

EXPLANATORY MEMORANDUM TO
THE PORT SECURITY (PORT OF LONDON) DESIGNATION ORDER 2014

2014 No. 577

1. This explanatory memorandum has been prepared by the Department for Transport and is laid before Parliament by Command of Her Majesty.

2. **Purpose of the instrument**

The order defines the port boundaries for the Port of London for the purposes of the Port Security Regulations 2009 (S.I. 2009/2048, amended by S.I. 2013/2815). The order also designates a port security authority for the Port of London for the purposes of regulation 5 of those Regulations.

3. **Matters of special interest to the Joint Committee on Statutory Instruments**

The Committee will see that page 4 is blank. This may appear unnecessarily to increase the length of the instrument. But it is considered helpful to users. The reason it was included was to enable three A3-sized maps to be split into three pairs of A4-sized maps (those in Part 2 of Schedule 1 to the order). That avoided having A3 fold-out pages and avoided having to go through a proofing process. For user-friendliness, each pair of A4-sized maps was placed on facing pages, requiring the insertion of a blank page.

4. **Legislative Context**

4.1 Under Regulation (EC) 725/2004 of the European Parliament and of the Council of 31 March 2004 on enhancing ship and port facility security (“the EU Regulation”) certain provisions of the International Maritime Organization’s International Convention for the Safety of Life at Sea (SOLAS) 1974 (as amended by the addition of a new Chapter XI-2) and of the International Ship and Port Facility Security Code (“the ISPS Code”) were incorporated into EU law. The aim of these measures was to enhance the security of ships used in international trade and certain domestic shipping and the security of the associated port facilities.

4.2 In 2005 the European Parliament and the Council adopted further legislation in the form of Directive 2005/65/EC of 26 October 2005 on enhancing port security (“the Directive”), so as to extend port security measures beyond the immediate “ship-port interface” (essentially the docking areas) covered by the EU Regulation and into the wider port area (including transport-related and other operational areas of the port). The Port Security Regulations 2009 (S.I. 2009/2048), which transposed the Directive in the

United Kingdom, came into force on 1 September 2009. They were amended by the Port Security (Amendment) Regulations 2013 (S.I. 2013/2815) which came into force on 29 November 2013.

4.3 This order is part of a series of designation orders in respect of individual ports and port security authorities which have to be made in order to apply the security measures contained in the Port Security Regulations 2009 at relevant ports across the UK. To date, 28 designation orders have come into force. The 28 orders are:

<i>Order</i>	<i>S.I. number</i>	<i>Date in force</i>
The Port Security (Avonmouth Dock and Royal Portbury Dock and Port of Bristol Security Authority) Designation Order 2010	2010/319	19th March 2010
The Port Security (Port of Dover) Designation Order 2011	2011/3045 (amended by S.I. 2013/2728 ¹)	31st January 2012
The Port Security (Port of Aberdeen) Designation Order 2012	2012/2607 (amended by S.I. 2013/2728)	19th November 2012
The Port Security (Port of Grangemouth) Designation Order 2012	2012/2608 (amended by S.I. 2013/2728)	19th November 2012
The Port Security (Port of Portland) Designation Order 2012	2012/2609 (amended by S.I. 2013/2728)	19th November 2012
The Port Security (Port of Tees and Hartlepool) Designation Order 2012	2012/2610 (amended by S.I. 2013/2728)	19th November 2012
The Port Security (Port of Workington) Designation Order 2012	2012/2611 (amended by S.I. 2013/2728)	19th November 2012
The Port Security (Port of Milford Haven) Designation Order 2013	2013/516	1st May 2013

¹ The Port Security Designation (Amendment) Order 2013 – This extends the initial review date in six designation orders to 5 years from the coming into force date. For Grangemouth, that amendment order also makes amendments to reflect the reconstitution of the port security authority as a company limited by guarantee.

The Port Security (Ports of Swansea and Port Talbot) Designation Order 2013	2013/1652	2nd August 2013
The Port Security (Port of Newhaven) Designation Order 2013	2013/1655	2nd August 2013
The Port Security (Port of Falmouth) Designation Order 2013	2013/1656	2nd August 2013
The Port Security (Port of Sullom Voe) Designation Order 2013	2013/2013	10th September 2013
The Port Security (Port of Hull, New Holland, Immingham and Grimsby) Designation Order 2013	2013/2014	10th September 2013
The Port Security (Ports of Liverpool and the Manchester Ship Canal) Designation Order 2013	2013/2181	3rd October 2013
The Port Security (Port of Southampton) Designation Order	2013/2272	9th October 2013
The Port Security (Port of Barrow) Designation Order 2013	2013/3074	9th January 2014
The Port Security (Port of Cromarty Firth) Designation Order 2013	2013/3075	9th January 2014
The Port Security (Port of Fowey) Designation Order 2013	2013/3076	9th January 2014
The Port Security (Port of Glasgow) Designation Order 2013	2013/3077	9th January 2014
The Port Security (Port of Great Yarmouth) Designation Order 2013	2013/3078	9th January 2014
The Port Security (Port of Peterhead) Designation Order 2013	2013/3079	9th January 2014
The Port Security (Port of Troon) Designation Order 2013	2013/3080	9th January 2014
The Port Security (Port of Tyne) Designation Order 2013	2013/3081	9th January 2014
The Port Security (Ports of Cardiff, Barry and Newport) Designation Order 2013	2013/3180	20th January 2014
The Port Security (Port of Belfast) Designation Order 2013	2013/3184	20th January 2014

The Port Security (Port of Shoreham) Designation Order 2013	2013/3185	20th January 2014
The Port Security (Port of Plymouth) Designation Order 2014	2014/8	14th February 2014
The Port Security (Port of Medway) Designation Order 2014	2014/82	17 th February 2014

Each designation order delineates the boundaries of a particular port for the purposes of the Directive, based on a port security assessment defining all areas associated with the port which are relevant to port security and discussions with stakeholders during consultation. The orders also designate a port security authority (“PSA”) for the delineated ports. Under regulation 3(3) of the Port Security Regulations 2009, as amended by the Port Security (Amendment) Regulations 2013 (reflecting article 2(4) of the Directive), the provisions of the Directive and of Parts 2 to 6 of the Port Security Regulations 2009 need not, however, be applied to ports where there is only one port facility and where the defined port area would not extend beyond the boundaries of that facility; in such a case the facility can continue to be governed by the EU Regulation and is effectively exempted from the provisions of the Directive.

4.4 The reasons for this two-fold legislative structure – comprising the generally applicable Port Security Regulations 2009 and the port-specific designation orders – are explained in paragraphs 4.5 and 4.6 below.

4.5 The Port Security Regulations 2009 as amended (“the Regulations”), which were made under powers contained in section 2(2) of the European Communities Act 1972, transpose the port security measures in the Directive which have general application across all relevant UK ports. It was not however considered practicable to include in the Regulations themselves the provisions required to apply those general measures at every relevant port in the UK. The provisions in question relate to the delineation of the boundaries of each relevant port and the designation of a PSA. To attempt to include these specific provisions for all the relevant ports in the Regulations themselves would have resulted in an impracticably long instrument containing numerous schedules of maps.

4.6 The possibility of including in the Regulations a power for the Secretary of State at a later stage to define the boundaries of each port, and to designate a PSA for each port, was considered. This option was rejected however because it was considered that it would involve unlawful legislative sub-delegation to the Secretary of State. By virtue of paragraph 1(1)(c) of Schedule 2 to the European Communities Act 1972, it is unlawful to include in an instrument made under section 2(2) of the Act a provision that sub-delegates power to *legislate* to another individual or body. (A power to give directions as to *administrative* matters is not regarded as a power to legislate. However, on the basis that the delineation of port boundaries and the

designation of port security authorities would give rise to legal effects it was considered that these would be regarded as legislative rather than administrative acts.)

4.7 The defining of the port boundary in each designation order takes into account information resulting from the port security assessment undertaken in accordance with Annex I of the Directive, and views expressed by stakeholders during the consultation process. The boundary embraces the port facilities situated within the port, and the port areas that could have an impact on the security of the port.

4.8 Port operators are free to recommend whether the legal status of a PSA should be that of a body corporate or an unincorporated association. As a body corporate, a PSA would be a legal person in its own right separate and distinct from its individual members and could sue and be sued in its own name rather than in the names of its members. An incorporated PSA would also be able, if it wished, to employ staff or contract for services in its own name, and to obtain its own public liability or employers' liability insurance.

5. Territorial Extent and Application

This instrument applies to all of the United Kingdom (although its subject matter specifically concerns port operations at the Port of London).

6. European Convention on Human Rights

As the instrument is subject to negative resolution procedure and does not amend primary legislation, no statement is required.

7. Policy background

7.1 The policy objectives of this order are to define port boundaries for the Port of London for the purposes of the Port Security Regulations 2009, as amended by the Port Security (Amendment) Regulations 2013, and to designate a port security authority for the port.

7.2 As indicated in paragraphs 4.3 to 4.7 above, there is a need to legislate in this area in order to fulfil the UK's obligation to implement the Directive; and the Government needs to make designation orders to allow the security measures contained in the Port Security Regulations 2009 to be applied at the Port of London.

7.3 There has not been a high level of public or media interest in the policy.

7.4 The legislation is politically and legally important as the Department for Transport advocates good security practice and this instrument is one of a series of port security designation orders which - in conjunction with the Port Security Regulations 2009, as amended by the Port Security (Amendment) Regulations 2013 - provide the legal framework for extending port security

measures to transport-related and operational areas in relevant ports beyond the immediate “ship/port interface”.

8. Consultation outcome

8.1 The Port of Thames (as it was then going to be called) was included in a public consultation held from 28 August to 8 October 2013. Prior to the consultation the Department for Transport was notified that the London Port Security Committee (PSC), chaired by the Port of London Authority (PLA) representative, with the overwhelming support of the individual ISPS² facilities in the port, had a desire to establish a single PSA on the Thames and consultees were expressly asked if they shared this preference or whether there should be separate PSAs (for instance, for Canvey Island, Dagenham, Purfleet and Tilbury).

8.2 A draft designation order was not provided as part of the consultation documentation. Instead, a full set of plans to be included in the order (a key plan, 3 key inset plans and 51 inset plans showing the port facilities) were included. Also included in the consultation was a specimen designation order, since the orders all contain standard text (S.I. 2012/2610 the Port Security (Port of Hull, New Holland, Immingham and Grimsby) Designation Order 2012).

8.3 There were 3 consultation responses: from two port facility operators (Castlekeep Ltd and Port of Tilbury London Ltd) and the PLA. In response to consultation question 5 - which asked if there were any other nearby port facilities that should be included within the boundary - Castlekeep Ltd suggested “St Georges Steps (Tier)”. The Department for Transport was able to establish the location of St Georges Steps and confirm that it in fact lay inside the boundary (please see Annex B). Apart from this query, Castlekeep was content with the proposals including the proposed boundary and single PSA, as was Port of Tilbury London Ltd.

8.4 The PLA was content with the proposed boundary but had a number of points of detail regarding the final text of the order and these have been clarified in conjunction with the PLA and relevant stakeholders. For the purposes of this explanatory memorandum the PLA, in agreement with the London PSC and an overwhelming majority of the individual ISPS port facilities, has encapsulated the PSA area as “the area enclosed by the boundary line following the mean high water springs line on the North and South banks of the Thames (deviating landwards from that line to include each of the ISPS facilities) from London Bridge to a line of Longitude 0deg 37min E and all anchorages and navigation channels (listed by schedule) to the east of that line of longitude to the eastward extent of the PLA limit”.

8.5 The consultation proposed that the port whose boundary is designated by this order should be called “Port of Thames”. The PLA responded that

² ISPS = The International Ship and Port Facility Security Code (ISPS Code) is a comprehensive set of measures to enhance the security of ships and port facilities, developed in response to the perceived threats to ships and port facilities in the wake of the 9/11 attacks in the United States. The ISPS Code is implemented through chapter XI-2 Special measures to enhance maritime security in the International Convention for the Safety of Life at Sea (SOLAS), 1974.

“London” was preferable to “Thames”. After consideration, there was no apparent reason not to accede to this request, so the final designation order defines a boundary for the “Port of London”.

The final designation order following consultation

8.6 The final designation order includes the overview key plan (in Part 1 of Schedule 1), 3 key plan insets (each divided into two, in Part 2 of Schedule 1), and 51 inset plans (in Part 3 of Schedule 1). The continuous red line on the plan in Part 1 of Schedule 1 gives an overview of the boundary being designated. The plans in Parts 2 and 3 of that Schedule also show that red line, but descend into detail. The plans in Parts 2 and 3 of Schedule 1 are to be read in conjunction with the plan in Part 1 of Schedule 1.

8.7 Inside the area bounded by the red line on the plans in Parts 1 and 2 of Schedule 1 to the order, there are 51 individual port facilities, 24 anchorages, 12 moorings and ship tiers and a navigational channel (the navigational channel running between the Sea Reach No.1 buoy and London Bridge). These all lie west of longitude 0° 37' E. Since all lie inside the area bounded by the red line, they do not need to be listed separately in the order; they are already inside the boundary by being inside the red line which defines the boundary.

8.8 There are also however 18 further anchorages and 8 further navigational channels which fall outside the red line (they lie east of longitude 0° 37'E). The order does list all of these because they are intended to be inside the designated boundary but do not fall inside the red line. They are listed in Parts 4 and 5 of Schedule 1 to the order.

8.9 For ease of reference, the facilities, anchorages, moorings and ship tiers and the navigational channels are listed in the annexes to this memorandum. The lists include those listed in the order as well as those not listed in the order, as follows –

- Annex A: lists the 51 ISPS port facilities included inside the boundary designated by the order which are not listed separately in the order because they fall inside the red line;
- Annex B: lists the anchorages, moorings and ship tiers included inside the boundary designated by the order which are not listed separately in the order because they fall inside the red line;
- Annex C: lists anchorages designated by the order as being inside the boundary which are listed separately in the order because they fall outside the red line; and
- Annex D: lists all navigational channels designated as being inside the boundary designated by the order. All except one are listed in the order because they fall outside the red line. The one that is inside the

red line is not listed separately in the order because it is already designated to be inside the boundary by being inside the red line.

9. Guidance

The Department for Transport has produced a Port Security Officers' Handbook for guidance on dealing with the port security assessment and port security plan. The guidance has been structured in a manner to reflect each of the stated requirements of the Regulations: these are given as objectives, with subsequent paragraphs indicating how they should be met.

10. Impact

10.1 The impact on business is not high as the UK's implementation of the EU Regulation, and the activities of the existing London PSC, have in practice already put in place the majority of the provisions of the Directive in operational terms. We therefore anticipate that the coming into force of this order will have only moderate operational impact at London and that the order does not constitute a major policy change. There will be no impact on charities and voluntary bodies.

10.2 The additional impact on the public sector is not anticipated to be high as the police are already engaged in activity with regard to assisting ports to undertake multi-agency threat and risk assessments ("MATRA" assessments).

10.3 An Impact Assessment (DfT00254) is attached to this memorandum and will be published alongside the memorandum on www.legislation.gov.uk.

11. Regulating small business

11.1 Implementation of the Port Security Regulations 2009, as amended by the Port Security (Amendment) Regulations 2013, is likely to apply to a number of small businesses based at, or working within, the Port of London. The port facilities based within the envisaged port boundary are already regulated by the Department for Transport under the existing port security regime. Under the current regime, these facilities also have Port Facility Security Plans in place which are regulated by the Department for Transport. These plans will feed into the wider port security plan to be managed by the London Port Security Authority under the new legislation.

11.2 The Port Security Regulations 2009, as amended by the Port Security (Amendment) Regulations 2013, recognise the need to avoid overburdening smaller ports by allowing a number of port facilities to combine under the umbrella of a single port security authority, thereby taking advantage of economies of scale.

11.3 The Department for Transport undertook a full consultation on the draft Port Security Regulations in 2008, including all port operations of which

many would be classified as small businesses. No particular concerns emerged from these operations. There was support for the combination of smaller ports under single umbrella port security authorities.

12. Monitoring & review

12.1 Once the order is in force and the London Port Security Authority designated, the Department for Transport will continue its enforcement programme to ensure compliance with the Port Security Regulations 2009 (as amended), thereby complying with the UK's obligations under the Directive. The guidance has been structured in a manner to reflect each of the stated requirements of the Port Security Regulations 2009: these are given as objectives, with subsequent paragraphs indicating how they should be met. In the meantime, the current compliance and enforcement programmes will continue.

12.2 The Department for Transport has a dedicated team of Compliance Security Inspectors who regularly monitor and review their respective port areas according to Departmental policy. Their offer of assistance (at no cost) in carrying out risk assessments and in drawing up the port security plan has been taken up by a number of the ports considered in-scope of the Directive.

12.3 Each designation order contains a standard review clause in accordance with the Coalition Government's Better Regulation principles. The review clause stipulates that the first report following this review must be published within five years from the coming into force of the designation order.

13. Contact

Caroline Wall at the Department for Transport (Tel: 020 7944 6251 or e-mail: caroline.wall@dft.gsi.gov.uk) can answer any queries regarding the instruments.

ANNEX A

London ISPS facilities and key port infrastructure

Inset 1	Tower Pier / Tower Bridge Upper (HMS Belfast)	Tower Millennium Pier, Lower Thames Street, London, EC3N 4DT
Inset 2	Greenwich Ship Tier	
Inset 3	Victoria Deep	231 Tunnel Avenue, North Greenwich, London, SE3 8DL
Inset 4	West India Dock	West India Dock Pier Head, 420 Manchester Road, London, E14 9ST
Inset 5	Thames Wharf	Dock Road, Canning Town, London, E16 1AF
Inset 6	Angerstein Wharf	Horn Link Way, Charlton, London, SE10 0RT
Inset 7	Murphy's Wharf	Riverside Wharf, Herringham Road, Charlton, London, SE7 8SJ
Inset 8	Thames Barrier Navigation Centre	Unit 28, 34 Bowater Road London, SE18 5TF
Inset 9	Unity House Barrier Gardens Pier	Unity Way Woolwich London, SE18 5NL
Inset 10	Thames Refinery	Factory Road, Silvertown, London, E16 2EW
Inset 11	Alexander Wharf	12-14 River Road, Barking, Essex, IG11 0DG
Inset 12	Pinns Wharf	18 River Road, Barking, Essex, IG11 0DH
Inset 13	Kierbeck Wharf	24a River Road, Barking, Essex, IG11 0GB
Inset 14	Rippleway and Debden Wharves	54-58 River Road, Barking, Essex, IG11 0DS
Inset 15	Docklands Wharf	72/76 River Road, Barking, Essex, IG11 0DS
Inset 16	Timber Wharf	84 Riverside Road, Barking, Essex, IG11 0DS
Inset 17	Dagenham No 8 Jetty	Choats Road, Off Chequers Lane, Dagenham Dock, Dagenham, Essex, RM9 6RJ
Inset 18	Thunderer Jetty	Choats Road, Dagenham, Essex, RM9 6PU
Inset 19	White Mountain Wharf	1 Western Extension, Chequers Lane, Dagenham, Essex, RM9 6Q
Inset 20	Dagenham East Jetty No 9	Dagenham Dock, Perry Road, Chequers lane, Dagenham, Essex, RM9 6QD
	Dagenham Jetty No 4	Chequers Lane, Dagenham, Essex, RM9 6QD
Inset 21	Ford Jetty Dagenham	Ford Dagenham, Thames Avenue, Dagenham, Essex, RM9 6SA
Inset 22	Pioneer Wharf	Church Manorway, Erith, Kent, DA8 1DE
Inset 23	Albion Wharf	Church Manorway, Erith, Kent, DA8 1DL
Inset 24	Harrison Wharf	London Road, Purfleet, Essex, RM19 1PR
Inset 25	Esso Terminal Purfleet	London Road, Purfleet, Essex, RM19 1RY
Inset 26	Thames Deep Water Terminal	London Road, Purfleet, Essex, RM19 1RP
Inset 27	Littlebrook Power Station	Manor Way, Dartford, Kent, DA1 5PT
Inset 28	Jergens Jetty	London Road, Grays, Essex, RM19 1SD
Inset 29	Civil and Marine Jetty (Purfleet Ship to Shore Conveyor)	London Road, Grays, Essex, RM20 3NL
Inset 30	Thurrock Marine Terminal	Oliver Close, West Thurrock, Grays, Essex, RM20 3EE
Inset 31	Vopak Terminal	Oliver Road, West Thurrock, Grays, Essex, RM20 3EY
Inset 32	Johnson's Wharf Greenhithe	Crossways Boulevard, Greenhithe, Kent, DA9 9AD
Inset 33	West Thurrock Jetty	Titan Works, Hogg Lane, Grays, Essex, RM17 5DU
Inset 34	Grays Nustar Terminal	Askew Farm Lane, London Road, West Thurrock, Grays, Essex, RM17 5YZ
Inset 35	Port of Tilbury	Tilbury Freeport, Tilbury, Essex, RM18 7EH
Inset 36	Northfleet Wharf	Botany Marshes, Lower Road, Northfleet Kent, DA11 9BB

ANNEX A (continued)

Inset 37	Tower Wharf	Lower Road, Northfleet, Kent, DA11 9BD
Inset 38	Robins Wharf	Crossways Boulevard, Greenhithe, Kent, DA9 9AD
Inset 39	42 Wharf Northfleet	The Shore, Northfleet, Kent, DA11 9AN
Inset 40	Northfleet Terminal	Crete Hall Road, Northfleet, Kent, DA11 9AD
Inset 41	Red Lion Wharf	Crete Hall Road, Northfleet, Kent, DA11 9AA
Inset 42	London River House	Royal Pier Road, Gravesend, Kent, DA12 2BG
	Royal Terrace Pier, Gravesend	Royal Pier Road, Gravesend, Kent, DA12 2BG
Inset 43	Tilbury Power Station	Fort Road, Tilbury, Essex, RM18 8UJ
Inset 44	Denton Wharf	Denton Wharf, Mark Lane
		Gravesend, Kent, DA12 2PL
Inset 45	Clubbs Marine Terminal	Marine Works, Mark Lane, Denton, Gravesend, Kent, DA12 2QB
Inset 46	Alpha Jetty	North Sea Terminal, Salt Lane, Cliffe, Nr Rochester, ME3 7SX
Inset 47	London Gateway	The Manorway, Stanford-le-Hope, Essex, SS17 9PD
Inset 48	Shell Haven	Shell Haven Oils Site, Stanford-Le-Hope, Essex, SS17 9LD
Inset 49	Thames Oilport	The Manorway, Stanford-Le-Hope, Essex, SS17 9LL
Inset 50	Oikos Storage	Hole Haven Wharf, Haven Road, Canvey Island, Essex, SS8 0NR
Inset 51	Calor Canvey Terminal	Thames Road, Canvey island, Essex, SS8 0HR

ANNEX B

London Designated Anchorages, Moorings and Ship Tiers (West of Longitude 0° 37'E to London Bridge)

These are not listed in the designation order because they fall inside the red line.

Higham Bight Anchorage	51° 26.8N 0°24.8E	North Limit - The south channel edge down to the gas pipe crossing. West Limit - An imaginary line in a northerly direction from the upper outer corner of Clubbs Jetty at Denton. Excluding any portion which lies within the dredged channel.
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Designated Anchorages (Gravesend Reach to Tower Bridge)		
Higham Bight Anchorage	51° 26.8N 0° 24.8E	South side Lower Gravesend Reach
Gravesend Lower Anchorage	51° 26.8N 0° 23.5E	South side Lower Gravesend Reach
St Clements Anchorage	51° 27.7N 0° 17.8E	South side St Clement's Reach
Long Reach Anchorage	51° 28.4N 0° 14.2E	South side Long Reach
Erith Anchorage	51° 28.9N 0° 11.3E	South side Erith Rands
Halfway Anchorage	51° 30.7N 0° 8.4E	South side Halfway Reach
Thamesmead Anchorage	51° 30.7N 0° 6.9E	South side Barking Reach
Barking Creek Entrance Anchorage	51° 30.8N 0° 5.9E	North side Barking Reach
Bow Creek Anchorage	51° 30.3N 0° 0.6E	North side Bugsby's Reach
West India Dock Anchorage	51° 30.1 0° 0.4W	North side Blackwall Reach
Regents Canal Anchorage	51° 30.5 0° 2.3W	North side Lower Pool

Moorings and Ship Tiers (Operational & Non-Operational)

Name	Location	Notes
Tower Bridge Upper Mooring	51° 30.4N 0° 04.8W	South side, Upper Pool
Tower Bridge Lower Mooring	51° 30.2N 0° 04.3W	South side, Upper Pool
George's Stairs Tier	51° 30.2N 0° 04.3W	South side, Upper Pool
Greenwich Ship Tier	51° 29.0N 0° 00.9W	South side, Greenwich Reach
East Woolwich Upper Tier	51° 29.8N 0° 04.1E	South side, downstream end of Woolwich Reach
East Woolwich Middle Tier	51° 29.8N 0° 04.3E	South side, downstream end of Woolwich Reach
East Woolwich Lower Tier	51° 29.8N 0° 04.4E	South side, downstream end of Woolwich Reach
Thamesmead Ship Tier	51° 30.7N 0° 06.6E	South side, Barking Reach
Erith Swing Mooring	51° 29.4N 0° 10.5E	South side, Erith Reach
Erith Ship Tier	51° 29.3N 0° 10.7E	South side, Erith Reach
Greenhithe Swing Mooring	51° 27.4N 0° 17.3E	South side, St. Clement's Reach
Denton Small Ship Mooring	51° 26.8N 0° 24.6E	South side, Gravesend Reach

ANNEX C

London Designated Anchorages (East of Longitude 0° 37'E to Seaward Limit)

These are listed in the designation order because they fall outside the red line.

Designated Anchorages (Longitude 0° 37'E to Seaward Limit)			
Name	Location		Notes
Black Deep Anchorage	51° 38.2N	1° 21.2E	In the Black Deep, between Black Deep No. 5 and Black Deep No. 7 Buoys
Barrow Deep Anchorage	51° 42.1N	1° 18.0E	West of Barrow No. 3 Buoy
Shivering Sands Anchorage	51° 30.4N	1° 07.6E	North east of Shivering Sands Towers
Knob Anchorages	51° 30.8N	1° 04.1E	Oaze Deep in vicinity of Knob Buoy
K1	51° 30.6N	1° 03.2E	Forming a circle of 2.5 cables radius from this position
K2	51° 31.3N	1° 05.1E	Forming a circle of 2.5 cables radius from this position
K3	51° 30.4N	1° 04.0E	Forming a circle of 2.5 cables radius from this position
Mouse Ship Anchorage	51° 30.9N	0° 00.5E	ENE of N Oaze Buoy
Warp Anchorages			Off Blacktail Spit.
W1	51° 30.9N	0° 55.9E	Forming a circle of 2.5 cables radius from this position
W2	51° 31.2N	0° 57.1E	Forming a circle of 2.5 cables radius from this position
Zulu Anchorages			Off the South Shoebury Buoy
Z1	51° 29.7N	0° 47.7E	Forming a circle of 1.8 cables radius from this position
Z2	51° 29.7N	0° 48.3E	Forming a circle of 2 cables radius from this position
Z3	51° 29.8N	0° 49.2E	Forming a circle of 2.5 cables radius from this position
Z4	51° 29.8N	0° 50.0E	Forming a circle of 1.8 cables radius from this position
Z5	51° 29.9N	0° 50.6E	Forming a circle of 1.8 cables radius from this position
Z6	51° 30.0N	0° 51.1E	Forming a circle of 1.8 cables radius from this position

ANNEX C (continued)

Z7	51° 30.1N	0° 51.7E	Forming a circle of 1.8 cables radius from this position
Z8	51° 30.2N	0° 52.2E	Forming a circle of 1.8 cables radius from this position

Z9	51° 30.2N	0° 52.9E	Forming a circle of 1.8 cables radius from this position
Z10	51° 30.4N	0° 53.5E	Forming a circle of 1.8 cables radius from this position
Z11	51° 30.5N	0° 54.2E	Forming a circle of 2 cables radius from this position
Z12	51° 30.6N	0° 55.1E	Forming a circle of 2.5 cables radius from this position

Southend Lettered Anchorages			Between the West and South Shoebury Buoys (north side Yantlet Channel)
A	51° 30.4N	0° 44.5E	Forming a circle of 1.8 cables radius from this position
B	51° 30.1N	0° 45.2E	Forming a circle of 1.8 cables radius from this position
C	51° 30.0N	0° 45.7E	Forming a circle of 1.8 cables radius from this position
D	51° 30.0N	0° 46.2E	Forming a circle of 1.8 cables radius from this position
E	51° 30.0N	0° 46.8E	Forming a circle of 1.8 cables radius from this position
F	51° 29.9N	0° 47.3E	Forming a circle of 1.8 cables radius from this position

Southend Small Ship Anchorage	51° 30.7N	0° 42.9E	Off Southend Pier, (north side Yantlet Channel)
Leigh Small Ship Anchorage	51° 30.4N	0° 40.9E	Between the West Leigh Middle Buoy & Southend Pier (north side Yantlet Channel)
Yantlet Small Ship Anchorage	51° 29.6N	0° 40.1E	Between the East Blyth Buoy and the West Nore Sand Buoy (south side of Yantlet Channel)

ANNEX C (continued)

Designated (Explosives) Anchorages			
Chapman Anchorages			Within a 1.2 mile radius downstream of the Chapman Buoy, north of the Yantlet Channel
C1	51° 30.3N	0° 37.4E	Forming a circle of 1.2 cables radius from this position
C2	51° 30.3N	0° 37.9E	Forming a circle of 1.2 cables radius from this position
C3	51° 30.3N	0° 38.5E	Forming a circle of 1.8 cables radius from this position
Mucking Coaster Anchorage	51° 28.7N	0° 26.8E	Bearing 245° by 0.8 miles from the Watermans Stone at Lower Hope Point

London Navigational Channels* (Authorised Channels)

The channels in Part 1 of this table are listed in the designation order because they are outside the red line. The channel in Part 2 of this table is not listed in the designation order because it is inside the red line.

Part 1 – Navigational channels listed in the designation order	
Name	Location
Black Deep	Main deep water approach channel from the north, running from the Sunk, leading to the Knock John Channel and Oaze Deep.
Princes Channel	Main southerly approach channel from the North East Spit and Tongue Sand Towers area, leading to the Oaze Deep.
Fisherman's Gat	Swathway running north west / south east, cutting the Long Sand bank and linking to the Black Deep.
Middle Deep	Northerly approach channel leading to the West Swin.
West Swin	Northerly, approach channel to the north of the Mouse Channel running from the Middle Deep and leading to the Warp Area.
Barrow Deep	Running north east / south west and lying between the Middle Deep and Black Deep. Leading to the Mouse Channel.
Mouse Channel	Leading from the Barrow Channel to the Warp.
Warp / Oaze Area* * Excludes the Medway Approach Area	The area bounded by the eastern end of the Yantlet Channel, the Medway Approach Area, and the western ends of the West Swin, Knock John and Princes Channels.

Part 2 – Navigational channel not listed in the designation order	
Name	Location
The River Thames, up to the Mean High Water Springs mark, between the Sea Reach No. 1 Buoy and London Bridge	Includes the following areas of the tidal Thames: Yantlet Dredged Channel (Sea Reach) Lower Hope Gravesend Reach Northfleet Hope St Clement's Reach Long Reach Erith Rands Erith Reach Halfway Reach Barking Reach Gallions Reach Woolwich Reach Bugsby's Reach Blackwall Reach Greenwich Reach Limehouse Reach Lower Pool Upper Pool