

Sub-s (2): The Minister. For meaning, see s 2(1) ante and the note "Minister of Transport" thereto.

River authority. See the note to s 2 ante.

Sub-s (6): Published. See s 185 post.

Definitions. For "drainage authority", "river authority", "the former seaward limit", "the seaward limit" and "the Thames", see s 2(1) ante.

169. Proof of byelaws

A copy of a byelaw of the Port Authority duly confirmed purporting to be printed by direction of the Port Authority and being authenticated by their seal and the signature of their secretary shall for all purposes be prima facie evidence of such byelaw and of the due making and confirmation thereof without proof of such seal or signature.

[In so far as section 169 relates to:-

(a) a byelaw of the Company; or

(b) a byelaw of the Port Authority which, by virtue of paragraph 7 of Schedule 2 to the 1991 Act {the Ports Act 1991} applies in relation to the Company's docks or the Company's port premises;

the reference in that section to authentication of a copy of the byelaw by the seal of the Port Authority and the signature of their secretary shall be treated as a reference to authentication of a copy of the byelaw in accordance with section 41 of the Companies Act 1985]

Notes

The addition to section 169 was made by the Port of Tilbury Transfer Scheme 1991 Confirmation Order 1992 SI 1992/284.

Definition. For "byelaw of the Port Authority", see s 2(1) ante.

170. Arrest of offender against byelaws

Repealed by the Serious Organised Crime and Police Act 2005 ss 111, 174(2) Sch 7 pt 3 para 41(1)(2) Sch 17 Pt 2 from the 1 January 2006.

PART XII

THE SURREY CANAL

171-174 Repealed by the Port of London Act 1982, s7, Sch.2.

PART XIII

MISCELLANEOUS PROVISIONS

(a) General

175. Application of Town and Country Planning Acts to Port Authority's land

(1) It is hereby declared that for the purposes of the Town and Country Planning Acts, 1962 and 1963, anything done by the Port Authority in the exercise of the powers conferred by section 5 (General duties and powers) or by section 11 (Powers relating to land) of this Act, so far as those sections relate to development of land for use otherwise than for the purposes of the undertaking, does not constitute the carrying on by the Port Authority of their statutory undertaking and, in particular, that land which is used, or in which an interest is held, by the Port Authority exclusively for the purpose of exercising those

powers does not constitute operational land.

[In its application to the Company sub section (1) of section 175 shall have effect as if the reference to section 5 were replaced by a reference to section 5A].

(2) Without prejudice to subsection (1) of this section and subject to subsection (3) of this section, any development of operational land by the Port Authority in the exercise of the said powers shall not for the purposes of the said Acts constitute development of operational land.

(3) Subsection (2) of this section shall not apply to development if-

(a) the development comprises development by the Port Authority for the purpose of carrying on the undertaking or is development for a purpose which includes that purpose ; and

(b) the development is such that so much of it as is exclusively referable to the exercise by the Port Authority of the said powers cannot fairly be treated for the purposes of the said Acts as separate development.

(4) Any question under subsection (3) of this section whether part of any development can fairly be treated as separate development shall be determined by the local planning authority to whom application is made for permission for the development in question, or, where an application for permission for the development in question is referred to the Minister of Housing and Local Government, by the Minister of Housing and Local Government and the Minister; and where part of any development is so treated this section and the said Acts shall apply to the parts of the development in all respects as if they were separate development.

(5) If an applicant is aggrieved by a determination of a local planning authority under subsection (4) of this section, he may appeal to the Minister of Housing and Local Government, and any such appeal shall be determined by the Minister of Housing and Local Government and the Minister.

The provisions of the said Acts and of any development order as to the time and manner for appealing to the Minister of Housing and Local Government against planning decisions of local planning authorities shall apply, subject to any necessary modifications, to an appeal under this subsection.

(6) The provisions of the said Acts as to the validity, and proceedings for challenging the validity, of decisions of the Minister of Housing and Local Government on applications for planning permission referred to him under those Acts or on appeals to him under those Acts against planning decisions of local planning authorities shall apply to any determination of the Minister of Housing and Local Government and the Minister under this section as if a reference to this section were included in those provisions.

(7) Subject to this section, any expression in this section which is used in the Town and Country Planning Acts, 1962 and 1963, shall have the same meaning as in those Acts.

Notes

The addition to section 175 was made by the Port of Tilbury Transfer Scheme 1991 Confirmation Order 1992 SI 1992/284.

Minister of Housing and Local Government. *By the Secretary of State for the Environment Order 1970, SI 1970/1681, arts 2, 6, the Ministry of Housing and Local Government was dissolved and the Minister's functions under (inter alia) this Act were transferred to the Secretary of State.*

The Minister. *For meaning, see s 2(1) ante and the note "Minster of Transport" thereto.*

Definition. *For "undertaking", see s 2(1) ante.*

Town and Country Planning Acts 1962 and 1963. *ie the Town and Country Planning Act 1962 and the Town and Country Planning Act 1963; see s 4(3) of the 1963 Act. Those Acts were mostly repealed by the Town and Country Planning Act 1971, s 292, Sch 25, and replaced by provisions of the 1971 Act (repealed) and replaced.*

176. Modifications of advertising requirements of Harbours Act 1964

Where the Port Authority come under an obligation imposed by the Harbours Act 1964 to make a publication by "Gazette and local advertisement "as defined in section 57 of that Act, the obligation shall, notwithstanding the provisions of that Act, be discharged in relation to local advertisement if the Port Authority make the publication in each of two successive weeks in-

(a) a newspaper specialising in shipping news which is published or circulates in Greater London ; and

(b) if the Minister thinks fit, another newspaper specified by him.

Notes

Greater London. See the note to s 168 ante.

The Minister. For meaning, see s 2(1) ante and the note "Minister of Transport" thereto.

177. Removal of vehicles at port premises

(1)(a) If a vehicle is left without the permission of the Port Authority-

(i) in a parking place provided by the Port Authority for a longer period than twenty-four hours ;

(ii) in any part of the port premises where the parking of vehicles is prohibited by notice erected by the Port Authority; or

(iii) in any place where it is likely to obstruct or interfere with the use of the port premises ;

the Port Authority may remove the vehicle to a place of safe custody.

(b) Any such notice as is referred to in sub-paragraph (ii) of paragraph (a) of this subsection shall be conspicuously posted in or in proximity to the place to which it relates.

(2) Where the Port Authority in exercise of the powers of this section remove a vehicle, or use the services of any other person to remove a vehicle, the expenses of and incidental to the removal and safe custody shall be recoverable by the Port Authority from the owner of the vehicle as a debt in any court of competent jurisdiction.

(3) If the Port Authority in exercise of the powers of this section remove a vehicle, they shall, if and as soon as it is reasonably practicable to do so, send to the person for the time being registered as the owner of the vehicle for the purposes of the Road Vehicles (Registration and Licensing) Regulations 1964, or any other regulations having the same effect for the time being in force, at his last known address, his registered address or at the address where the vehicle is ordinarily kept, notice that they have exercised the powers of this section and of the place to which the vehicle has been removed.

(4) A notice stating the general effect of paragraph (a) of subsection (1) of this section shall be displayed in a prominent position at each entrance to any parking place provided by the Port Authority and at each place where a road accessible to vehicles enters any part of the port premises and shall be endorsed on any tickets issued to persons leaving vehicles in any such parking place or elsewhere at the port premises.

Notes

Send ... notice. As to the service of notices under this Act, see s 184 post.

Definition. For "port premises", see s 2(1) ante.

Road Vehicles (Registration and Licensing) Regulations 1964. SI 1964/1178. Revoked by the Road Vehicles (Registration and Licensing Regulations 1971, SI 1971/450.

178. Exemption from rates

Repealed by the Local Government and Finance Act 1988 S.67(12) from 29th July 1988.

Notes

Repeal of this section confirmed by the case of Woodbury (VO) v Toby Restaurants Ltd [1998] RA 315, LT.

179. Millwall docks: exemption from London Building Acts

The provisions of the London Building Acts, 1930 to 1939, shall not extend or apply to any building at the docks, basins, cuts, locks, entrances, canal, works, buildings, wharfs, quays and land formerly vested in the Millwall Dock Company and transferred to the Port Authority by virtue of the Port of London Act, 1908:

Provided that this section shall not extend to any building on any area added to the Millwall Docks after 22nd December, 1920.

Notes

Definitions. For "docks" and "land" see s 2(1) ante.

Port of London Act 1908. Repealed, with savings by the Port of London (Consolidation) Act 1920 and now wholly repealed by s 208, Sch 9, Pt I post.

180. Obligations as to bridges, lights, roads, etc.

(1) In relation to each of the bridges, footways and other works specified in the first column of Schedule 7 to this Act-

- (a) the Port Authority shall comply with the obligations specified in the third column of the schedule to the satisfaction of the authority specified in the second column thereof; and
- (b) the authority specified in the second column of the said Schedule 7 shall comply with any obligation set out in the fourth column thereof.

(2) Subject to subsection (3) of this section and to the provisions contained in the said Schedule 7, the public shall have free and uninterrupted use of the bridges and footways described in the first column of the said schedule subject to interruptions required for-

- (a) the maintenance and repair of the bridges and footways ; and
- (b) the working of the undertaking.

(3) An authority specified in the second column of the said Schedule 7 may release the Port Authority from an obligation imposed on them by this section and, where such consent is required, may consent in writing to the closure, removal or alteration of a bridge, footway or other work described in the first column of the said schedule.

(4) Any question or dispute arising under this section shall be referred to a single arbitrator to be agreed upon between the parties or, failing agreement, to be appointed by the President of the Institution of Civil Engineers on the application of either party to the dispute (after notice in writing to the other).

Notes

Arbitrator. See the note to s 63 ante.

Definition. For "undertaking", see s 2(1) ante.

Note. The London Borough of Newham entered into a Deed dated 21st May 1999 releasing the Port Authority from obligations under this section.

181. Access for government officers

A person employed by the Minister or the Board of Trade and a customs officer shall have free access to the port premises while in the execution of his duty.

Notes

The Minister. For meaning, see s 2(1) ante and the note "Minister of Transport" thereto.

Board of Trade. See the note to s 60 ante.

Definitions. For "customs officer" and "port premises", see s 2(1) ante.

182. Docks deemed to be in port of London

The docks and any parts of the port premises appurtenant thereto shall for the purposes of any custom or of any public Act in force at the commencement of this Act, be deemed to be part of the port of London.

Notes

Commencement of this Act. means 26 July 1968..

Definitions. For "docks" and "port premises", see s 2(1) ante.

183. Authentication of Port Authority's documents

(1) Any notice, licence or other document given or issued by the Port Authority under any enactment shall, unless the contrary intention is expressed in the enactment in question, be sufficiently authenticated if signed by the secretary of the Port Authority or by one of his deputies, and need not be sealed by the Port Authority.

(2) Without prejudice to the generality of subsection (1) of this section all documents relating to goods at the port premises or to the management of the business at a dock shall be sufficiently authenticated if signed by a duly authorised officer of the Port Authority and need not be sealed by the Port Authority.

(3) A bill of exchange or promissory note shall be deemed to have been made, accepted or endorsed on behalf of the Port Authority if made, accepted or endorsed in the name of, or by or on behalf of, or on account of the Port Authority by a duly authorised officer of the Port Authority.

Notes

Definitions. For "dock", "enactment", "goods" and "port premises, see s 2(1) ante.

184. Service of documents

(1) Any document required or authorised by or under this Act to be given to or served on a person-

- (a) being a corporation, society or association, shall be duly given or served if it is given to or served on the secretary or clerk of the corporation, society or association ;
- (b) being a partnership, shall be duly given or served if it is addressed to the partnership identifying it by the name or style under which its business is carried on.
- (2) Subject to the provisions of this section, any notice, consent, approval, demand or other document required or authorised by or under this Act to be given to or served on any person may be given or served either-
- (a) by delivering it to that person ; or
- (b) by leaving it at his proper address ; or
- (c) by post;
- so however that, where such a document is sent by post otherwise than in a letter sent by the recorded delivery service, it shall be deemed not to have been given or served if it is proved that it was not received by the person to whom it was addressed.
- (3) For the purposes of this section, and of section 26 of the Interpretation Act, 1889, in its application to this section, the proper address of any person to or on whom such a document is to be given or served shall-
- (a) in the case of the secretary or clerk of a corporation, society or association, be that of the registered or principal office of the corporation, society or association ;
- (b) in the case of a partnership, be the principal place of business of the partnership ; and
- (c) in any other case, be the usual or last known place of abode of the person to whom the document is given:
- Provided that, where the person to or on whom such a document is to be given or served has furnished an address for service in accordance with arrangements agreed to in that behalf, his proper address for the purpose of this subsection shall be the address so furnished.
- (4) If the name or address of any owner or occupier of any premises to or on whom any such document is to be given or served cannot after reasonable inquiry be ascertained by the person seeking to give or serve the document, the document may be given or served by addressing it to the person to whom it is to be given or on whom it is to be served by the description of " owner" or " occupier " of the premises (describing them) to which the document relates, and by delivering it to some responsible person at the premises, or, if there is no such person to whom it can be delivered, by affixing it, or a copy of it, to some conspicuous part of the premises.
- (5) The provisions of subsections (1) to (4) of this section shall not apply to the service of a summons.
- (6) For the purpose of enabling any document to be served on the owner of any premises, the Port Authority may by notice in writing require the occupier of the premises to state the name and address of the owner thereof, and if the occupier refuses or wilfully neglects to do so, or wilfully misstates the name and address of the owner, he shall, unless in the case of a refusal he shows cause to the satisfaction of the court for his refusal, be guilty of an offence and liable to a fine not exceeding [level 1 on the standard scale].

Notes

The reference to level 1 on the standard scale in sub-s (6) is inserted under the provisions of the Criminal Justice Act 1982, ss 38(8).

Post. The Postal Services Act 2000 para 1, Sch. 8 provides that the reference to post shall not be construed as limited to requiring or authorising that thing to be sent by the postal system of the Post Office company.

Recorded Delivery. *The Postal Services Act 2000 para. 3, Sch. 8 provides that this wording shall be construed as if it required or authorised that thing to be sent by a postal service which provides for the delivery of the document or other thing by post to be recorded.*

Standard scale. *See the note to s 38 ante.*

Interpretation Act 1889, s 26. *Repealed by the Interpretation Act 1978, s 25, Sch 3, replaced by s 7 of, Sch 2, para 3, to that Act.*

185. Port Authority's publications

Any obligation to publish a document imposed on the Port Authority by this Act shall, unless the contrary intention is expressed in the provision containing that obligation, be held to be discharged if the Port Authority-

- (a) make a copy of the document available at their head office during reasonable hours, for public inspection free of charge ; and
- (b) have copies of the document available at their head office for sale to the public at a reasonable price.

186. Crown rights

(1) With the exception of the provisions of this Act relating to dangerous erections and the removal of obstructions, nothing in this Act shall affect prejudicially any estate, right, power, privilege or exemption of the Crown and, in particular, nothing in this Act shall authorise the Port Authority to take, use or interfere with any land or rights-

- (a) belonging to Her Majesty in right of Her Crown and under the management of the Crown Estate Commissioners on behalf of Her Majesty ; or
- (b) belonging to a government department or held in trust for Her Majesty for the purposes of a government department ;

without the consent in writing of the Crown Estate Commissioners or the government department, as the case may be.

(2) Section 70 (Works not to be constructed, etc., without works licence) of this Act shall not extend to works constructed by the Ministry of Defence on that part of the bed of the Thames referred to in section 200 (Reservation of part of the bed and soil) of the Port of London (Consolidation) Act, 1920.

(3) Nothing in Part VII (Vessels and navigation) of this Act shall extend to a vessel belonging to or employed in the service of Her Majesty or to any present or future moorings of, or for, any such vessel.

Notes

Provisions of this Act relating to dangerous erections ... obstructions. See ss 120-123 ante.

Crown Estate Commissioners. The Commissioners referred to in the Crown Estate Act 1961, s 1.

That part of the bed of the Thames referred to. See the last note to this section.

Definitions. For "bed", "mooring", "the Thames" and "vessel", see s 2(1) ante.

Part VII of this Act. ie ss 108 – 138 of this Act.

Port of London (Consolidation) Act 1920, s 200. Repealed, with savings, by ss 208, 212, Schs 9, 11 post. The section read as follows:-

"200. Reservation of part of the bed and soil. Notwithstanding anything in this Act the portion of the bed or soil or shores of the Thames or any encroachment embankment or enclosure therefrom or thereupon in front of or immediately adjacent to any lands buildings or hereditaments whereof or whereto His Majesty or any person or body in trust for Him was or were on the eighteenth day of December eighteen hundred and fifty-six seised or entitled in possession reversion or remainder or which then were the property of any department of His Majesty's Government or in the possession of any such department or any officers of the same shall not be vested in the Port Authority but

shall continue vested in or in trust for His Majesty or in or in trust for such department or officers and be subject to the exercise therein of the same powers authorities rights and privileges as if this Act had not been passed".

187. Certain powers not exercisable in Medway approach area and areas off Southend-on-Sea and Sheerness

- (1) (a) Unless otherwise agreed in writing by the relevant authority the provisions of this Act specified in the first column of Schedule 8 to this Act shall not apply in the areas described in the second column of the said schedule.
- (b) In this subsection the relevant authority means the Southend-on-Sea Corporation except in relation to the area described in paragraph 1 (c) in the said second column where it means the urban district council of Sheerness and in relation to the area described in paragraph 2 (b) in the said second column where it means the [Medway Ports Authority].
- (2) Section 47 (Exception of application of enactments in parts of river Thames) of the Southend-on-Sea Corporation Act, 1947, is hereby repealed.

Notes

The Urban District Council of Sheerness is now Swale Borough Council

The variation to subsection 1(b) was made by the Medway Ports Act 1973.

188. Duchy of Lancaster may sell land to Port Authority

The chancellor and council of the Duchy of Lancaster may sell to the Port Authority any land belonging to Her Majesty in right of the said duchy which the Port Authority think fit to purchase and the proceeds of the sale shall be paid and dealt with as if the land had been sold under the authority of the Duchy of Lancaster Lands Act, 1855.

Notes

Definition. For "land", see s 2(1) ante.

189. Saving for London Transport Board

- (1) In this section-
- " the board " means the London Transport Board ;
- "the railway tunnel" means the East London railway tunnel vested in the board.
- (2) The Port Authority shall not exercise the powers conferred on them by this Act so as to endanger, injure or affect any part of the railway tunnel under the Thames.
- (3) The Port Authority shall not, without the consent in writing of the board, carry out any dredging in that part of the dock known as the Eastern Dock of the London Docks of the Port Authority which lies over the railway tunnel for the purposes of deepening the dock to a level of less than 3 feet above the top of the structure of the said tunnel.

Notes

London Transport Board. That Board was established by the Transport Act 1962, s 1, as originally enacted, but was abolished upon the establishment of the new London Transport Executive by the Transport (London) Act 1969, ss 4, 39 (repealed). The property, rights and liabilities of the Board, together with its statutory functions under (inter alia) this section were transferred to the Executive by ss 16 and 17 respectively of the 1969 Act (repealed). As from 29 June 1984 the Executive was reconstituted as London Regional Transport by the London Regional Transport Act 1984, s 1, Sch 1 and that act was repealed and replaced by the Greater London Authority Act 1999.

Definition. For "the Thames", see s 2(1) ante

190. Saving for Postmaster General

- (1) Nothing contained in this Act shall entitle or oblige the Port Authority to install or use [wireless telegraphy apparatus (within the meaning of the Wireless Telegraphy Act 2006)] in contravention of the provisions of that Act.
- (2) The Postmaster General shall have the same powers in respect of any telegraphic line on the site of the highway stopped up by virtue of section 6 (Power to stop up part of Glengall Grove) of the Port of London Act, 1961, as he would have had if such stopping up had not taken place:

Provided that if any person entitled to an interest in land over which the said highway subsisted proposes to carry out any work which involves or is likely to involve an alteration either temporarily or permanently in any such telegraphic line, paragraphs (1) to (8) of section 7 of the Telegraph Act, 1878, shall apply to the alteration and accordingly shall have effect subject to any necessary modifications as if references therein to undertakers included references to the person proposing to carry out the work.

- (3) In subsection (2) of this section "alteration" and "telegraphic line" have the same meanings as in the Telegraph Act, 1878.

Notes

In Sub.s (1) the words in square brackets were substituted by the Wireless Telegraphy Act 2006 s.123 Sch 7 para 4 in force 8 February 2007 .

Postmaster General. See the note to s 61 ante.

Definition. For "land", see s 2(1) ante.

Wireless Telegraphy Act 1949. For the meaning of "apparatus for wireless telegraphy", see s 19 of that Act.

Port of London Act 1961, s 6. Repealed by ss 208, 212, Sch 9, 11 post.

Telegraph Acts 1878. Repealed and not replaced by the Telecommunications Act 1984, s 109(6), Sch 7, Pt I.

191. Saving for Corporation of the City of London

Except in so far as this Act otherwise expressly provides, nothing in this Act shall prejudice, alter or affect the rights, privileges, liberties and interests or the estates, franchises or authority of the corporation of the city of London.

Notes

Corporation of the city of London. The expression "Corporation" is defined in City of London (Various Powers) Acts as meaning the mayor and commonalty and citizens of the city acting by the common council; see, for example, the City of London (Various Powers) Act 1977, s 2.

192. Saving for rights, etc, of Temples

Nothing in this Act, other than Part VI (Prevention of pollution) thereof, or in any byelaw, regulation or other instrument made under this Act shall prejudice, alter or affect the rights, powers, privileges and immunities, or the estates, properties and jurisdiction, of the two Societies of the inner Temple and the Middle Temple or either of them, including their respective rights, powers and privileges under the Thames Embankment Act, 1862.

Notes

Part VI. ie ss 94-107 (repealed) of this Act.

Byelaw ... made under this Act. See Pt XI (ss161-169) of this Act.

193. For protection of the Essex County Council

For the protection of the county council of Essex (hereinafter referred to as " the county council") the following provisions shall, unless otherwise agreed in writing between the Port Authority and the county council, apply and have effect-

(1) In this section-

"the Act of 1967" means the Essex County Council (Canvey Island Approaches, etc.) Act 1967;

"the county" means the administrative county of Essex ;

"the existing bridge" has the same meaning as in the Act of 1967:

(2) Notwithstanding anything in section 60 (Dredging and improvement) of this Act, no material shall be deposited or otherwise disposed of at any place within the county otherwise than in accordance with the provisions of section 46 (Refuse dumps) of the Act of 1967:

(3) Notwithstanding the repeals effected by this Act, paragraph (14) of section 35 (For protection of port authority and users of the creeks) of the Act of 1967 shall have effect as if in relation to the county council, subsection (3) of section 223 (Saving in case of damage caused by dredging) of the Port of London (Consolidation) Act 1920 had not been repealed:

(4) Nothing in section 66 (Licensing of works) or in section 73 (Licensing of dredging, etc.) of this Act shall authorise any person licensed by the Port Authority to carry out any operations or to construct, place, lay down, maintain or operate any works or otherwise exercise their powers under the said sections so as to injuriously affect Works Nos. 1 and 2 authorised by the Act of 1967 or the existing bridge or any access thereto.

Notes

Port of London (Consolidation Act 1920, s 223(3). Repealed with savings by ss 208, 212, Schs 9, 11 post. S223(3) read as follows:-

"(3) Any works of dredging and deepening carried out under the powers of this Act which are within fifty yards of any part of any bridge belonging wholly or partly to the [-----] Essex [-----] County Council[-----] shall be executed under the supervision and to the reasonable satisfaction of the engineer of the [-----] county council[-----]."

"The corporation" was defined in s 2 of the 1920 Act (repealed) as "the mayor alderman and commons of the city of London in common council assembled".

194. Saving for the Trinity House

Nothing in this Act shall prejudice or derogate from or in any way alter, affect or interfere with the jurisdiction or authority of the Trinity House.

Notes

Trinity House. For meaning, see s 2(1) ante.

195. For protection of statutory undertakers

For the protection of the undertakers the following provisions shall, unless otherwise agreed in writing between the Port Authority and the undertakers, apply and have effect-

(1) In this section-

"undertakers work" means any electric line, gas main or gas pipe, apparatus, building, structure or other work of any nature whatever belonging to or maintained by the undertakers ;

"the undertakers" means the Central Electricity Generating Board, the Eastern Electricity Board, the London Electricity Board, the South Eastern Electricity Board, the Southern Electricity Board, the Gas Council, the North Thames Gas Board and the South Eastern Gas Board or any of them as the case may be;

(2) No filling up, raising or reclaiming shall be carried out under section 65 (Reclaiming creeks, etc.) of this Act so as to obstruct or impede any work of or connected with the inspection or repair of any undertakers work or so as to affect adversely the operation of any undertakers work ;

(3)(a) Section 70 (Works not to be constructed, etc., without works licence) and section 73 (Licensing of dredging, etc.) of this Act shall not apply to the carrying out, construction, placing, alteration, renewal, maintenance or retention by the undertakers of any electric line, authorised under or by virtue of any enactment or make unlawful the carrying out by the undertakers in an emergency of any works not authorised by section 66 (Licensing of works) of this Act or the said section 73 necessary for the protection of, or to ensure the efficient operation of, any undertakers work, subject to any directions necessary for the protection of navigation from time to time given by the Port Authority to the undertakers concerned ;

(b) If in an emergency the undertakers carry out any work or any dredging they shall inform the Port Authority as soon as practicable of the works or dredging being carried out;

(4)(a) Before granting to any person a works licence or a dredging licence to carry out works or dredging at, over, under or near to any undertakers work, the Port Authority shall submit to the undertakers particulars of the proposed works or dredging, as the case may be, and furnish them with such further particulars with respect thereto as the undertakers may reasonably require ;

(b) Upon the grant of a licence in respect of which notice of the application is required to be given under paragraph (a) of this subsection, the Port Authority shall supply to the undertakers to whom the notice is given a copy of the licence and any conditions subject to which it is granted ;

(5) Any difference which may arise between the Port Authority and the undertakers under this section, other than a difference as to the meaning thereof, shall be referred to and determined by a single arbitrator to be agreed between the parties or, failing agreement, to be appointed on the application of either party, after notice to the other, by the President of the Institution of Civil Engineers.

Notes

Central Electricity Generating Board. The Board was established under the Electricity Act 1957, s 2. As to the transfer of property, rights and liabilities, etc, of the Central Electricity Generating Board in consequence of the privatisation of the electricity industry see, in particular, the Electricity Act 1989, s 66.

Eastern Electricity Board; London Electricity Board; South Eastern Electricity Board; Southern Electricity Board. These Area Electricity Boards were established by the Electricity Act 1947, ss 1-4, Sch 1 (these provisions are mainly repealed). As to the transfer of property, rights and liabilities, etc, of the Area Boards in consequence of the privatisation of the electricity industry see, in particular, the Electricity Act 1989, s 65 and para 34 of Part II of Schedule 17.

Gas Council; North Thames Gas Board; South Eastern Gas Board. The Gas Council was established by the Gas Act 1948, ss 2, 5 (repealed) and reconstituted as the British Gas Corporation by the Gas Act 1972, s 1, Sch 1 (repealed). The Area Boards established by ss 2, 5 of, and Sch 1 to, the 1948 Act (repealed) were dissolved on 1 January 1973 and their property, rights, liabilities and obligations vested in the corporation by s 1(1) of the 1972 Act. As to the transfer of the property, rights and liabilities, etc, of the British Gas Corporation to British Gas plc in consequence of the privatisation of the gas industry, see the Gas Act 1986, s 49.

Dredging licence. See s 73 ante.

Arbitrator. See the note to s 63 ante.

Definitions. For "enactment", "works" and "works licence", see s 2(1) ante.

196. Application of Merchant Shipping Act 1894 to local lights

Sections 652 to 654 of the Merchant Shipping Act, 1894, shall apply in relation to lights, buoys and beacons erected or placed or proposed to be erected or placed by the Port Authority for the purpose of assisting navigation as if the Port Authority were a local lighthouse authority.

Notes

Buoys and beacons. For meaning, see the Merchant Shipping Act 1995, s 223(1).

Local lighthouse authority. As to such authorities and their areas see the Merchant Shipping Act 1995, s 193(2), 4(b), (c).

Merchant Shipping Act 1894, ss 652-654. Repealed by the Merchant Shipping Act 1995, s 314(1), Sch 12, and replaced by ss 198, 199, 204(1), 223(2) of that Act.

Merchant Shipping Act 1995 under section 193(2)(a) the Port Authority became the local lighthouse authority for their area.

197. For protection of the Metropolitan Water Board

Section 70 (Works not to be constructed, etc., without works licence) and section 73 (Licensing of dredging, etc.) of this Act shall not apply to the carrying out, construction, placing, alteration, renewal, maintenance or retention by the Metropolitan Water Board of any work authorised under or by virtue of section 61 (Power to Board to exercise powers of local authorities under Public Health Act, 1875) of the Metropolitan Water Board (Various Powers) Act, 1907, or section 86 (Amendment of section 61 of Metropolitan Water Board (Various Powers) Act, 1907) of the Metropolitan Water Board Act, 1946.

Notes

Metropolitan Water Board. The Metropolitan Water Board was abolished by the Water Act 1973, s 33 (repealed) and its assets were transferred to the Thames Water Authority. As from 1 September 1989 (the date appointed by order under the Water Act 1989, s 4, as the transfer date for the purposes of that Act) the functions of the water authorities were transferred to National Rivers Authority (now the Environment Agency; see the Environment Act 1995, ss 1, 2) and the successor companies appointed under s 4 of the 1989 Act. By the Water Authorities (Successor Companies) Order 1989, SI 1989/1465, Thames Water Utilities Ltd was appointed as the successor company to the Thames Water Authority.

198. For protection of the Essex and Kent River Authorities

For the protection of the Essex River Authority and the Kent River Authority (hereinafter in this section referred to as "the river authorities") the following provisions shall unless otherwise agreed in writing between the Port Authority and the river authorities, or either of them, apply and have effect-

(1) In this section unless the subject or context otherwise requires-

"appropriate river authority" in relation to a sea defence work or watercourse means the river authority in whom it is vested or who have control over it;

"authorised work" means a work or equipment in, on, under or over the Thames or the banks thereof (including an operation authorised by section 65 (Reclaiming creeks, etc.) of this Act) which may interfere with, or with the use of a sea defence work or a watercourse but does not include-

- (i) the carrying out of any works authorised by section 63 of the Land Drainage Act, 1930; or
- (ii) the erection of a structure or the carrying out of any work of alteration or repair of a structure in respect of which the consent of the Essex River Authority or the Kent River Authority is required under section 31 of the Land Drainage Act, 1961;

"to construct" includes to carry out, place, lay down, alter, renew or remove and "constructed" and "construction" shall be construed accordingly;

"dredging operation" means an operation authorised by section 60 (Dredging and improvement) of this Act;

"plan" includes sections and particulars ;

"sea defence work" means a river wall or defence work, for the time being vested in or under the control of the Essex River Authority or the Kent River Authority, as the case may be, for the purposes of the Land Drainage Act, 1930, and the Land Drainage Act, 1961, or the Water Resources Act, 1963;

"the signed plan" means Admiralty Chart No. 2151 (Edition of 12.68) signed in quadruplicate by Sir Myer Galpern, the Chairman of the Committee of the House of Commons to whom the Bill for this Act was referred, copies of which have been deposited as follows-

- (i) one copy in the office of the Clerk of the Parliaments, House of Lords ;
- (ii) one copy in the Private Bill Office of the House of Commons ;
- (iii) one copy at the principal office of the Port Authority ;
- (iv) one copy at the principal office of the Kent River Authority;

"watercourse" means a watercourse, as defined in the Land Drainage Act, 1930, subject to the control of the Essex River Authority or the Kent River Authority ;

(2) The Port Authority shall before commencing any dredging operation-

- (a) between the limits on the Kent side of the Thames and the line marked red on the signed plan ; or
- (b) in any other part of the Thames which may interfere with a sea defence work or may interfere with a watercourse or with the efficiency of a watercourse for drainage purposes ;

deliver in the case of a dredging operation to which sub-paragraph (a) of this paragraph applies, to the Kent River Authority and in the case of a dredging operation to which sub-paragraph (b) thereof applies to the appropriate river authority for their approval, which is not to be unreasonably withheld, a plan defining the nature, extent and manner of the dredging operation and the dredging operation shall not be carried out otherwise than in accordance with such plan and in such manner as may be approved by the Kent River Authority or the appropriate river authority, as the case may be, or as may be settled by arbitration:

Provided that if the Kent River Authority or the appropriate river authority, as the case may be, do not within two months after the receipt of such plan signify to the Port Authority their disapproval thereof and the grounds for their disapproval they shall be deemed to have approved the plan;

- (3)(a) Before commencing to construct an authorised work the Port Authority shall submit a plan of the work to the appropriate river authority for their approval, which is not to be unreasonably withheld, and shall not commence to construct the authorised work until the plan has been approved by the appropriate river authority or, in the case of difference, until it has been settled by arbitration:

Provided that if the appropriate river authority do not within two months after the receipt of such plan signify to the Port Authority their disapproval thereof and the grounds for their disapproval they shall be deemed to have approved the plan;

- (b) Not less than fourteen days before commencing a work of maintenance or repair of an authorised work which may interfere with a sea defence work or may interfere with a watercourse or with the efficiency of a watercourse for drainage purposes the Port Authority shall, except in the case of emergency, submit to the appropriate river authority for their information a notice of intention to commence the work and a description of the work;
- (c) Sub-paragraph (a) of this paragraph shall not apply in any case to which sub-paragraph (b) thereof applies;
- (4) In giving their approval to a plan submitted under either paragraph (2) or (3) of this section the appropriate river authority may attach thereto such conditions (including conditions requiring the construction of protective works by and at the expense of the Port Authority during the construction of an authorised work or during the carrying out of a dredging operation involving the cutting of a bank) as are reasonably necessary to safeguard a sea defence work or watercourse against damage or to secure that the efficiency for drainage purposes of a watercourse is not impaired;

- (5) If by reason of-

- (a) the construction, maintenance or repair of an authorised work; or
(b) the failure of that work or of the Port Authority to maintain it;

a sea defence work or watercourse is interfered with or the efficiency of a watercourse for drainage purposes is impaired, the appropriate river authority may-

- (i) make good the sea defence work or watercourse so as to restore it to its former standard of efficiency; or
(ii) where necessary, construct some other work in substitution therefor;

and may recover from the Port Authority the reasonable cost of so doing. For the purposes of this subsection the reasonable cost shall include a proper proportion of the overhead charges of the appropriate river authority and any cost of executing works needed for remedying any subsidence of the sea defence work or of the substituted work during such reasonable period as is agreed between the Port Authority and the appropriate river authority or, in default of agreement, as may be settled by arbitration;

- (6) If the appropriate river authority have reasonable grounds for believing that a sea defence work or watercourse is likely to be damaged or the efficiency of a watercourse for drainage purposes is likely to be impaired in any of the circumstances mentioned in the last foregoing paragraph, they may carry out such protective works as may be agreed between the appropriate river authority and the Port Authority or as, in default of agreement, may be settled by arbitration;
- (7) The Port Authority shall not without the consent of the appropriate river authority construct an authorised work so as to obstruct to an unreasonable extent access to a sea defence work or watercourse by the appropriate river authority and their officers, servants, workmen, contractors and agents together with any vehicles, plant and machinery as may be reasonably necessary but such consent shall not be unreasonably withheld and may be given subject to reasonable terms and conditions;

- (8) Any difference which may arise between the Port Authority on the one hand and the Essex River Authority or the Kent River Authority on the other under this section, other than a difference as to the meaning thereof, shall be referred to and settled by a single arbitrator to be agreed between the parties or failing agreement to be appointed on the application of either party, after notice to the other, by the President of the Institution of Civil Engineers.

Notes

Essex River Authority; Kent River Authority. *These river authorities were established by the Water Resources Act 1963, s 3, Sch 1 (repealed) and their functions were transferred to water authorities established under the Water Act 1973, s 2 (repealed). As from 1 September 1989 (the date appointed by order under the Water Act 1989, s 4, as the transfer date for the purposes of that Act) the functions of the water authorities were transferred to the National Rivers Authority and the successor companies appointed under s 4 of the 1989 Act. As to the abolition of the National Rivers Authority and the transfer of its functions to the Environment Agency see, in particular, the Environment Act 1995, s 2(1), (3).*

Arbitration. *See the note "Arbitrator" to s 63 ante.*

Definitions. *For "the limits", "river authority" and "the Thames", see s 2(1) ante. Note also the definitions in para (1) above.*

Land Drainage Act 1930; Land Drainage Act 1961. *Repealed by the Land Drainage Act 1976, s 117(3), Sch 8 and replaced by provisions of that Act (repealed). The Land Drainage Act 1976 has for the most part been replaced by the Land Drainage Act 1991 and the Water Resources Act 1991. For provisions replacing s 63 of the 1930 Act see now the Land Drainage Act 1991, s 68, and the Water Resources Act 1991, s 180; for provisions replacing s 31 of the 1961 Act see the Water Resources Act 1991, ss 109, 110. For the meaning of "watercourse" see now the Land Drainage Act 1991, s 72(1). The Water Resources Act 1963 has been repealed by the Water Consolidation (Consequential Provisions) Act 1991.*

(b) Offences

[199. Traffic offences on dock roads

- (1) In this section-

"the Act of 1967" means the Road Traffic Regulation Act 1967;

"the Act of 1972" means the Road Traffic Act 1972;

"dock road" means any road, pier, wharf, quay, bridge or other work which, or any land which, is-

- (i) vested in or the property of the Port Authority; and
- (ii) situate within the customs wall or fence bounding any dock of the Port Authority; and
- (iii) accessible to motor vehicles;

"motor vehicle " has the same meaning as in the Road Traffic Act, 1972.

- (2) The Act of 1967 and the Act of 1972 shall have effect as if in the provisions thereof hereinafter mentioned the expressions "road" and "highway" included a dock road and any person who commits an offence under any of those provisions as extended by this section shall be liable to be dealt with in all respects as if the offence had been committed under those provisions on a road as defined by section 196 of the Act of 1972, and all the provisions of those Acts, so far as applicable, shall apply accordingly.

- (3) The provisions referred to in subsection (2) of this section are-

The Act of 1967-

Section 52	(Charges for removing, storing and disposing of vehicles);
Section 54	(Traffic Signs)
Section 55	(Powers and duties of highway authorities as to placing of traffic signs);
Section 58	(Emergency traffic signs);
Section 78	(Speed limits for vehicles of different classes)

Section 78A (Speeding offences generally);

The Act of 1972-

Section 1	(Causing death by reckless driving);
Section 2	(Reckless driving generally);
Section 3	(Careless, and inconsiderate, driving);
Section 5	(Driving, or being in charge, when under influence of drink or drugs);
Section 6	(Driving or being in charge, with blood-alcohol concentration above the prescribed limit);
Section 8	(Breath Tests);
Section 17	(Reckless cycling);
Section 18	(Careless, and inconsiderate, cycling);
Section 19	(Cycling when under influence of drink and drugs);
Section 21	(Restriction on carriage of persons on bicycles);
Section 22	(Drivers to comply with traffic directions);
Section 23	(Pedestrians to comply with directions to stop given by constables regulating vehicular traffic);
Section 24	(Leaving vehicles in dangerous positions);
Section 25	(Duty to stop, and furnish particulars, in case of accident);
Section 29	(Penalisation of tampering with motor vehicles);
Section 30	(Penalisation of holding or getting on to vehicle in order to be towed or carried);
Section 33B	(Restrictions on carrying children in the front of motor vehicles);
Section 44	(Obligatory test certificates for vehicles other than goods vehicles to which s 45 applies);
Section 53	(Testing of condition of vehicles on roads);
Section 84	(Drivers of motor vehicles to have driving licences);
Section 99	(Offence of obtaining a licence, or driving, while disqualified);
Section 100	(Arrest without warrant of persons driving while disqualified);
Section 143	(Users of motor vehicles to be insured or secured against third-party risks);
Section 159	(Power of police to stop vehicles);
Section 161	(Power of constables to require production of driving licences and in certain cases statement of date of birth);
Section 162	(Power of constables to obtain names and addresses of drivers, and others);
Section 166	(Duty of driver, in case of accident involving injury to another, to produce evidence of insurance or security or to report accident);
Schedule 4, Part I, column 4	(Punishment of offences under section 9(3) of the Act of 1972):

Provided that, if no duty is chargeable under [the Vehicles Excise and Registration Act, 1994], in respect of a motor vehicle-

(a) ...

(b) by reason only that the vehicle is used exclusively on roads which are not public roads within the meaning of that Act;

the said sections 44, 84, 143, 161 and 166 of the Act of 1972 shall not apply in respect of that vehicle while it is being driven, or to any person while driving it, on a dock road.

(4) Notwithstanding that no maximum speed limit or a maximum speed limit in excess of 30 miles per hour has for the time being been fixed by or under section 78 of the Act of 1967 in relation to a motor vehicle of any class or description, that section, except subsection (2) thereof, shall for the purposes of this section have effect, so far as applicable, as if a maximum speed limit of 30 miles per hour had been fixed thereby or thereunder in relation to a motor vehicle of that class or description.

(5) Regulations or orders made under section 20 of the Act of 1967 or section 32, 33A, 40 or 66 of the Act of 1972, and from time to time in force, shall extend and apply to dock roads in the same manner as they apply to roads as defined by section 104 of the Act of 1967 or section 196 of the Act of 1972, as the case may be:

Provided that, if no duty is chargeable under [the Vehicles Excise and Registration Act, 1994,] in respect

of a motor vehicle-

(a) ...

(b) by reason only that the vehicle is used exclusively on roads which are not public roads within the meaning of that Act;

the said regulations shall not apply in respect of that vehicle while it is being driven, or to any person while driving it, on a dock road

(6) For the purposes of the Act of 1967 and the Act of 1972, as extended and applied by this section, the expressions "chief officer of police" where used in those Acts includes the chief constable of the Port Authority and the expression "highway authority" means the Port Authority in relation to any dock road for the maintenance of which the Port Authority are responsible.]

Notes

This section was substituted by the Port of London Act 1982, s 4.

The words in square brackets in sub-ss (3), (5) were substituted by the Vehicle Excise and Registration Act 1994, s 63, Sch 3 para 4 and the words omitted therefrom were repealed by the Finance Act 1995, s 162, Sch 29, Pt V(1) from 1st July 1995.

Definitions. For "dock" and "land", see s 2(1) ante. Note as to "the Act of 1967", "the Act of 1972", "dock road" and "motor vehicle", sub-s (1) above.

Road Traffic Regulation Act 1967. That Act is mostly repealed by the Road Traffic Regulation Act 1984, s 146, Sch 14, and replaced as noted in the destination table thereto.

Road Traffic Act 1972. Repealed by the Road Traffic (Consequential Provisions) Act 1988, s 3(1), Sch 1, Pt I, and replaced.

200. Prohibition on pollution, etc, of Thames and docks

(1) A person who

(a) puts or causes or suffers to fall into the docks or into the Thames any article or any solid matter; or

(b) puts any such thing in a place where it is likely to be carried into the Thames by floods or extraordinary tides;

and who cannot show that he has a lawful excuse for so doing, shall be guilty of an offence and liable to a fine not exceeding [level 4 on the standard scale] and to a daily fine not exceeding [£50].

(2) A person who puts and allows to remain for forty-eight hours in a place beside the Thames any article or thing of an offensive character which will, or which is likely to be blown or pass into, the Thames shall be guilty of an offence and liable to a fine not exceeding [level 4 on the standard scale] and to a daily fine not exceeding [£50].

(3) A person who contravenes subsection (1) of this section in relation to the docks and the master of a vessel from which such a contravention has occurred shall be liable to make good damage sustained by the Port Authority or by a vessel arising from such contravention.

(4) When an offence against subsection (1) or subsection (2) of this section is committed from a vessel, the master or owner of the vessel may be proceeded against.

(5) The Port Authority may remove anything which is in or beside the Thames in contravention, or as a result of a contravention, of this section.

Notes

The references to level 4 on the standard scale in sub-ss (1), (2) are substituted by virtue of the Criminal Justice Act 1982, s 46.

(The maximum fines were both previously increased to £500 by the Port of London Act 1982, s 3(1), Sch 1, Pt 1). Under s.37(2) of the Criminal Justice Act 1982, as amended by The Criminal Justice Act 1991, level 4 is now £2,500

The references to £50 in square brackets in sub-ss (1), (2) were substituted by the Port of London Act 1982, s 3(1), Sch 1, Pt 1.

Standard scale. *See the note to s 38 ante.*

Definitions. *For "daily fine", "docks", "master", "owner", "the Thames" and "vessel", see s 2(1) ante.*

201. Non-compliance with officer's orders, obstruction etc

A person who-

- (a) ... resists, obstructs or impedes a harbourmaster, dock manager, dockmaster or constable, or any other officer of the Port Authority in the execution of his duty, or ...
- (b) does not carry out the lawful orders of any harbourmaster, dock manager, dockmaster or constable or of any other officer of the Port Authority;

shall be guilty of an offence and liable to a fine not exceeding ... [level 3 on the standard scale].

Notes

The words omitted were repealed by the Port of London Act 1982, s 7, Sch 2.

The reference to level 3 on the standard scale is substituted by virtue of the Criminal Justice Act 1982, s 46. (The maximum fine was previously increased by £200 by the Port of London Act 1982, s 3(1), Sch 1, Pt 1). Under s.37(2) of the Criminal Justice Act 1982, as amended by The Criminal Justice Act 1991, level 3 is now £1,000

Constable. *For the appointment of constables, see s 154 ante.*

Standard scale. *See the note to s 38 ante.*

Definitions. *For "dock manager", "dockmaster" and "harbourmaster", see s 2(1) ante.*

202. Obstructing bridges

A person who, after being warned by an officer of the Port Authority not to do so, gets on to or remains on a movable bridge belonging to the Port Authority when it is about to be moved, or is being moved, or before it is properly closed and fastened-

- (a) may be detained by a constable or by the officer giving the warning, if that person's name and address is unknown to and cannot be ascertained by the constable or officer; and
 - (b) shall be guilty of an offence and liable to a fine not exceeding [level 2 on the standard scale].
-

Notes

The reference to level 2 on the standard scale is substituted by virtue of the Criminal Justice Act 1982, s 46. (The maximum fine was previously increased to £50 by the Port of London Act 1982, s 3(1), Sch 1, Pt 1). Under s.37(2) of the Criminal Justice Act 1982, as amended by The Criminal Justice Act 1991, level 2 is now £500

Constable. *For the appointment of constable, see s 154 ante.*

Standard scale. *See the note to s 38 ante.*

203. Extinguishing lamps

A person who unlawfully extinguishes the light in a lamp belonging to the Port Authority shall be guilty of an offence and liable to a fine not exceeding [level 2 on the standard scale].

Notes

The reference to level 2 on the standard scale is substituted by virtue of the Criminal Justice Act 1982, s 46. (The maximum fine was previously increased to £50 by the Port of London Act 1982, s 3(1), Sch 1, Pt 1). Under s.37(2) of the Criminal Justice Act 1982, as amended by The Criminal Justice Act 1991, level 2 is now £500

Standard scale. See the note to s 38 ante.

204. Offences of bribery, etc

The Port Authority shall be deemed to be a public body for the purposes of the Prevention of Corruption Acts, 1889 to 1916.

(a) Legal proceedings

205. Institution and defence of proceedings

(1) The secretary of the Port Authority or any member or officer thereof acting under a general or special resolution of the Port Authority may authorise the institution and carrying on, or the defence of any proceeding which the Port Authority are authorised to institute, carry on or defend.

(2) An information or complaint to be laid or made by the Port Authority may be laid or made by a member or officer of the Port Authority.

206. Offences triable summarily

Except where this Act or the relevant byelaws otherwise provide, all offences under this Act or under byelaws of the Port Authority shall be triable summarily under the Magistrates' Courts Act, 1952.

Notes

Byelaws of the Port Authority. For meaning, see s 2(1) ante.

Magistrates' Courts Act 1952. Repealed by the Magistrates' Courts Act 1980, s 154, Sch 9, and replaced by provisions of that Act.

207. Jurisdiction of justices

(1) For the purposes of this Act and of any byelaws of the Port Authority, the jurisdiction of justices of the peace acting for any area through or by which the Thames flows shall extend-

(a) over the whole of the width of so much of the Thames as abuts on that area (hereinafter called "the abutting area");

(b) over the whole of any island any part of which is in the abutting area; and

(c) except in so far as the justices of the peace already have jurisdiction thereover, within 100 yards of the banks of the Thames on the side of the abutting area opposite to their area of jurisdiction.

(2) For the purposes of proceedings under this Act or any byelaws of the Port Authority an offence arising in respect of a vessel anywhere in the Thames may be deemed to have been committed or to have arisen within Greater London.

Notes

Greater London. See the note to s 168 ante.

Definitions. For "byelaw of the Port Authority", "the Thames" and "vessel", see s 2(1) ante.

PART XIV
SUPPLEMENTARY

208. Repeals

- (1) The enactments referred to in the first, second and third columns of Part I of Schedule 9 to this Act are (in so far as they are not already repealed) hereby repealed to the extent specified in the fourth column of that Part of the schedule.
- (2) The orders specified in the first and second columns of Part II of the said Schedule 9 are hereby revoked to the extent specified in the third column of that Part of the schedule.

209. Saving of section 68 of the Port of London (Consolidation) Act 1920

Notwithstanding the repeals effected by section 208 (Repeals) of this Act, section 68 of the Port of London (Consolidation) Act, 1920, as set out in Part I of Schedule 10 to this Act shall, to the extent that it was in force immediately before the commencement of this Act, continue in force and the definitions referred to or contained in Part II of the said Schedule 10 shall apply thereto.

Notes

Commencement of this Act. means 26 July 1968.

210. Amendment of Port of London and Midland Railway Act 1922

- (1) The provisions of the Port of London and Midland Railway Act, 1922, set out in subsection (2) of this section are hereby amended as follows :-
 - (a) for the words "Port Authority" wherever they occur the words "Railway Company" shall be substituted;
 - (b) for the words "landing-stage works or any of them and for the purposes of this Act", the words "landing-stage works or for other purposes of this Act", the words "landing-stage works" and the words "the Port Authority's portion of the landing stage" wherever they occur the words "the Company's portion of the landing stage" shall be substituted.
- (2) The provisions referred to in subsection (1) of this section are-

Section	6	(Subsidiary landing-stage works);
Section	7	(Subsidiary works);
Section	9	(Restriction of limits of Work No. 2);
Section	10	(Alteration of water, gas or other pipes);
Section	11	(Sewers or drains to be removed, arched over or filled up);
Section	15	(Works below high water mark to be subject to approval of Board of Trade);
Section	16	(Lights on works during construction);
Section	17	(Permanent lights on works);
Section	18	(Survey of works by Board of Trade);
Section	19	(Abatement of work abandoned or decayed);
Section	20	(Provision against danger to navigation);