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STATUTORY INSTRUMENTS

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**2014 No. 8**

**The Port Security (Port of Plymouth) Designation Order 2014**

**Citation and commencement**

1. This Order may be cited as the Port Security (Port of Plymouth) Designation Order 2014 and comes into force on 14th February 2014.

**Port boundary**

2.—(1) For the purposes of the definition of “port” in regulation 2 of the Port Security Regulations 2009<sup>(1)</sup>, the boundary of the Port of Plymouth is defined as follows.

(2) The boundary is generally shown by the inner edge of the red line on the plan in Part 1 of Schedule 1.

(3) The north western limit of the boundary is a line drawn on a bearing of 180° (True) from the point marked “A” (50°21.90’N, 04°10.68’W) on the plan in Part 1 of Schedule 1 to where that line meets the line of mean high water springs at the point marked “B” on that plan.

(4) The north eastern limit of the boundary (also shown on Inset Plan 6) runs from the line of mean high water springs on the east bank of the Cattewater, along the centre of Laira Bridge to the line of mean high water springs on the west bank of the Cattewater.

(5) Where the red line crosses the water from the point marked “I” on the plan in Part 1 of Schedule 1 to the point marked “J” on that plan, the boundary follows the line of mean high water springs across the sluices at the eastern extremity of Hooe Lake.

(6) Where the red line crosses the water from the point marked “K” on the plan in Part 1 of Schedule 1 to the point marked “L” on that plan, the boundary follows the line of mean high water springs across the lock gate entrance to Sutton Harbour.

(7) As to the parts of the boundary included in the rectangles marked “1”, “2”, “3”, “4”, “5” and “6” on the plan in Part 1 of Schedule 1, the boundary is more particularly shown by the red lines on each of the corresponding inset plans, in Part 2 of Schedule 1, headed respectively “Inset Plan 1”, “Inset Plan 2”, “Inset Plan 3”, “Inset Plan 4”, “Inset Plan 5” and “Inset Plan 6”.

(8) Where the red line runs along a beach or foreshore, the boundary runs along the edge of the land on that beach or foreshore which is below the level of mean high water springs.

(9) The seaward limit of the boundary is a line starting where a line drawn on a bearing of 180° (True) from the point marked “C” on the plan in Part 1 of Schedule 1 (the ruined chapel on Rame Head) meets the line of mean high water springs at the point marked “D” on that plan, running thence to the point marked “F” on that plan (a point on a bearing of 175° (True), 1.25 nautical miles from the point marked “E” on that plan (Rame Church)), thence to Shag Stone at the point marked “G” on that plan and thence on a bearing of 90° (True) to where it meets the line of mean high water springs at the point marked “H” on that plan.

### **The Plymouth Port Security Authority**

3.—(1) For the purposes of the Port Security Regulations 2009<sup>(2)</sup>, the Plymouth Port Security Authority is designated as the port security authority for the port of Plymouth.

(2) Schedule 2 has effect with respect to the Plymouth Port Security Authority.

### **Review**

4.—(1) The Secretary of State must from time to time—

- (a) carry out a review of this Order,
- (b) set out the conclusions of the review in a report, and
- (c) publish the report.

(2) In carrying out the review the Secretary of State must, so far as is reasonable, have regard to how [Directive 2005/65/EC](#) of the European Parliament and of the Council of 26th October 2005 (which is implemented by means of the Port Security Regulations 2009) is implemented in other member States.

(3) The report must in particular—

- (a) set out the objectives intended to be achieved by the regulatory system established by those Regulations and this Order,
- (b) assess the extent to which those objectives are achieved, and
- (c) assess whether those objectives remain appropriate and, if so, the extent to which they could be achieved with a system that imposes less regulation.

(4) The first report under this article must be published before 14th February 2019.

(5) Reports under this article are afterwards to be published at intervals not exceeding five years.

Signed by authority of the Secretary of State for Transport

*Stephen Hammond*  
Parliamentary Under Secretary of State  
Department for Transport

8th January 2014

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(2) [S.I. 2009/2048](#), amended by [S.I. 2013/2815](#).