

London Royal Docks Safety Management System

Harbour Regulations and Guidance.

Revision 2 (November 2025)

ORIGINAL

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Amendment Record

No.	Amendment Type	Date	Owner
00	Original Issue	September 25	William McKee
01	Section 5.3 and 5.4 updated following accident in Airport cut	November 25	William McKee

Abbreviations

Term or Acronym	Description
AIS	Automatic Identification System
ACOP	Approved Code of Practice
ALARP	As Low as Reasonably Practicable
AtoN	Aid to navigation
CHA	Competent Harbour Authority
CHIRP	Confidential Hazardous Incident Reporting Program
“The Code”	Port Marine Safety Code
COLREGs	Convention on the International Regulations for Preventing Collisions at Sea 1972
COMAH	Control of Major Accident Hazard Regulations
DfT	Department of Transport
Dock Pilot	A person approved by the Harbour Authority assists the Master (as required) of the vessel to navigate the Docks with a high level of Local Knowledge.
DRA	Dynamic Risk Assessment
DGHAR	Dangerous Goods in Harbour Area Regulations 2016
EU	European Union
FEPA	Food and Environmental Protection Act 1985
GLA	Greater London Authority
GPS	Global Position System
“The Guide”	The Guide to Good Practice on Port Operations
HSE	Health and Safety Executive
HMA	Harbour Master Approval
HMRC	His Majesty’s Revenue and Customs
IMO	International Maritime Organisation
Incident	Accident or Near Miss
IALA	International Association of Lighthouse Authorities
ISPS	International Ship and Port Facility Security Code 2004
LBN	London Borough of Newham
LLA	Local Lighthouse Authority
LOA	Length Over All
LPS	Local Port Service
LDDC	London Docklands Development Corporation Act 1994
LDR	London’s Royal Docks
MCA	Marine and Coastguard Agency
Master	The Master includes but is not limited to the owner, mariner (commercial or recreational) (under power or sail).
MAIB	Marine Accident Investigation Branch
MMO	Marine Management Organisation
Marine Operations	Moving, berthing, and unberthing of vessels and other marine craft within the limits and approaches of the Harbour Authority
MSMS	Marine Safety Management System
NRA	Navigational Risk Assessment
NtM	Notice to Mariners
OPRC	The Merchant Shipping (Oil Pollution Preparedness, Response and Co-Operations Convention) Regulations
OSCP	Oil Spill Contingency Plan

PLA	Port of London Authority
PMSC	Port Marine Safety Code
PSS	Port Skills and Safety
RAMS	Risk Assessment and Method Statement
RIDDOR	Reporting of Injuries, Diseases and Dangerous Occurrences Regulations
RoDMA	Royal Docks Management Authority
SHA	Statutory Harbour Authority
SOSREP	Secretary of State Representative
SQEP	Suitably Qualified and Experienced Person
SSOW	Safe System of Work
STCW	International Convention of Standards of Training, certification and Watchkeeping for Seafarers
SWL/WLL	Safe Working Load/ Working Load Limit
UKHO	United Kingdom Hydrographic Office
UKMPA	United Kingdom Maritime Pilots' Association
VHF	Very-High Frequency Radio.

1. Introduction

The Royal Docks Management Authority (RoDMA) serves as the official Harbour Authority for London's Royal Docks (LRD), overseeing the safe and efficient use of both the water and surrounding land areas. This document provides comprehensive guidance and regulations that govern activities within the docks, ensuring alignment with international, national, and local maritime standards. It is written to comply with established frameworks such as those set by the International Maritime Organization (IMO), the UK Maritime & Coastguard Agency (MCA), the Port Marine Safety Code (PMSC), and relevant local bylaws.

The primary purpose of the document is to support the safe operation and navigation of vessels within the Royal Docks, as well as to manage access to dock infrastructure and adjacent lands. It outlines the expectations and responsibilities for a wide range of users, including shipmasters, marine service providers, tenants, contractors, and visitors. RoDMA's procedures ensure that vessel movements, docking, berthing, and mooring are conducted safely and efficiently, with clear protocols for communication and coordination.

In addition to navigation and operational guidance, the document includes safety measures that must be followed by all users. This covers the reporting of incidents, near misses, and hazards, as well as the proper use of safety equipment and adherence to emergency procedures. Environmental responsibility is also emphasised, with rules in place to manage waste disposal, reduce pollution, and protect air and water quality within the docks.

RoDMA has established internal procedures to monitor and enforce these regulations, including inspections and audits to ensure continuous compliance and improvement. By setting out clear expectations and consistent practices, the

document serves as a key resource for maintaining the safety, security, and environmental stewardship of London's Royal Docks.

1.1 Amendments

RoDMA retains the right to amend this document as necessary to ensure it remains up to date and in full compliance with changes to legislation and evolving industry best practices. All updates will be circulated to relevant parties once they have been formally approved.

1.2 Context

RoDMA is a not-for-profit organisation that has 190 years remaining on its management lease over the 250 acres of water in London's Royal Docks and a small number of land parcels. Its principal objectives are to manage the marine operations, maintain dock infrastructure and support the regeneration of the docks.

RoDMA legal power from various legislation and guidance, including the Harbours Act 1964, the Pilotage Act 1987, the Transport Act 1981, the Port Marine Safety Codes (PMSC), HSE ACOP Safety in Docks and the London Docklands Development Act 1994 (LDDC) Byelaws 1996.

RoDMA Are responsible for Maintaining Water Level, Dredging/De-silting, Control and de-pollution of water areas, works to exclude dock walls, managing security and safety systems, cleaning and waste removal, managing vessel movements, Activation of the water space and operating/servicing/repairing/insuring – bridges, moorings, pontoons, dolphins, locks, pumping station and other assets.

As the statutory harbour authority, RoDMA is responsible for establishing a clear framework governing the use of the docks and locks, to identify, reduce, and mitigate associated risks to a level that is as low as reasonably practicable (ALARP).

The PMSC outlines the roles and responsibilities of all organisations operating within the harbour. All operators are expected to understand their obligations under the PMSC and are required to carry out their activities in accordance with all relevant regulations and guidance.

1.3 Byelaws

LDDC Byelaws are available via the RoDMA website.

[Byelaws London Docklands \(9.8 MB PDF\)](#)

2. Application of the Harbour Regulations and Guidelines

2.1 Legal Background

The Statutory Harbour Authority (SHA) designation is a legal status defined under the Harbours Act 1964. In the UK, a SHA is an entity that has been granted legal authority to manage and regulate a harbour or dock area. This includes wide-ranging responsibilities such as imposing harbour dues, creating and enforcing byelaws, maintaining navigational aids, regulating vessel traffic and berthing, and ensuring general safety within the designated harbour area.

In the case of LDR, the current Statutory Harbour Authority is RoDMA. RoDMA holds a 225-year management lease and is responsible for overseeing the Royal Victoria Dock, Royal Albert Dock, and King George V Dock. This role legally empowers RoDMA to manage and regulate all water-related activities in these areas, from navigation and moorings to events and recreational use. The authority operates under a marine safety management system that complies with the Port Marine Safety Code, using formal hazard and risk assessments to guide operations.

The legal framework underpinning RoDMA's authority originates in part from the LDDC, which outlines designated dock areas and provides the authority with byelaw-making powers. Historically, these docks were managed by the Port of London Authority (PLA), established by the Port of London Act 1908, which oversaw much of the River Thames' tidal area and enclosed docks before their decline and eventual closure during the late 20th century. While the PLA still retains SHA responsibilities for the wider tidal Thames, the Royal Docks are now managed separately by RoDMA.

In addition to the powers listed above RoDMA also has the right to remove wrecks or abandoned vessels, coordinate dredging operations, and oversee environmental compliance within the dock waters. These responsibilities are critical to ensuring that the Royal Docks remain safe and functional for a wide range of uses, including leisure, events, and limited commercial activity.

Financially, RoDMA funds its operations through a service charge levied on occupiers around the docks, along with revenue generated from harbour services. This model supports long-term infrastructure maintenance, including a 30-year rolling programme of upgrades and repairs. The combination of statutory authority and long-term management lease allows RoDMA to act independently of central government funding while still upholding high standards of public safety and environmental responsibility.

In summary, the legal status of the Royal Docks as a Statutory Harbour Authority ensures that the area is professionally managed under clear regulatory and legal frameworks. RoDMA's role is essential to maintaining the safety, usability, and heritage value of one of London's most iconic dockland areas.

2.2 Collision Regulations

All vessels should adhere to the Convention on the International Regulations for Preventing Collisions at Sea 1972 (COLREGs), whilst navigating within LRD.

[COLREG - Preventing collisions at sea](#)

2.3 Accidents and Incidents

All users operating under the provisions of the byelaws are required to report any accident or incident occurring either afloat or ashore on RoDMA-owned land or property.

All navigational incidents will be investigated by the Harbour Master. Depending on the nature and severity of the incident, further investigation may be conducted by external bodies such as the Marine Accident Investigation Branch (MAIB), the Health and Safety Executive (HSE), and the Maritime and Coastguard Agency (MCA).

RoDMA encourages the reporting of all near misses, as well as general health and safety concerns. Every near-miss report is taken seriously and will be investigated to identify potential hazards and prevent future incidents.

2.4 Accident and Incident Reporting

All accidents, incidents and near-miss events so by reported to the Harbour Master as soon as practicable.

This should be reported via email or telephone to be addresses below.

Email: Admin@Londonsroyaldocks.com

Telephone: 0207 511 5086

In the event of an immediate risk to health, life, or property, the incident must be reported without delay to the emergency services by calling **999**.

3 Harbour Master Approval

Throughout this document, reference is made to the Harbour Master's Approval (HMA). Each event receives approval through a General Licence issued by RoDMA, following a successful application submitted via the link below

[London's Royal Docks New Customer Application Form - Page 1 of 2](#)

This application must be submitted alongside various supporting documents, including, but not limited to, a booking form, an insurance certificate, Risk Assessment and Method Statement (RAMS), and a Safe System of Work (SSOW). These documents will be reviewed to ensure that each event complies with the relevant regulations, guidance, and standard operating procedures (SOPs).

The Harbour Master, or their delegate, may approve verbally—whether face-to-face, via VHF radio, or by phone—or through any form of written communication.

Approvals are on continuous review and can be revoked or paused at the Harbour Master's discretion.

4. General Terms and Conditions of Use.

Operations/ Events in and around LRD and on RoDMA Land is implicit acceptance of RoDMA terms and conditions.

[1st January 2004](#)

4.1 Right of Access and Passage planning

The Master is solely responsible for preparing the passage plan, covering the voyage from berth to berth. While the Harbour Master may review the plan and recommend changes based on local requirements or conditions, this input does not reduce or transfer the Master's full responsibility for the safety and execution of the passage.

Access to RoDMA land is divided into two categories: **Public Realm** and **Private Land**.

- **Public Realm** – These areas are generally open to the public. However, RoDMA reserves the right to close them at any time, with little or no notice. Written permission from RoDMA is required for any events held within these areas.
- **Private Land** – Access to these areas is restricted and prohibited without prior permission from RoDMA

4.2 Right of Navigation

All moored vessels in the Docks do not have the right to general navigation. All vessel movements must be pre-approved by the Harbour Master and coordinated through KGV Control.

Vessels must also comply with additional restrictions on navigation around London City Airport; all vessels wishing to navigate in this area must give at least 5 days written notice to the Harbour Master. Vessels may need to go for an additional Safeguarding check by NATS. This is all outlined with the 'Vessels in the Dock' document which can be made available via the Harbour Master.

RoDMA, reserve close areas of the docks from time to time, there could be various different reasons for this, including but not limited to.

- Safety i.e. water quality
- Emergency
- Construction works
- Water space management (Priority/exclusive use booking)

Wherever possible, at least 5 days' notice will be given to dock users. Vessel owners and operators may be required to move vessels/equipment at their own cost.

4.3 Communications

All vessels operating within the dock are required to carry out a listening watch on VHF channel 72.

Full contact details for RoDMA are available in the annexes.

4.4 Insurance

All operations on the water or RoDMA land must be covered by the appropriate insurance. Insurance cover must include Public Liability with a minimum of £5million. RoDMA will request a copy of this insurance certificate before licensing the event. RoDMA license will only be issued for a maximum duration covered by the insurance certificate.

4.5 Residential moorings

RoDMA currently offer no residential mooring with LRD.

4.6 Navigation in the lock and dock system.

All master's must comply with international (COLREGS), national (as set out by the MCA) and local regulations (as set out by the PLA and LDDC Byelaws). Failure to comply with any of these will void any commercial agreement between RoDMA and the client.

4.7 Speed Limit

LRD operate a 5-knot speed limit as per the LDDC Byelaw. Vessels wishing to exceed the speed limit should apply to the Harbour Master in writing in advance of the activity.

5. Compliance

All vessels and contractors operating within the RoDMA estate shall comply with all applicable International, National, and Local Regulations governing the type of vessels and works being undertaken.

The Master of any vessel shall comply with all local regulations and shall ensure that the vessel meets the certification standards required by the Port of London Authority (PLA) whilst operating within the port.

All Masters and contractors shall comply with any directions issued by the Harbour Master or their authorised representatives.

Certain berths within the estate are privately owned; however, jurisdiction over the waters rests with the Statutory Harbour Authority (SHA). Pursuant to the byelaws, the SHA retains full authority to issue directions to vessel owners and operators.

5.1 General Duties of the Master

The Master is to comply with all instructions received from the Harbour Master or their representatives, adhere to byelaws, and mooring instructions and the terms and conditions issued to them and comply with leases, licences, permissions and restrictions issued to them by RoDMA.

5.2 ISPS Berth

RoDMA hold ISPS status on two berths within the LRD. Details of which can be requested via the Harbour Master.

5.3 Safety of Navigation in Dock Cuttings

All vessel moves are to be pre-approved by the Harbour Master.

When transitioning dock cuttings, all vessels should sound 1 prolonged blast on the ship's horn.

The Harbour Master may place temporary restrictions on navigation through the dock cuttings in times of extreme weather conditions.

Please make note of section 5.4 regarding the transits of the airport cut.

5.4 Vessel Navigation in proximity to London City Airport.

All vessel movements are restricted around the airport and must comply 'Vessels in the dock' document produced by London City Airport.

[C:\Users\William McKee\Downloads\LCY-AO-PR-015 Vessels in the Dock - Operational Procedures \(1\).pdf](C:\Users\William McKee\Downloads\LCY-AO-PR-015 Vessels in the Dock - Operational Procedures (1).pdf)

All vessel movement must be pre-approved by the Harbour Master. The Harbour Master will coordinate vessel movements with London City Airport.

All Masters and their crews must be aware of crosswinds caused by aircraft jets and the effect these can have on the vessels and persons onboard; all persons should avoid being on open decks while in close proximity to the airport, especially when transiting the airport cut. If being on open decks is unavoidable Master and the crews should take steps to protect themselves from the crosswinds caused by the jet engines.

5.5 Vessel Names, Numbers

All vessels must show their Names and IMO numbers as always required while operating within the port.

5.6 Gangways / Safe Access

All vessels and contractors must provide safe means of access and egress to all vessels and worksites. Guidance on this should be sought from the relevant legislation issued by authorities similar to (but not limited to) MCA and HSE.

5.7 Fishing

Fishing is only permitted in the Connaught Bridge area of the docks and can only be carried out from the land without express permission from the Harbour Master. All fishermen must hold an EA Rod license and a Fishing license from RoDMA.

Full details can be found in the documents below.

<C:\Users\William McKee\Downloads\2 Terms and Conditions.docx>

<C:\Users\William McKee\Downloads\3. Fishing Area.png>

5.8 Unseaworthy Vessels

No vessel may enter the port in an unsafe or unseaworthy condition, except where necessary to ensure the safety of the vessel and her crew. In such circumstances, the Master must immediately notify the Harbour Master, and the vessel shall proceed to a location designated by the Harbour Master.

Written consent for entry in these conditions will be granted only in exceptional circumstances. The Master/Owner must make every effort to restore the vessel to a seaworthy condition as soon as possible. Any vessel that cannot be restored shall be removed from the port at the expense of the Master/Owner.

Unless otherwise permitted by the Harbour Master, all vessels within the port must remain capable of being safely moved and navigated under their own power.

There is no automatic right of re-entry once a vessel has departed the port.

Any vessel experiencing propulsion or steering gear defects must report the defect to the Harbour Master before any movement into, within, or out of the port.

5.9 Unattended Vessel

If a vessel is to remain unattended for more than 24 hours, the Master/Owner must provide their contact details to the Harbour Master for use in the event of an emergency.

RoDMA reserves the right to move any unattended vessel in the event of an emergency, if deemed necessary, to minimise risk to that vessel or to other vessels.

5.10 Obstructing Navigation

No vessel shall moor, anchor, or berth in a manner that obstructs navigation, except in cases of emergency.

5.11 Fires

No naked or open flames are permitted onboard any vessel or on RoDMA land (including barbeques) without the express permission of the Harbour Master.

5.12 Prohibited Goods

No vessel shall enter the docks while carrying goods of a hazardous, dangerous, explosive, or poisonous nature. If required before entry, the Harbour Master may request confirmation that no such goods are onboard.

Animals or goods currently prohibited under United Kingdom importation legislation shall not be brought into the port from any source outside the United Kingdom.

5.13 Unauthorised Parking

Parking of any vehicle of any description on any part of the RoDMA Estate is prohibited without the specific permission of RoDMA and may result in the issuance of a civil penalty charge or, where appropriate, more serious legal action.

5.14 RoDMA Equipment

RoDMA shall not be obliged to provide, nor shall any vessel or contractor use, plant or facilities owned by RoDMA without the prior written permission of the Harbour Master. RoDMA accepts no liability for the improper use of such equipment.

6. Pollution

In the event of a vessel foundering the vessel may pump into the Dock; the clearance cost of the pollution lies with the Master/Owner. Pollution resulting in from the vessel's foundering may result in prosecution: attending is drawn to Byelaw 25 and Byelaw 40.

Any pollution should be reported to the Harbour Master as soon as practicable. RoDMA will use its Oil Spill Contingency Plan (OSCP) to contain and clear any pollution as much as reasonably practicable.

RoDMA OSPC can be viewed via the link below.

ORIGINAL

7. Services

7.1 Bunkering and Refuelling.

All vessels must obtain *written permission* prior to carrying out any bunkering or refuelling operations within the port.

The Harbour Master requires submission of a Safe System of Work (SSOW) and a Risk Assessment (RA) before any fuelling or bunkering activities commence.

Refuelling and bunkering operations will normally take place at KGV Lock.

With *express permission* from the Harbour Master, operations may be authorised in other areas of the docks.

All operations must be conducted in accordance with the RoDMA's Oil Spill Contingency Plan (OSCP).

Byelaw 30, Refers (Safety Precautions as to Fuelling).

7.2 Sewage

No sewage discharge is permitted into the docks under any circumstances. All vessels must be equipped with sufficient holding tank capacity to retain sewage while within the docks, and they must also have suitable arrangements for the safe discharge of sewage ashore. The use of sea toilets within the docks is strictly prohibited.

Byelaw 25, Refers (*Discharge of Sewage and Water from Vessels*).

7.3 Diving Operations

All diving activities must be approved by the Harbour Master. Upon application, a Diving Permit will be issued via the link below:

[London's Royal Docks Dive Permit - Page 1 of 2](#)

As part of the approval process, the Harbour will request a Safe System of Work (SSOW) and Risk Assessment (RA) for the planned operations.

KGV Control must be notified at the beginning and end of each day's diving. No diver is permitted to enter the water without prior confirmation from KGV Control.

All operations must be conducted in full compliance with HSE guidelines.

Diving signal flags must be displayed in accordance with regulations.

Dive Supervisors are required to maintain a listening watch on VHF Channel 72.

Non-commercial diving within the docks is not currently permitted.

7.4 Hot Works

All hot works must be approved by the Harbour Master. Upon application, the Harbour Master will issue a **Hot Works Permit**, which is valid for one day only. The permit must be requested and approved prior to the commencement of any hot works.

As part of the approval process, the Harbour Master will require a Safe System of Work (SSOW) and a Risk Assessment (RA).

Applications for a Hot Works Permit can be submitted via the link below.

[London's Royal Docks Hot Works Permit – Page 1 of 2](#)

7.5 Towage Operations

All towage operations must have written permission from the Harbour Master except in emergencies. This includes, but is not limited to, ship towage (assistance to power-driven vessels), movement of floating equipment and barges.

Towage operations may, at the request of the Harbour Master, require 2 additional tugs; additional tugs will be at the cost to the contractor/owner.

Vessel conduction, the tow, must meet or exceed the requirements of the PLA.

Byelaw 15, Refers (General Direction for Towage)

8. Residential Mooring

RoDMA do not currently permit any residential mooring within the Docks.

9. Events

All events taking place on the water or on RoDMA-owned land require written permission from the Harbour Master.

Permission can be obtained by contacting: **admin@londonsroyaldocks.com**

As part of the approval process, an SSOW, RA, and detailed Event Plans will be requested before authorisation.

10. Water sports

This applies to all water-based activities, including but not limited to sailing, open-water swimming, rowing, stand-up paddleboarding, and wakeboarding. Participation in water sports is permitted only through RoDMA-approved organisations; independent activity is strictly prohibited. The use of water skis, wetbikes, or similar craft is not allowed without the express permission of the Harbour Master and will be classified as an organised event within the docks. Further details are provided in Section 9.

11. Qualifications

All vessel crews and plant operators working on the water or on RoDMA-owned land around the docks must hold appropriate qualifications and have sufficient experience. Minimum qualification requirements must comply with government regulations and guidance issued by relevant authorities, including but not limited to the HSE and MCA. RoDMA reserves the right to request evidence of these qualifications at any time

12. Unauthorised water and land users

Any unauthorised use of RoDMA land or water areas must be reported to the Harbour Master as soon as reasonably possible.

13. Safety Requirements and Water Quality for Water Users.

All water users must be members of a RoDMA-approved club or organisation. Each organisation is responsible for ensuring that its members are appropriately trained, hold suitable RYA or other recognised qualifications from the relevant sporting body, and comply with all applicable safety requirements. Organisations must also, at a minimum, adhere to the relevant sections of the Rescue Boat Code.

All participants must wear the appropriate Personal Protective Equipment (PPE) identified in the risk assessment (RA) for the activity, including personal buoyancy aids. Buoyancy aids are to be worn at all times while on or near the water, outside of designated safety handrails. Exemptions may only apply where justified within a specific RA and National Governing Body guidelines for the relevant activity.

Safety boats or craft must be deployed for all on-water activities. The RA must define the type and number of craft required, as well as the qualifications of their operators.

RoDMA conducts regular water quality testing at various dock locations in accordance with 'The Bathing Waters (Classification) Regulations 2023' (Statutory Instrument SI 1991 No. 1597 and SI 2003 No. 1238) and the 'European Community Council Directive of 8 December 1975 Concerning the Quality of Bathing Water' (76/160/EEC). Test results are published.

Where organisations undertake their own water testing, prior approval must be obtained, and results must be shared with RoDMA at no cost.

As the docks are supplied directly by the River Thames, RoDMA cannot guarantee or maintain a fixed water quality. RoDMA reserves the right to suspend any activity within the docks where it considers the safety of persons or property to be at risk.

14. Dangerous Obstructions

Any hazardous structure or obstruction must be reported in writing to the Harbour Master as soon as reasonably possible. All land and water users are responsible for ensuring that the area is free from obstruction or debris before use. Water users should remain vigilant, as debris may be floating or submerged.

15. Machinery on or around KGV Lockside

Operation of quayside and lock machinery is strictly limited to RoDMA personnel. RoDMA accepts no liability for any unauthorised, inappropriate, or negligent use of such equipment.

All cranes on the lockside must be sourced through RoDMA and its approved supply chain. Written permission from the Harbour Master is required before any third-party plant may be brought onto the KGV lockside.

16. General Requirements Governing Works Over, on or Beneath the Docks

No works shall commence on RoDMA land or over the waterspace without the prior written agreement of the Harbour Master. The Royal Docks comprise a series of docks and bridges owned by RoDMA; however, the ownership of adjoining land is complex, and in certain cases, cooperation with other organisations shall be required. Details of relevant landowners and access requirements shall be obtained through the Harbour Master. All works and all contractors shall be licensed by RoDMA prior to the commencement of any activity. RoDMA may, at its sole discretion, require the provision and installation of additional signage, barriers, or buoys, the cost of which shall be borne entirely by the contractor. Contractors shall submit suitable and sufficient Risk Assessments and Safe Systems of Work, which shall comply in all respects with applicable laws, regulations, and standards.

17. Operating times

The normal operating hours of the London Royal Docks are 0700 to 1600, Monday to Friday, excluding Bank Holidays. Activities on the water space may take place outside of these hours; however, RoDMA personnel may not be present on site. Lock movements and bridge swings may be arranged outside of normal operating hours, subject to the payment of additional charges. All vessel movements and activities shall be subject to the prior permission of the Harbour Master.

18. Schedule of Services and Charges

All services and charges can be requested via the Harbour Master.

19. Dock, Lock and Bridge Dimensions

Key Measurements

20. Water Level Constraints and Parameters

RoDMA is responsible for maintaining the water levels within the Royal Docks by impounding water from the River Thames via the pump station. Impounding may take place on either side of high water. RoDMA shall at all times maintain the dock water level within prescribed upper and lower limits, as set out in Section 19. Under normal operating conditions, RoDMA shall maintain dock levels between 7.65m CD and 7.30m CD. Any organisation requiring dock levels to fall below 7.30m CD shall obtain prior permission from the Harbour Master, who shall determine availability and provide details of any associated costs.

21. Licences

All activities taking place within the docks and on land owned by RoDMA shall be licensed by RoDMA. RoDMA shall require the submission of supporting documentation as part of the licensing process, which may include, but is not limited to, insurance details, Risk Assessments, Safe Systems of Work, Method Statements, company information, and relevant certifications.