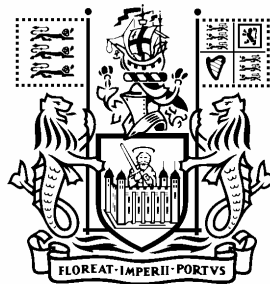


PORT OF LONDON
RIVER (AMENDMENT) BYELAWS
2006

THAMES AIS BYELAWS

REVOCATION OF RIVER BYELAWS Nos. 6, 8 and 41



PORT OF LONDON
AUTHORITY

PART 1

PORT OF LONDON RIVER (AMENDMENT) BYELAWS 2006

The Port of London Authority in exercise of their powers under Section 162 of the Port of London Act 1968 ¹ and of all other enabling powers hereby make the following byelaws.

Citation and Operation

1. These byelaws may be cited as the Port of London River (Amendment) Byelaws 2006 and shall come into operation on 1 June 2007.

Amendments to the 1978 Byelaws

2. The Port of London River Byelaws 1978 ² are amended as follows:

(1) The following shall be added to byelaw 3(3) Interpretation:

“AIS” means Automatic Identification System;

“AIS A” means an AIS Class Alfa transponder system as required by IMO resolution MSC.74 (69) Annex 3 as specified by IEC 61993-2 and ITU-R M.1371-1 and IALA technical clarifications of ITU-R M,1371-1;

“Geographic Display Unit” means a unit which is compatible with THAMES AIS, complying with the Thames AIS Technical Requirements Specification dated 03.05.06, set out in Appendix V to these byelaws;

“IALA” means International Association of Lighthouse Authorities;

“IMO” means International Maritime Organisation;

¹ 1968 c.xxxii; Section 162 was amended by the Thames Barrier and Flood Prevention Act 1972 (1972 c.xlv), section 187 and Schedule 8, paragraphs 1 and 2 and by the Local Government Act 1985 (c.51), section 1 of which abolished the Greater London Council and Part II of which transferred its functions and by the Local Government Reorganisation (Miscellaneous Provision) Order 1986 SI 1986/1 article 3(2)(a) and by the Port of London Authority Harbour Revision Order 2003 SI 2003/2556, article 5.

² The Port of London River Byelaws 1978 were amended by the Port of London River (Amendment) Byelaws 1987 and the Port of London River (Amendment) Byelaws 1988 and the Port of London River (Amendment) Byelaws 1992 the Port of London Craft and Boat Registration and Regulation Byelaws 2000 byelaw 3.2 and the Port of London Harbour Revision Order 2003 SI 2003/2556.

“Pleasure Vessel” means:

- (a) any vessel which at the time it is being used is:
 - (i) (a) in the case of a vessel wholly owned by an individual or individuals, used only for the sport or pleasure of the owner or the immediate family or friends of the owner; or
 - (b) in the case of a vessel owned by a body corporate, one on which the persons are employees or officers of the body corporate, or their immediate family or friends; and
 - (ii) on a voyage or excursion, which is one for which the owner does not receive money for or in connection with operating the vessel or carrying any person, other than as a contribution to the direct expenses of the operation of the vessel incurred during the voyage or excursion; or
- (b) any vessel wholly owned by or on behalf of a members' club formed for the purpose of sport or pleasure which, at the time it is being used, is used only for the sport or pleasure of members of the club or their immediate family; and for the use of which any charges levied are paid into club funds and applied for the general use of the club; and
- (c) in the case of any vessel referred to in paragraph (a) or (b) above no other payments are made by or on behalf of the users of the vessel, other than by the owner;

and in this definition "immediate family" means, in relation to an individual, the husband or wife of the individual, and a relative of the individual or the relative's husband or wife, and "relative" means brother, sister, ancestor or lineal descendant;

Note: The definition of Pleasure Vessel is the same as used in the Merchant Shipping (Survey and Certification) Regulations 1995.

“THAMES AIS” means an AIS Class Alfa Derivative incorporating a Geographic Display Unit, complying with the Thames AIS Technical Requirements Specification dated 03.05.06, set out in Appendix V to these byelaws;

“Specified Vessel” means any vessel having on board (including in its slop tanks), quantities of the following (IMO codings in brackets):

- a) Explosives (Class 1, excluding Class 1.4), in excess of 10 kg Net Explosive Quantity;
- b) Liquid Natural Gas (LNG) in bulk, Liquid Petroleum Gas (LPG) in bulk or being non-gas free following discharge of these cargoes (Class 2);
- c) Flammable liquids and substances in bulk or being non-gas free following discharge of these cargoes (Class 3 of flashpoint <23°C);
- d) Toxic and corrosive substances in bulk or being non-gas free following discharge of these cargoes (Classes 6.1 and 8.0);

“Marine Pollutants in Bulk” means products carried as cargo which are subject to Annexes 1 and 2 of The International Convention for the Prevention of Pollution from Ships 1973, as modified by the Protocol of 1978 relating thereto, better known as MARPOL 1973 - 78, as amended from time to time. In the context of these Directions "in Bulk" means marine pollutant carried as cargo in tanks which are a structural part of, or permanently attached to, the vessel. Residues of cargo remaining in cargo tanks following the complete discharge of the cargo are not included.

(2) The following byelaw shall be inserted after byelaw 57:

57A THAMES AIS CARRIAGE REQUIREMENTS

- (1) Except for Tugs falling within the provisions of paragraph 5 below, the following power-driven vessels, when navigating or working in the Thames upstream of Victoria Deep Water Terminal, shall carry and operate THAMES AIS or AIS A:
 - a) vessels of more than 40m in length overall;
 - b) vessels having a gross tonnage of more than 50 tons (other than Pleasure Vessels having a gross tonnage of more than 50 tons, but which are under 40m in length overall);
 - c) Tugs engaged in towing, or about to tow one or more vessels;
 - d) Class IV, V and Class VI Passenger Vessels; and
 - e) Specified Vessels or vessels carrying Marine Pollutants in Bulk.
- (2) Class IV, V and Class VI Passenger Vessels when navigating or working above Victoria Deep Water Terminal, shall, in addition:
 - (a) carry an electronic Persons On Board (POB) reporting system which meets the minimum standards for THAMES AIS, specified by the Port Authority in Thames AIS – Technical Requirements Specification, dated 03.05.06 set out in Appendix V; and
 - (b) operate such POB reporting system in accordance with the procedures specified by the Port Authority in Procedures for the Operation of Thames AIS and Persons on Board Reporting System, dated 03.05.06 set out in Appendix VI.
- (3) Except for Tugs described in paragraph 4 below all vessels which fall within paragraph 1 above, shall carry and operate a Geographic Display Unit when navigating or working above London Bridge.
- (4) Tugs which fall within paragraph 1 c) above are exempt from carrying an onboard Geographic Display Unit if they are less than 40m in length overall, or less than 50 gross tons.
- (5) Tugs which fall within paragraph 1 c) above are exempt from complying with the requirements of paragraph 1 above if they are undertaking towage within a radius of 0.5 nautical miles of their permanent place of business.

(3) The following Appendices shall be inserted after Appendix IV:

APPENDIX V

THAMES AIS TECHNICAL REQUIREMENTS SPECIFICATION

1. Thames AIS shall consist of:

1.1 A Class Alfa Universal AIS transponder complying with IMO resolution MSC.74 (69) Annex 3 as specified by IEC 61993-2 and ITU-R M.1371-1 and IALA technical clarifications of ITU-R M,1371-1 with the following exceptions:

- a) Minimum keyboard display is not required providing transponder configuration is preset during installation. (Reference MSC.74(69) Annex 3 Article 3.1.3);
- b) IMO number is only required where it has been allocated. Default setting is zero. (Reference MSC.74(69) Annex 3 Article 6.1.1);
- c) Vessel heading and the navigational status are optional. Default setting is “underway using engines”. (Reference MSC.74(69) Annex 3 Article 6.1.2); and
- d) Destination and ETA parameters are not required. (Reference MSC.74(69) Annex 3 Article 6.1.3).

1.2 An onboard Geographic Display Unit connected to the ECDIS/pilot plug port of the Class Alfa AIS transponder. The geographic display system shall:

1.2.1 Receive the following IEC 61162-1 messages:

IEC 61993-2 Message	ITU-R 1371-1 Message
VDO/VDM	1,2,3,5,12,14

1.2.2 Provide a display system that shall:

- a) Be capable of decoding and displaying at least 250 simultaneous targets in accordance with ITU-R 1371-1 nominal reporting interval for given speeds;
- b) Be positioned so that it is visible to the helmsman;
- c) Have daylight and night time visibility;
- d) Have a geographic area display of at least 20cm wide by 15cm high;
- e) Provide a means to transmit a broadcast emergency alert message (safety related);

- f) Provide a means to alert the operator of system and operational alarms including:
 - i) Reception of safety related messages; and
 - ii) Failure of positioning sensor (GPS outage);
- g) Have a graphical presentation view that shall:
 - i) Have a screen resolution of at least 1024 x 768 pixels to clearly define text and image;
 - ii) Display AIS targets clearly labelled with vessel name and in accordance with IMO “*Guidelines for the Presentation of Navigation-Related Symbols, Terms and Abbreviations*”;
 - iii) Present to the user a graphical outline of the river and outline of fixed structures that impinge on the river;
 - iv) Automatically centre/track on own-vessel position;
 - v) Display a maximum range of at least 10nm;
 - vi) Provide an adjustable range scale including but not limited to scales of 0.25nm, 0.5nm, 0.75nm, 1.0nm and 1.5nm; and
 - vii) Display a range scale bar or other means of representing the display scale.

2. The Persons On Board (POB) reporting system shall:

2.1 Transmit and receive via the Class A AIS transponder the following IEC 61162-1 binary broadcast messages (BBM) or addressed binary message (ABM):

Tx/Rx	ITU-R 1371-1 Message	Requirement
Tx	6 or 8 (IAI,IFM 40)	The number of people onboard (total of crew and passengers) when: <ul style="list-style-type: none"> ○ The system is first initialised ○ The number of people onboard count is altered by the operator ○ At a rate between one (1) and six (6) minutes with the default being one (1) minute.
Rx	6 or 8 (IAI,IFM 2)	Respond accordingly

2.2 Provide a means for the operator to alter the number of people onboard.

2.3 The system shall be capable of broadcasting POB data unencrypted (message 8). Subject to user requirements, the system could, alternatively, be capable of transmitting POB data encrypted as an addressed (message 6) or the choice of unencrypted or encrypted transmission of POB data (message 6 or 8) could be provided as a user selectable function.

APPENDIX VI

PROCEDURES FOR THE OPERATION OF THAMES AIS AND PERSONS ON BOARD REPORTING SYSTEM

1. Class IV, V and Class VI Passenger Vessels carrying THAMES AIS in accordance with byelaw 57A are required to:
 - a) operate THAMES AIS and its associated Persons On Board (POB) reporting system at all times when underway within Port Limits;
 - b) report total POB to the Port Authority, through THAMES AIS;
 - c) update this information on departure from the berth and whenever the number changes.
2. All Vessels operating THAMES AIS in accordance with byelaw 57A are permitted to continue to transmit when alongside for short periods, but are to turn THAMES AIS off when unmanned or out of service.
3. Temporary or portable installations of THAMES AIS or AIS A are permitted when complying with the requirements of Byelaw 57A – Thames AIS Carriage Requirements.

PORT OF LONDON AUTHORITY
03.05.06

THE COMMON SEAL of the
PORT OF LONDON AUTHORITY
was affixed in my presence the
23rd June 2006

D CARTLIDGE Secretary

The Secretary for Transport hereby confirms the foregoing byelaws.

Signed by authority of the Secretary of State for Transport the 23rd day of October 2006.

PHIL CAREY Head of Ports Division

PORT OF LONDON
RIVER (AMENDMENT) BYELAWS
2006

The Port of London Authority in exercise of their powers under section 162 of the Port of London Act 1968 and of all other enabling power hereby make the following byelaws:

Citation and Operation

1. These Byelaws may be cited as the “Port of London River (Amendment) Byelaws 2006” and shall come into operation on the expiration of fourteen days after the day upon which is confirmed by the Secretary of State for Transport.

Revocation of Byelaws

2. The Port of London River Byelaws 1978 are amended by the revocation of the following Byelaws:
 - (a) Byelaw 6 – Restriction of Movement of Certain Vessels
 - (b) Byelaw 8 – Persons on the Bridge
 - (c) Byelaw 41 – Restrictions on Towing and Pushing

THE COMMON SEAL of the
PORT OF LONDON AUTHORITY
was affixed in my presence on the
23rd June 2006

DAVID CARTLIDGE Secretary

The Secretary of State for Transport hereby confirms the forgoing byelaws.

Signed by authority of the Secretary of State for Transport the 16th day of October
2006

P CAREY Head of Ports Division

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