms and other conveniences and may make reasonable charges for the use of such facilities.

### **Removal of vehicles and vessels**

**20.—**(1) If a vehicle or vessel is left within the port without permission of the Council—

- (a) in any place where it is likely to obstruct or interfere with the use of the port; or
- (b) in any part of the port where the parking of vehicles or leaving of vessels is prohibited by notice erected by the Council,

the Council may, at the risk of the owner, remove the vehicle or vessel or cause it to be removed.

(2) Any notice erected under paragraph 1(b) must be conspicuously posted in or close to the place to which it relates.

(3) Where the Council in exercise of the powers of this article remove a vehicle or vessel or cause it to be removed it must as soon as practicable report that fact to a constable or to a police station.

(4) The expenses of and incidental to the removal of a vehicle or vessel under this article shall be recoverable from any person responsible.

(5) For the purposes of paragraph (4) “person responsible” means—

- (a) the owner of the vehicle or vessel at the time when it was put in the place from which it was removed under paragraph (1); or
- (b) any person by whom the vehicle or vessel was put in that place.

(6) If the Council in the exercise of the powers of the article remove a vehicle to a place not readily visible from the place whence it is so removed the Council must, as soon as it is reasonably practicable to do so, send to the person for the time being registered as the keeper of the vehicle for the purposes of the Road Vehicles (Registration and Licencing) Regulations 2002<sup>(a)</sup> or any other regulations having the like effect for the time being in force, at that person’s last known address, the person’s registered address or the address where the vehicle is ordinarily kept, notice that they have exercised the powers of the article and of the place to which the vehicle has been removed.

(7) A notice stating the general effect of paragraph (1) must be displayed in a prominent position at each place where a road accessible to vehicles enters any part of the port.

### **Power to make byelaws**

**21.—**(1) The Council may make such byelaws as it thinks fit for the efficient management and regulation of the port.

(2) Without limiting the scope of paragraph (1), the Council may make byelaws under this article for any of the purposes set out in Schedule 1 but such byelaws shall not come into operation until the same have received the confirmation of the Secretary of State which shall be sufficient for all purposes.

(3) In this article “signals” includes sound signals.

(4) Byelaws made under this article may—

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(a) S.I. 2002/2742.

- (a) provide for imposing upon a person offending against them, or against any condition, requirement or direction imposed, made or given thereunder, a fine not exceeding level 4 on the standard scale on summary conviction;
- (b) relate to the whole of the port or to any part thereof;
- (c) make different provisions for different parts of the port or in relation to different classes of vessels or vehicles; and
- (d) otherwise make different provision for different circumstances.

(5) Where a person is charged with an offence against a byelaw in force under this article, it shall be a defence for the person to prove—

- (a) that they took all reasonable precautions and exercised all due diligence to avoid the commission of such an offence;
- (b) that they had a reasonable excuse for their act or failure to act; or
- (c) that the offence was not caused or facilitated by any act or neglect on their part or on the part of any person engaged or employed by them and that all reasonable steps were taken to prevent the commission of the offence.

(6) The powers in the article are in addition to the powers conferred by section 83 of the Act of 1847 (Byelaws may be made for all or any of the purposes herein named).

### **Confirmation of byelaws**

**22.**—(1) The provisions contained in subsections (3) to (8) of section 236 and section 238 of the Local Government Act 1972<sup>(a)</sup> shall apply to all byelaws made after the coming into force of this Order, by the Council under this Order or section 83 of the Act of 1847.

(2) In its application to byelaws made under this Order or section 83 of the Act of 1847, subsection 236 shall have effect, subject to paragraph (3), as if after the word “confirm” in the first place where that word occurs there were inserted the words “with or without modification”.

(3) Where the confirming authority proposes to make a modification which appears to the confirming authority to be substantial, then—

- (a) the confirming authority must inform the Council and require it to take any steps the confirming authority thinks necessary for informing persons likely to be concerned with that modification; and
- (b) the confirming authority must not confirm the byelaws until there has elapsed such period as the confirming authority thinks reasonable for the Council and other persons who have been informed of the proposed modifications to consider and comment on it.

(4) The confirming authority for the purposes of this article and of section 236 in its application to byelaws made under this Order or section 83 of the Act of 1847 shall be the Secretary of State.

### **Power to make general directions as to use of the port, etc.**

**23.**—(1) The Council may, in accordance with the requirements of article 24, give a direction for—

- (a) the ease, convenience or safety of navigation
- (b) the safety of persons;
- (c) the protection of property, flora or fauna; or
- (d) the ease, convenience or safety of port operations ashore,

within the port.

(2) A direction under this article may apply—

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(a) 1972 c. 70.



- (a) to all vessels or to a class of vessels;
- (b) to all vehicles or to a class of vehicle;
- (c) to persons designated in the direction;
- (d) to the whole of the port or to a part; or
- (e) at all times or at certain times or at certain states of the tide,

and every direction must specify the extent of its application including its geographical extent in relation to the matters referred to in sub-paragraphs (a), (b), (c), (d) and (e).

(3) The Council may amend or revoke a direction given under paragraph (1).

(4) The Council must keep and make available for inspection at its principal port office and on its port website a public register of all in force general directions.

### **Procedure for giving, amending or revoking general directions**

**24.**—(1) Subject to paragraph (7), if the Council proposes to give, amend or revoke a general direction, it must—

- (a) give notice in writing of the proposal and a plan of the area over which the proposal applies to the “designated consultees” them being—
  - (i) the Chamber of Shipping,
  - (ii) the Royal Yachting Association,
  - (iii) the King’s Harbour Master,
  - (iv) Portsmouth International Port User Group, and
  - (v) such other persons or organisations as it considers appropriate for the purposes of the application of this provision,
- (b) place a notice of the proposal on the Council’s port website and in prominent locations at the port on the same date as the notice given in accordance with sub-paragraph (a) and keep that notice on display for a minimum of 6 weeks;
- (c) consult with the designated consultees upon the proposal and allow a period of not less than 6 weeks from the date of the notices given in accordance with sub-paragraphs (a) and (b) for written representations to be made by the designated consultees and any other persons to the Council regarding the proposal;
- (d) have regard to all representations made during consultation;
- (e) give notice in writing to the designated consultees and to those other persons that have provided a consultation response, following consultation as to whether the Council proposes to proceed with the proposal and, if so, specifying whether it is making any modifications to the proposal and its reasons for so doing; and
- (f) if the Council proposes to proceed with the proposal and a designated consultee has made representations against the proposal, invite that designated consultee to confirm in writing whether they maintain their objection to the proposal within 28 days from the date of the notice given in accordance with sub-paragraph (e), or such longer period as the Council may specify.

(2) Where the Council has complied with paragraph (1), it may proceed to give, amend or revoke a general direction if—

- (a) none of the designated consultees have made representations against the proposal;
- (b) none of the designated consultees which made representations against the proposal have confirmed in writing that they are maintaining their objection to the proposal in accordance with paragraph (1)(f); or
- (c) where a designated consultee has maintained an objection in accordance with paragraph (1)(f), the requirements of paragraph (3) have been complied with.

(3) Where a designated consultee has confirmed in writing to the Council that they maintain their objection to a proposal—

- (a) the issue must be referred to an independent person (“the adjudicator”) appointed—
  - (i) by agreement between the Council and each designated consultee maintaining an objection in accordance with paragraph (1)(f) (“the parties”), or
  - (ii) failing agreement, by the President of the London Maritime Arbitrators Association on the application of any of the parties,
- (b) so far as is reasonably practicable within 12 weeks beginning with the date of the referral, the adjudicator must—
  - (i) provide a reasonable opportunity for the parties to make representations to or be heard by the adjudicator at a hearing, and
  - (ii) make a written report to the parties with findings and recommendations on the issue, and
- (c) the Council must decide whether to exercise the power to give, amend or revoke the general direction having regard to the adjudicator’s report (but it is not bound to give effect to any recommendations) and, once it has decided, must give notice in writing to the designated consultees and to any other person that provided a consultation response of its decision and the reasons for that decision.

(4) Except as otherwise provided for in paragraph (3), the adjudicator may determine the procedure for the making of representations and the conduct of any hearing.

(5) The costs incurred by the adjudicator and the parties from a referral under paragraph (3) are to be paid by one or more of the parties as the adjudicator may direct.

(6) If the Council wishes to exercise the power to give, amend or revoke a general direction in a form materially different from both the form notified to the designated consultees under paragraph (1)(e), and where paragraph (3) applies the form recommended by the adjudicator under paragraph (3)(b), it must proceed, as if the proposal is a new proposal to which paragraph (1) applies.

(7) Paragraphs (1) to (6) do not apply where in the interests of navigational safety, or safety of persons the Council proposes to give or amend a general direction—

- (a) in an emergency; or
- (b) relating to an intended activity or operation within the port, if—
  - (i) the intended activity or operation is expected to commence within 16 weeks of the Council having been notified or otherwise becoming aware of the intended activity or operation,
  - (ii) intended activity or operation is to last less than 28 days, and
  - (iii) the Council considers that the giving or amending of a general direction in relation to the intended activity or operation is required, taking into account other activities or operations in the port which may be affected.

(8) Where the Council proceeds to give or amend a general direction in accordance with paragraph (7), it must—

- (a) as soon as is reasonably practicable give notice of the direction or amendment to those persons who would have been designated consultees had paragraph (1)(a) applied; and
- (b) if the direction or amendment is intended to continue in force for more than 12 weeks, apply the procedure under paragraphs (1)(c) to (f) and (2) to (6) to the direction or amendment with the following modifications—
  - (i) a reference to the ‘proposal’ in those paragraphs is to be read as a reference to the direction or amendment,
  - (ii) in paragraph (1)(c), for “sub-paragraphs (a) and (b)” substitute “paragraph (8)(a)”, and
  - (iii) a reference to the Council ‘proceeding’ with a proposal is to be read as a reference to the Council determining that the direction or amendment should remain in force.

### **Publication of general directions**

**25.**—(1) Subject to paragraph (4), the Council must publish a notice of the giving, amendment or revocation of a general direction as soon as reasonably practicable on one occasion in a newspaper circulating in the area of the port and electronically on the Council's port website for the period of 28 days from the date of publication of the notice in the newspaper.

(2) The notice must state a place at which copies of the general direction may be inspected.

(3) The Council must display notices of general directions that apply to port premises at prominent locations within the port.

(4) In an emergency, the Council may give notice of the giving or amendment of a general direction in any manner which it considers to be appropriate.

### **Special directions**

**26.**—(1) The harbour master may give a special direction in respect of a vessel anywhere in the port for any of the following purposes—

- (a) requiring a person to comply with a requirement made in or under a general direction;
- (b) regulating or requiring the movement, anchorage, berthing, mooring or unmooring of the vessel;
- (c) regulating the loading, discharging, storing and safeguarding of its cargo, fuel, water or stores, and the dispatch of its business at the port premises;
- (d) specifying the precautions to be taken in respect of apparatus, machinery and equipment;
- (e) prohibiting, extinguishing or restricting the use of fires or lights;
- (f) regulating the use of ballast;
- (g) requiring the removal from any part of the port if the vessel—
  - (i) is on fire,
  - (ii) is in such condition as to be liable to become immobilised or waterlogged, to sink or to constitute a danger to life or property,
  - (iii) is making an unlawful use of the port or interfering with the reasonable use or enjoyment of the port by other vessels or persons or the dispatch of business in the port, or
  - (iv) needs to be removed to enable maintenance or repair work to be carried out to the port, and
- (h) requiring the vessel to be removed to a place outside the port if such removal is considered by the harbour master to be necessary in order to avoid danger to life (including wildlife) or to property.

(2) A special direction relating to a vessel must specify a particular person or persons to whom the direction is addressed, either by name or by a description sufficient to enable the person or persons in question to be identified.

(3) A special direction may be given in any manner considered by the harbour master to be appropriate.

(4) The harbour master may amend or revoke a special direction.

### **Priority of directions**

**27.** In case of conflict between any directions given by the harbour master of the Council and any directions given by the person for the time being appointed to be the King's Harbour Master, the directions given by the King's Harbour Master shall prevail.

### **Failure to comply with directions**

**28.**—(1) A person who fails to comply with a general direction or a special direction shall be guilty of an offence and liable on summary conviction to a fine not exceeding level 4 on the standard scale.

(2) In any proceedings for an offence under paragraph (1), it shall be a defence for the person charged prove that they took all reasonable precautions and exercised all due diligence to avoid the commission of the offence.

### **Enforcement of directions**

**29.**—(1) Without limiting any other remedy available to the Council, if a special direction is not complied with within a reasonable time, the harbour master may put persons on board the vessel to carry out the direction or may otherwise cause the vessel to be handled in accordance with the direction.

(2) If there is no one on board a vessel to comply with a special direction, the harbour master may proceed as if the direction had been given and not complied with, provided that the powers of this paragraph must not be exercised—

- (a) in relation to a vessel other than a lighter unless, after reasonable inquiry has been made, the master cannot be found; or
- (b) in relation to a lighter unless it is obstructing or interfering with navigation.

(3) Expenses incurred by the Council in the exercise of the powers conferred by paragraph (1) shall be recoverable by the Council as if it were a charge of the Council in respect of the vessel.

### **Master's responsibility in relation to directions**

**30.** The giving of a general direction or a special direction shall not diminish or in any other way affect the responsibility of the master of the vessel to which the direction is given in relation to the vessel, to persons on board the vessel, to the cargo or any other person or property.

### **Saving for existing directions, byelaws etc.**

**31.** Any general direction, special direction, byelaw, regulation, licence, lease, consent or other agreement made, issued, entered into or granted by the Council in relation to the undertaking and in force on or immediately before or on the date on which this Order comes into force, shall, notwithstanding the amendments set out in articles 60 to 66 of this Order and the repeals and revocations set out in article 67 and Schedule 2 of this Order, continue to have effect.

## **PART 5 CHARGES**

### **Charges other than ship, passenger and goods dues**

**32.** The Council may demand, take and recover in respect of any dracone or floating dock, crane, rig, drilling rig, or floating platform or any other vessel, not being a ship as defined by section 57(1) of the Act of 1964, entering, using, operating within or leaving the port such reasonable charges as it may determine, and sections 30 (duty of harbour and local lighthouse authorities to make available for inspection, and to keep for sale, copies of lists of certain charges) and 31 (right of objection to ship, passenger and goods dues) of the Act of 1964 shall with all necessary modification apply to the charges authorised by this article as they may apply to ship, passenger and goods dues demanded under section 26 of the Act of 1964.

### **Charges for services or facilities**

**33.** In addition to article 32 of this Order and its power to demand ship, passenger and goods dues under section 26 of the Act of 1964, the Council may demand, take and recover such reasonable charges for services and facilities provided by the Council at the port or in connection with the undertaking as it may from time to time determine.

### **Payment of charges**

**34.**—(1) The charges which the Council is for the time being authorised to demand, take and recover in respect of vessels and goods or otherwise under any enactment—

- (a) shall be payable before the removal from the port of any vessel or goods in respect of which they are payable; and
- (b) may be demanded, taken and recovered—
  - (i) by such persons,
  - (ii) at such places,
  - (iii) at such times, and
  - (iv) under such terms and conditions,as the Council may from time to time specify in its published list of charges.

(2) Charges payable to the Council in respect of—

- (a) a vessel, shall be payable by the owner or master; and
- (b) goods, shall be payable by the owner, consignee or shipper of the goods.

(3) Where charges payable to the Council may be recovered by it from more than one person, the persons from whom they may be recovered shall be jointly and severally liable.

(4) Without limiting the scope of paragraph (1), the terms and conditions as to the payment of charges which the Council may from time to time specify may include the time when a charge falls due for payment and may require such information to be given to the Council by the owner or master of a vessel or a person using a service or facility of the Council as the Council may require in connection with the assessment or collection of a charge.

(5) Where charges payable to the Council have not been paid by the time they fall due for payment, the Council may at any time thereafter detain within or refuse entry to, or require removal from the port of—

- (a) the vessel or goods to which the charges relate; and
- (b) any other vessels or goods that the owner or master of the vessel or goods to which the charges relate is also the owner or master of,

until such charges have been paid in full.

### **Compounding arrangements and rebates**

**35.**—(1) The Council may confer total or partial exemptions from, allow rebates to or make compositions with any person with respect to charges, and may vary or extinguish any such exemption, rebate or composition.

(2) Nothing in section 30 of the Act of 1964 shall require the Council to include in the list of ship, passenger and goods dues kept at the port office, as required by subsection (1) of that section, charges reduced by a total or partial exemption, a rebate allowed on, or subject to a compounding arrangement in respect of, a due included in the said list.

### **Deposit for charges**

**36.**—(1) The Council may, if it thinks fit, require a person who incurs or is about to incur a charge to deposit with it, or to guarantee, such sum of money as is, in the opinion of the Council, reasonable having regard to the amount or probable amount of the charge.

(2) Where such a person fails to deposit or guarantee the sum of money required, the Council may detain in the port the vessel or goods to which the charge relates, or refuse entry to, or require removal from the port in respect of the vessel or goods, until the requirement has been complied with or the charge paid.

### **Liens for charges**

**37.**—(1) A person who by agreement with the Council collects charges on their behalf and who pays or gives security for the payment of charges on goods in that person's possession shall have a lien on those goods for the amount paid or security given in respect thereof.

(2) A wharfinger or carrier who is not personally liable for the payment of charges may pay or by agreement with the Council give security for charges on goods in that person's custody, and in that event that person shall have a like lien on the goods for the amount of those charges as that person would have in respect of the charges for safe custody or carriage of the goods, as the case may be.

### **Refusal to pay charges for landing places etc.**

**38.** The harbour master may prevent a vessel from entering the port or using a landing place, mooring or other facility provided by the Council, if the master of the vessel refuses to pay the charges for such use.

### **Exemptions from harbour dues**

**39.**—(1) Except insofar as may be agreed between the Council and the government department or person concerned the Council shall not be entitled to demand harbour dues from, or in respect of—

- (a) a vessel—
  - (i) in the service of HM Revenue and Customs or the Secretary of State for Defence in the execution of their core duties and not carrying persons or goods for reward,
  - (ii) belonging to or used by a lifeboat service whilst employed in or in connection with the core functions of that service,
  - (iii) in the service of a police force or other emergency service in the execution of their core duties and not carrying persons or goods for reward,
- (b) HM Revenue and Customs or any officer or other person employed in their service in execution of their core duties in respect of a vessel or goods under customs seizure, or in respect of goods or other articles belonging to, or in the care or service of, HM Revenue and Customs;
- (c) an officer of HM Revenue and Customs or any other person employed in their service while in the execution of their core duties;
- (d) a person employed by the Secretary of State for Defence while in the execution of core duties;
- (e) Officers of the Department for Transport in the execution of their core duties.

(2) In this article "harbour dues" means ship, passenger and goods dues which the Council may demand under section 26 of the Act of 1964.

### **Recovery of charges**

**40.**—(1) In addition to any other remedy given by this Order and by the Act of 1847 as incorporated with this Order, the Council may recover any charges payable to it as a debt in any court of competent jurisdiction.

(2) Where the master of a vessel in respect of which a charge is payable to the Council refuses or neglects to pay the same or any part thereof, paragraph (1) applies whether or not the Council's

collector has gone on board the vessel and demanded the charge under section 44 of the Act of 1847.

### **Harbour master may prevent sailing of vessels**

**41.** The harbour master may prevent the removal or sailing from the port of any vessel until evidence has been produced to the harbour master of the payment of any charges payable in respect of—

- (a) the vessel;
- (b) passengers of the vessel; or
- (c) goods loaded onto, unloaded from or on the vessel.

## **PART 6**

### **MISCELLANEOUS AND GENERAL**

#### **Power to Dredge**

**42.—**(1) The Council may, as appears to it to be necessary or desirable for the purposes of the undertaking, deepen, widen, dredge, scour, cleanse, alter and improve the port below the level of high water.

(2) The Council may with the consent of the King's Harbour Master enter upon and from time to time dredge, scour, deepen and improve the bed, shores and channels of the sea within the Dockyard Port for the purpose of affording uninterrupted means of access thereto or the accommodation of vessels at the port.

(3) Subject to paragraphs (4) and (5), all materials dredged up or removed by the Council in exercise of the powers of this article shall be the property of the Council and may be used, sold, deposited or otherwise disposed of as the Council may think fit.

(4) No such materials shall be laid down or deposited in contravention of the provisions of any enactment as respects to the disposal of waste.

(5) No such materials shall be laid down or deposited in any place below the level of high water without the consent in writing of the King's Harbour Master.

#### **Power to lay Moorings**

**43.—**(1) The Council may provide, place, lay down, maintain, retain, renew, use, have and remove moorings within the port as it considers necessary or desirable for the convenience of vessels—

- (a) on land owned or leased by it; or
- (b) on any other land in the port, with the consent in writing of the owner and any lessee.

(2) The Council may make reasonable charges in respect of any vessel using any moorings provided under this article.

(3) The Council may compound with any person with respect to the payment of the charges prescribed under paragraph (2).

(4) The Council may give notice in writing to the person having the control of any vessel using any mooring in the port at the date this Order comes into force requiring that person within 28 days to remove the mooring so as to enable the Council to provide moorings in accordance with paragraph (1).

(5) The Council must offer to make available to the person having the control of the vessel referred to in the notice a mooring provided by it under paragraph (1) above as soon as such mooring has been laid down.

(6) If any person fails to comply with a notice given by the Council under this paragraph, the Council may at any time after the expiration of 28 days from the date of the giving of the notice remove the mooring referred to in that notice.

### **Power to licence Moorings**

**44.**—(1) The Council may from time to time grant to a person with or without conditions a licence to place, lay down, maintain, retain, renew and use moorings for vessels in the port.

(2) Nothing in any licence granted under paragraph (1) shall entitle a person to place, lay down, maintain, retain, renew or use and have any mooring on land not owned or leased by that person or by the Council or in which that person is not entitled to use for that purpose.

(3) A licence granted under paragraph (1) shall be valid only for a period of a maximum of one year commencing with the date on which it is granted.

(4) The Council may charge for a licence granted under paragraph (1) such reasonable fee as the Council may from time to time prescribe.

(5) In respect of moorings already lawfully laid down in the port at the date this Order comes into force (“an original mooring”), a moorings licence under paragraph (1) must be obtained by the owner or user of the mooring within 12 weeks of that date and thereafter renewed annually.

(6) In considering an application for a moorings licence under paragraph (1) made in respect of an original mooring the Council must not refuse to grant a licence to retain the original mooring in the same location as situated at the date of this Order unless it is satisfied that the placing, laying down, maintenance, retention, renewal or use of the original mooring to which the application relates would constitute a danger to or interfere with the navigation of vessels in the port.

### **Offences as to Moorings**

**45.**—(1) Any person who—

- (a) intentionally obstructs any person acting under the authority of the Council in setting out moorings;
- (b) intentionally and without lawful authority pulls up or removes any mooring or any part of any mooring in the port;
- (c) places, lays down, maintains, renews or has in the port any mooring not provided under article 43 or licensed under article 44;
- (d) without reasonable excuse causes or permits a vessel to be moored in the port except at a mooring provided or licensed by the Council or at a quay, jetty or other work provided for the mooring of vessels; or
- (e) without reasonable excuse causes or permits a vessel to be moored at a mooring provided under article 43 or licensed under article 44 which the person concerned is not entitled to use,

is guilty of an offence and liable on summary conviction to a fine not exceeding level 4 on the standard scale.

(2) If any person commits an offence under sub paragraph (1)(c) above, the Council may remove the mooring in question and recover from that person the expenses incurred in doing so.

(3) Subject to paragraph (6), if any person commits an offence under paragraph (1)(d) or (1)(e) the Council may—

- (a) remove the vessel, including any tackle with the vessel;
- (b) sell or otherwise dispose of the vessel and tackle; and
- (c) recover out of the proceeds of sale—
  - (i) any unpaid charge payable under article 43,
  - (ii) any unpaid licence fee payable under article 44, and
  - (iii) the expenses of removal and disposal under this paragraph.



(4) If the proceeds of sale under paragraph (3)(b) are sufficient to allow the Council to recover all amounts permitted by paragraph (3)(c), the Council shall hold any proceeds of sale on trust for the owner.

(5) If the proceeds of sale under paragraph (3)(b) are insufficient to allow the Council to recover all amounts permitted by paragraph (3)(c), or there is no sale of the vessel, the Council may recover the amounts referred to in paragraph (3)(c) net of any proceeds of sale from the owner as a debt.

(6) The Council must not exercise its power to remove a vessel under paragraph (3) unless—

- (a) it has given to the owner seven clear days' notice in writing of its intention to do so; or
- (b) it is an emergency.

(7) Where paragraph (6)(b) applies, the Council must notify the owner that it has removed the vessel as soon as reasonably practicable afterwards.

(8) In articles 43 to 45 "mooring" includes any buoy, pile, post, chain, pillar, pontoon or like apparatus or convenience used or capable of being used for the mooring of vessels.

### **Development of land etc.**

**46.**—(1) The Council may, subject to obtaining the necessary rights in or over land—

- (a) use or develop for any purpose, and deal with, any land within or in the vicinity of the port; or
- (b) form, invest in and promote, or join with another person in forming, investing in and promoting, a company for using or developing for any purpose, and dealing with, any land within or in the vicinity of the port,

provided that it is conducive to the improvement, maintenance, operation or management of the port in an efficient and economical manner.

(2) Except as is otherwise provided by any enactment or rule of law, the powers of the company referred to in paragraph (1)(b) may include powers to do anything necessary or expedient for the purposes of the objects mentioned in that paragraph or for purposes incidental to those purposes, notwithstanding that the Council would not itself have the power to do that thing.

### **Powers to grant tenancies and dispose of land**

**47.**—(1) The Council may, for the purposes of or in connection with the carrying on of the undertaking, lease or grant the use or occupation of, or any right or interest in or over, any lands, works, buildings, machinery, equipment or other property forming part of the port for such period, at such rents and other considerations and on such terms and conditions as it thinks fit.

(2) A lease or grant made or given under paragraph (1) may include provisions delegating to the lessee or grantee any of the functions of the Council other than those specified in sub-paragraphs (a) to (f) of paragraph 9B of Schedule 2 to the Act of 1964.

(3) The Council may also dispose of, or grant the use or occupation for any purpose of, any lands, works, buildings, machinery, equipment or other property vested in it if it considers that—

- (a) the property is surplus to that which is required for the purpose of the port; or
- (b) it would conduce to the improvement, maintenance, operation or management of the port in an efficient and economical manner for the property to be held by a person other than the Council,

for such consideration and on such terms and conditions as it thinks fit.

### **Power to appropriate lands and works for particular uses, etc.**

**48.**—(1) Notwithstanding anything in any statutory provision of local application the Council may from time to time for the purposes of or in connection with the carrying on of the port undertaking set apart and appropriate any part of the port for the time being vested in, or occupied

or administered by the Council as part of the undertaking for the exclusive, partial or preferential use and accommodation of any particular trade, person, vessel or class of vessels, or goods, subject to the payment of such charges and subject to such terms, conditions and regulations as the Council may think fit.

(2) No person or vessel shall make any use of any part of the port so set apart or appropriated without the consent of the harbour master or other duly authorised officer of the Council and—

- (a) the harbour master, or as the case may be, such officer, may order any person or vessel making use of the port without such consent to leave or be removed; and
- (b) the provisions of section 58 (powers of harbour master as to mooring of vessels in harbour) of the Act of 1847 shall extend and apply with the necessary modifications to and in relation to such vessels.

### **Other commercial activities**

**49.**—(1) The Council may, in addition to any other powers conferred on the Council—

- (a) carry on at any place a trade or business of any kind including a trade or business carried on in conjunction with another person; or
- (b) form, invest in and promote, or join with another person in forming, investing in and promoting, a company, for carrying on any part of the undertaking or carrying on at any place a trade or business of any kind,

provided that it is conducive to the improvement, maintenance, operation or management of the port in an efficient and economical manner.

(2) Except as is otherwise provided by any enactment or rule of law, the powers of a company referred to in article 49(1)(b) may include powers to do anything necessary or expedient for the purposes of the objects mentioned in that paragraph or for purposes incidental to those purposes, notwithstanding that the Council would not itself have the power to do that thing.

(3) The powers of the Council under this article are additional to the powers of the Council under section 37 (powers of harbour authorities to acquire a harbour business or shares in a harbour business) of the Docks and Harbours Act 1966(a).

### **Power to delegate functions**

**50.** Subject to paragraph 9B of Schedule 2 to the Act of 1964 (functions which cannot be delegated under a power conferred by a harbour revision order), the Council may delegate the performance of any of its functions to be carried out by any such company as is referred to in article 49(1)(b).

### **Bunkering**

**51.**—(1) The Council may from time to time grant to a person with or without conditions a licence to carry out commercial refuelling activities related to vessels in the port.

(2) Nothing in any licence granted under paragraph (1) shall entitle a person to carry out commercial refuelling activities from or on land not owned or leased by that person or by the Council or in which that person has no interest.

(3) Any licence granted under paragraph (1) shall be valid only for a period of one year commencing with the date on which it is granted.

(4) The Council may charge for a licence granted under paragraph (1) such reasonable fee as the Council may from time to time prescribe.

(5) Any person who without reasonable excuse carries out or permits a commercial refuelling activity related to a vessel in the port except in accordance with a licence issued by the Council

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(a) 1966 c.28; section 37(3) was repealed by the Transport and Works Act 1992 (c.42), Schedule 4 (Part II).

under this article, shall be guilty of an offence and liable on summary conviction to a fine not exceeding level 4 on the standard scale.

### **Power with respect to disposal of wrecks**

**52.—**(1) In its application to the Council, section 252 of the Act of 1995 (powers of harbour and conservancy authorities in relation to wrecks) has effect in relation to the port and its approaches in relation to a vessel sunk, stranded or abandoned before, as well as after, the coming into force of this Order.

(2) Subject to paragraph (3), and to any enactment for the time being in force limiting a person's liability, the Council may recover from the owner of any vessel sunk, stranded or abandoned on or after the date of coming into force of this Order in relation to which it has exercised its powers under section 252 any expenses reasonably incurred by it under that section in relation to that vessel which are not reimbursed out of any proceeds of sale within the meaning of that section.

(3) Except in a case which is in the opinion of the Council an emergency, paragraph (2) shall not apply in relation to any vessel unless, before exercising in relation to that vessel any of the powers conferred on it by section 252, other than the power of lighting and buoying, the Council has given to the owner of the vessel not less than 48 hours' notice of its intention to do so.

(4) If before the notice expires the Council receive from the owner counter-notice in writing that the owner desires to dispose of the vessel themselves, the owner shall be at liberty to do so; and the Council must not exercise the powers in section 252 in relation to that vessel until the expiration of seven days from the receipt of the counter-notice and of any further continuous period thereafter during which the owner of the vessel proceeds with the disposal thereof with all reasonable diligence and in compliance with any directions for the prevention of interference with navigation which may be given to the owner by the Council.

(5) Notice under paragraph (3) to the owner of any vessel may be served by the Council either by delivering it to the owner or by sending it to the owner by registered post or the recorded delivery service addressed to the owner at their last known place of business or abode in the United Kingdom or, if the owner or any such place of business or abode is not known to the Council, or is not in the United Kingdom, by displaying the notice at the principal port office of the Council and electronically on the port website for the period of its duration.

(6) In this article "owner", in relation to any vessel, means the person who was the owner of the vessel at the time of the sinking, stranding or abandonment.

(7) The powers conferred on the Council by this article shall be in addition to and not in derogation of any other powers exercisable by it for or with respect to the removal of wrecks within the port and its approaches.

### **Power to deal with unserviceable vessels**

**53.—**(1) In addition to the powers conferred on the harbour master by section 57 of the Act of 1847 (unserviceable vessels to be altogether removed from the harbour) and on the Council by section 252 of the Act of 1995 (powers of harbour and conservancy authorities in relation to wrecks) the Council may sell, break up or otherwise dispose of any vessel which is unserviceable and has been laid by or neglected in the port or on land immediately adjoining the port.

(2) The Council may retain out of the proceeds of sale of such vessel, any expenses incurred by it in respect of the vessel, or in marking, buoying, lighting or otherwise controlling the vessel or warning other persons or vessels of its presence and any expenses incurred by the harbour master under section 57 on the Act of 1847 and must pay the surplus, if any, to the person entitled to that surplus.

(3) If the proceeds of the sale are insufficient to reimburse the Council for the said expenses, or there is no sale, the Council may recover the deficiency, or where there is no sale, the whole of the expenses, from the owner as a simple contract debt.

(4) Except in the case of emergency, the Council must, before exercising its powers under this article, give 14 days' notice in writing of its intention to do so to the registered owner of the vessel

and by advertisement in each of two successive weeks in a local newspaper circulating in the area of the port, provided that, if the registered owner or their place of business or address is not known to the Council or is outside of the United Kingdom, the notice may be given by displaying it at the principal port office of the Council and electronically on the Council's website for two successive weeks.

### **Removal of obstructions other than vessels**

**54.**—(1) The Council may remove anything, other than a vessel, causing or likely to become an obstruction to, or cause interference with, navigation in any part of the port or any approach to the port.

(2) The Council may take such steps as appear to it to be appropriate to prevent or minimise such obstruction or interference for the purposes of paragraph (1).

(3) If anything removed by the Council under paragraph (1) is so marked as to be readily identifiable as the property of any person, the Council must, within 28 days of its coming into the Council's custody, give written notice to that person stating that—

- (a) upon proof of ownership to the reasonable satisfaction of the Council; and
- (b) upon payment of any reasonable expenses incurred by the Council under this article,

possession may be re-taken at a place named in the notice within the period specified in the notice (being not less than 14 days after the notice is served).

(4) If for the purposes of this article possession of anything removed is not so retaken it shall at the end of that period vest in the Council.

(5) Notwithstanding the provisions of paragraph (3) the Council may, at such time and in such manner as it thinks fit, dispose of anything removed under paragraph (1)—

- (a) which is not so marked as to be readily identifiable as the property of any person; or
- (b) which is of a perishable nature or the custody of which involves unreasonable expense or inconvenience.

(6) If anything disposed of by the Council under this article is sold, the Council must place a notice at the principal port office of the Council and on the Council's port website for a period of 28 days giving details of the property sold and may retain out of the proceeds of sale any expenses incurred by it under this article, and any surplus from the proceeds—

- (a) must be paid to any person who within 24 months from the time when the property came into the custody of the Council proves to the reasonable satisfaction of the Council that they were the owner at that time; or
- (b) if no person proves their ownership in accordance with sub-paragraph (a), at the end of the 24 month period, shall vest in the Council.

(7) If the proceeds of sale of anything removed under this article are insufficient to reimburse the Council for the expenses set out in paragraph (6), or there is no sale because the thing is unsaleable, the Council may—

- (a) recover the deficiency; or
- (b) where there is no sale, the whole of the expenses,

from the person who was the owner at the time when the thing removed came into the custody of the Council or who was the owner at the time of its abandonment or loss.

### **Boarding of vessels or vehicles**

**55.** A duly authorised officer of the Council may, on producing their authority if so required, enter and inspect a vessel or vehicle in the port for the purposes of any enactment relating to the port (including any enactment so relating contained in subordinate legislation) or of any byelaw or general direction of the Council relating to the port, including the enforcement of any such enactment, byelaw or general direction.

## Notices

**56.**—(1) Except where this Order expressly provides otherwise a notice or other document required or authorised to be served for the purposes of this Order, or any direction given under this Order, must be in writing and must be served by first class post.

(2) Where the person on whom a notice or other document to be served for the purposes of this Order is a body corporate, the notice or document is duly served if it is served to the secretary or clerk of that body.

(3) Where a person on whom a notice or other document is to be served has agreed in writing that service may be by email, or other electronic means, the Council may provide notices by that means until such time as the person informs them in writing that they are no longer willing to receive notices or documents by email or by such other electronic means.

(4) For the purposes of section 7 of the Interpretation Act 1978(a) as it applies for the purposes of this article, the proper address of a person in relation to the service on them of a notice or document under paragraph (1) is, if they have given an address for service that address, and otherwise—

- (a) in the case of the secretary or clerk of a body corporate, the registered or principal office of that body; and
- (b) in any other case, their last known address at the time of service.

(5) Where for the purposes of this Order a notice or other document is required or authorised to be served on a person whose name and address cannot be ascertained after reasonable inquiry—

- (a) in the case of a notice or document to be served on a person as having an interest in or as the occupier of, any land, it may be served by—
  - (i) addressing it to them by name or by the description of “owner”, or as the case may be occupier”, of the land (describing it), and
  - (ii) either leaving it in the hands of a person who is or appears to be resident or employed on the land or leaving it conspicuously affixed to some building or object on or near the land,
- (b) in the case of a notice or document relating to a vessel (including a wreck), it may be served by exhibiting it in a conspicuous position on or near the vessel (unless it would not be reasonably practicable to exhibit the notice or document in this manner or if the notice or document would not be likely to be seen if it were so exhibited) or by handing it to a member of the crew; and
- (c) in the case of any other notice or document or a notice or document that is not capable of being served in accordance with sub-paragraph (b) it may be served by displaying it at the principal port office of the Council for the period of its duration.

## Saving for Trinity House

**57.** Nothing in this Order shall prejudice or derogate from any of the rights, duties or privileges of Trinity House.

## Saving for King’s Harbour Master

**58.** Nothing in this Order shall take away, alter, prejudice or affect the jurisdiction or any rights, powers, authorities or privileges of the King’s Harbour Master.

## Crown Rights

**59.**—(1) Nothing in this Order shall—

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(a) 1978 c. 30.

- (a) prejudicially affect any estate, right, power, privilege, authority or exemption of the Crown; or
- (b) authorise the Council or any licensee to take, use, enter upon or in any manner interfere with any land or interests in land or any rights of whatsoever description (including any part of the shore or bed of the sea or any river, channel, creek, bay or estuary) belonging to—
  - (i) His Majesty in right of the Crown and under the management of the Crown Estate Commissioners, without the consent in writing of the Crown Estate Commissioners, or
  - (ii) a government department or held in trust for His Majesty for the purposes of a government department, without the consent in writing of that government department.

(2) A consent under paragraph (1) may be given unconditionally or subject to such conditions and upon such terms as may be considered necessary or appropriate.

#### **Amendment of the Portsmouth Camber Dock and Flathouse Wharf Order 1911**

**60.**—(1) The Portsmouth Camber Dock and Flathouse Wharf Order 1911(a) is amended as follows.

(2) In article 1(3) in the definition of “The Corporation” for “the Mayor Alderman and Burgesses of the borough of Portsmouth acting by the council of that borough” substitute “Portsmouth City Council”.

#### **Amendment of the Act of 1959**

**61.**—(1) The Act of 1959 is amended as follows.

(2) In section 3 (interpretation) for the definition of “vessel” substitute the definition of that word in article 2(1) of this Order.

#### **Amendment of the Portsmouth (Pilotage) Harbour Revision Order 1988**

**62.**—(1) The Portsmouth (Pilotage) Harbour Revision Order 1988(b) is amended as follows.

(2) In article 2 (interpretation) for the definition of “the existing area of jurisdiction” substitute—

““the existing area of jurisdiction” means Portsmouth International Port and the Camber, the limits of which are described in article 4(3) of the Portsmouth International Port and Camber Harbour Revision Order 20[ ];”.

#### **Amendment of the Portsmouth (Pilotage) Harbour Revision Order 1992**

**63.**—(1) The Portsmouth (Pilotage) Harbour Revision Order 1992(c) is amended as follows.

(2) In article 2 (interpretation) for the definition of “the existing area of jurisdiction” substitute—

““the existing area of jurisdiction” means Portsmouth International Port and the Camber, the limits of which are described in article 4 of the Portsmouth International Port and Camber Harbour Revision Order 20[ ];”.

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(a) 1 & 2 Geo. V. c. clviii.  
 (b) S.I. 1988/1627.  
 (c) SI 1992/1380.

### **Amendment of the Portsmouth (Camber Dock) Harbour Revision Order 1995**

**64.**—(1) The Portsmouth (Camber Dock) Harbour Revision Order 1995(a) is amended as follows.

(2) In article 2(1) for the definition of “the Camber Dock undertaking” substitute—

““the Camber Dock undertaking” has the same meaning as the definition of “the Camber Undertaking” in article 2(1) of the Portsmouth International Port and Camber Harbour Revision Order 202[ ];”.

### **Amendment of the Order of 2000 (MWLS)**

**65.**—(1) The Order of 2000 (MWLS) is amended as follows.

(2) In article 2(1) for the definition of “vessel” substitute the definition of that word in article 2(1) of this Order.

### **Amendment of the Order of 2000 (TSB)**

**66.**—(1) The Order of 2000 (TSB) is amended as follows.

(2) In article 2(1) for the definition of “vessel” substitute the definition of that word in article 2(1) of this Order.

### **Revocation / Repeal**

**67.** On the date this Order comes into force the enactments mentioned in the first and second columns of the Schedule 2 to this Order shall be revoked or repealed (as appropriate) to the extent specified in the third column of that Schedule.

Signed by authority of the Marine Management Organisation

*Tom McCormack*  
Chief Executive Officer

Date

An employee of the Marine Management Organisation

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(a) S.I. 1995/1063.

# SCHEDULES

## SCHEDULE 1

Article 20

### PURPOSES FOR WHICH BYELAWS MAY BE MADE

**1.** regulating the use of pontoons, stagings, quays, jetties, piers, walkways, bridges, approaches, slipways, landing places, berthing heads, boat lifts, mooring posts, buildings, parking places, and other works and facilities provided by the Council;

**2.** regulating the shipping and unshipping, landing, warehousing, stowing, depositing and removing of goods within the port;

**3.** preventing damage or injury to any vessel, goods, vehicle, plant, machinery, property, or persons within the port and to any aids to navigation used in connection with the port;

**4.** regulating, preventing or licencing the conduct of all persons in vessels or otherwise in the port not being—

- (a) members of a police force;
- (b) officers or servants of the Crown; or
- (c) members of a fire brigade

whilst in the exercise of their duties as such;

**5.** regulating the placing, laying down, maintenance, removal and use of moorings within the port;

**6.** preventing or removing obstructions (including vessels and vehicles) or impediments within the port;

**7.** regulating the launching of vessels into the port and/or from the port;

**8.** regulating or prohibiting the mooring, careening, beaching or anchoring and keeping of vessels in the port;

**9.** regulating or preventing the use in the port or onboard any vessel in the port of fires, lights, or any other equipment, tools or appliances which the Council considers involves a risk of fire, explosion or chemical reaction and for the prevention of smoking;

**10.** regulating the removal of rubbish (including ballast, earth or clay or other refuse) and sewerage for vessels in the port;

**11.** the prevention of the disposal of such rubbish and sewerage from vessels, in the port;

**12.** prohibiting the use of or regulating the movement, speed, placing, loading, unloading, driving and parking of vehicles in the port and the removal of vehicles from the port (including by the Council);

**13.** requiring the use of effectual silencers and the general control of noise on vessels in the port;

**14.** regulating vessels in the port and their entry into and departures from the port and, without limitation to the generality, for prescribing rules for regulating the speed and manner of navigation or movement and the lights and signals exhibited or made by, or for the benefit of, vessels using, navigating or mooring within the port;

**15.** regulating the embarkation of persons on to, or their disembarkation from, vessels within the port;



16. regulating the holding of regattas and other public events in the port;
17. prescribing the lights and signals to be exhibited or made;
- (a) by vessels aground in the port;
- (b) by vessels or other devices used for marking obstructions within the port;
18. assisting the navigation of vessels within the port, at the entrance to any dock or at any wharf, pier or other work;
19. preventing nuisances in the port;
20. preventing or regulating the discharge by land or sea of any material or thing within the port of the approaches to them;
21. regulating or preventing fishing for marine creatures of any type and by whatever means from any pier, jetty, wharf, or other installation or structure of any kind within the port, from any vessel within the port or from the foreshore where such fishing interferes with the operation of the port or the safety of navigation in the port;
22. regulating or preventing aquaplaning, water skiing, diving or other similar activities in the port;
23. regulating or preventing bathing, and for securing the protection of bathers, within the port;
24. regulating or preventing the use of vehicles on the foreshore within the port;
25. regulating the use of ferries within the port and the conduct of boatmen, ferry men, and others plying for hire in the port and of persons resorting to any works constructed or operated by the Council;
26. regulating the exercise of powers vested in the harbour master; and
27. the regulation of vessels and for the regulation of persons embarking or disembarking frequenting or employed in the port.
28. for the purposes specified in section 83 of the Act of 1847 (Byelaws may be made for all or any of the purposes herein named).

## SCHEDULE 2

Article 61

### REVOCATION / REPEAL

**Table 1**

<i>Number</i>	<i>Title or Short Title</i>	<i>Extent of Revocation/Repeal</i>
1839 c. lxxii.	An Act for Enlarging the Town Quay of the Borough of Portsmouth, and for improving that Portion of the Harbour of Portsmouth called The Camber.	Whole Act.
1859 Cap. lx.	Portsmouth Docks Act, 1859.	Whole Act.
1868 c.cxxviii.	Portsmouth Camber Quays Act 1868.	Whole Act.
1883 c. clxv.	The Landport Wharf Act 1883.	Whole Act.
1898 c. cci.	Pier and Harbour Orders Confirmation (No. 2) Act, 1898.	Whole of the Portsmouth Camber Quays Order 1898.
1911 c.clviii.	Portsmouth Camber Dock and Flathouse Wharf Order 1911.	Whole Order apart from articles 1 and 3.

1959 c. xlv.	Portsmouth Corporation Act 1959.	Sections 86, 87, 90 to 92 and 115 to 120 (inclusive).
S.I. 1990/1452.	The Portsmouth (Camber Dock and Flathouse Wharf) Harbour Revision Order 1990.	Whole Order.
S.I. 1990/1659.	The Portsmouth (Flathouse Quay) Harbour Revision Order 1990.	Whole Order apart from articles 2 and 4 to 7.
S.I. 1995/1063.	The Portsmouth (Camber Dock) Harbour Revision Order 1995.	Whole Order apart from articles 2 and 4 to 7.
S.I. 1966/982.	The Portsmouth Mile End Quay Revision Order 1966.	Whole Order.
S.I. 1973/2135.	The Portsmouth Mile End Quay Revision Order 1973.	Whole Order.
1978 c. cvii.	Mile End Gardens (Portsmouth) Act 1978.	Whole Act.
S.I. 1981/1632.	The Portsmouth Mile End Quay Revision Order 1981.	Whole Order apart from articles 2, 5, 6, 8 and 9.
S.I. 1988/1519.	The Portsmouth Mile End Quay Harbour Revision Order 1988.	Whole Order.
S.I. 1991/993.	The Portsmouth Mile End Quay Harbour Revision Order 1991.	Whole Order.
S.I. 1992/1623.	The Portsmouth Mile End (Albert Johnson Quay) Harbour Revision Order 1992.	Whole Order.
S.I. 1993/2733.	The Portsmouth Mile End Quay (Berth No 2 Extension) Harbour Revision Order 1993.	Whole Order.
S.I. 1994/2733.	The Portsmouth Mile End Quay (Continental Ferry Port Phase 7) Harbour Revision Order 1994.	Whole Order.
S.I. 1999/2513.	The Portsmouth Mile End Quay (Continental Ferry Port) Harbour Revision Order 1999.	Whole Order.
S.I. 2011/3032.	The Portsmouth (Continental Ferry Port Berth 2 Extension) Harbour Revision Order 2011.	Whole Order apart from articles 2 and 4 to 7.

### SCHEDULE 3

Article 2

### ACTS AND ORDERS

#### PART 1 – THE CAMBER UNDERTAKING

1. Portsmouth Camber Dock and Flathouse Wharf Order 1911 (articles 1 and 3 only).
2. Portsmouth Corporation Act 1959.
3. The Portsmouth (Camber Dock) Harbour Revision Order 1995 (articles 2 and 4 to 7 only).

4. Portsmouth (Millennium Waterbus Landing Stages) Harbour Revision Order 2000 (insofar as it relates to the undertaking).

## PART 2 – PORTSMOUTH INTERNATIONAL PORT UNDERTAKING

1. Portsmouth Camber Dock and Flathouse Wharf Order 1911 (articles 1 and 3 only).
2. Portsmouth Corporation Act 1959.
3. The Portsmouth (Flathouse Quay) Harbour Revision Order 1990 (articles 2 and 4 to 7 only).
4. The Portsmouth Mile End Quay Revision Order 1981 (articles 2, 5, 6, 8 and 9 only).
5. The Portsmouth (Continental Ferry Port Berth 2 Extension) Harbour Revision Order 2011 (articles 2 and 4 to 7 only).
6. Portsmouth (Tall Ships Berth) Harbour Revision Order 2000.
7. Portsmouth (Millennium Waterbus Landing Stages) Harbour Revision Order 2000 (insofar as it relates to the undertaking).

## EXPLANATORY NOTE

*(This note is not part of the Order)*

This Order, made on the application of Portsmouth City Council relates to the statutory undertakings which form part of Portsmouth International Port and the Camber which together form the port. It modernises and consolidates the statutory harbour powers applying in relation to the port, so that in the future it will be governed under the Order and the Acts and Orders listed in Schedule 3. The Order provides for:

(1) The Jurisdiction (article 4) and General functions (article 5) of the Council as the statutory harbour authority for the port including plans of the port (including the port premises) which can be inspected during working hours at the office of the Marine Management Organisation, Lancaster House, Hampshire Court, Newcastle upon Tyne, NE4 7YH and the principal port office of Portsmouth City Council, Portsmouth International Port Offices, Northern Exit Building, Whale Island Way, Portsmouth, PO2 8EB.

(2) The establishment of an advisory body consisting of port stakeholders with which the Council is required to consult on material matters (article 6).

(3) Powers to vest in the Council relating to finances including application (article 7), establishment of a General Reserve Fund (article 8), as well as borrowing powers (article 9).

(4) Powers relating to works including a power to dredge (article 42), moorings (articles 43 to 45), aids to navigation (article 11), repair of landing places (article 12), works and dredging (article 13), control of certain operations and works of statutory undertakers (article 14), licensing (articles 15 and 16), appeals in respect of works or dredging licence (article 17), penalties for obstruction of works (article 18).

(5) Modernised powers of management and control of the port to vest in the Council including provisions relating to parking places (article 19), removal of vehicles and vessels (article 20), and byelaws (articles 21, 22 and Schedule 1).

(6) Powers of general and special direction on the Council and the harbour master (defined in article 2) for the regulation and management of the port (articles 23 to 31). A register of all in force general directions which may be inspected during working hours at the port office of the Council (article 23). This Order creates an offence of failing to comply with special directions or general directions, the penalty for which is a fine on summary conviction not exceeding level 4 on the standard scale (article 28). A defence of due diligence is available to a person charged under article 27 (article 28(2)).

(7) A modern suite of charging powers (articles 32 to 41) including exemptions from harbour dues (article 39) and prevention of sailing of vessels (article 41).

(8) Powers relating to development of land (article 46), power to grant tenancies and dispose of land (article 47), power to appropriate lands and works for particular uses, etc. (article 48), other commercial activities (article 49), power to delegate functions (article 50).

(9) Powers relating to bunkering (article 51), disposal of wrecks (article 52), unserviceable vessels (article 53), removal of obstructions other than vessels (article 54), boarding of vessels or vehicles (article 55) and notices (article 56).

(10) Saving for Trinity House (article 57), the King's Harbour Master (article 58) and the Crown (article 59).

(11) To facilitate the above, the Order repeals and revokes the Acts and Orders set out in Schedule 2 (article 67) and amends the Acts and Orders set out in articles 60 to 66.

(12) An impact assessment has not been prepared for this Order as there is no, or no significant, impact predicted on businesses, charities, voluntary bodies or the public sector.

An Explanatory Memorandum is available alongside the instrument on the UK legislation website at [www.legislation.gov.uk](http://www.legislation.gov.uk).