

**MARINE MANAGEMENT ORGANISATION**

**HARBOURS ACT 1964 (AS AMENDED)**

**PROPOSED FISHGUARD HARBOUR REVISION ORDER 201[X]**

**STATEMENT IN SUPPORT OF APPLICATION  
FOR ORDER BY THE FISHGUARD AND ROSSLARE RAILWAYS  
AND HARBOURS COMPANY**

**1. INTRODUCTION**

- 1.1 This statement relates to the application by the Fishguard and Rosslare Railways and Harbours Company (“FRRHCo”) for the proposed Fishguard Harbour Revision Order (“the HRO”) which would authorise works to be carried out within Fishguard harbour.
- 1.2 This statement explains why the proposed works are needed and how the requirements of the 1964 Act have been met.
- 1.3 FRRHCo has applied for the HRO in its capacity as the statutory harbour authority for Fishguard harbour. The application, made in a letter to the Marine Management Organisation (“the MMO”) dated 29 March 2018, is accompanied by:
- (a) A draft of the HRO;
  - (b) Plans and Sections;
  - (c) An Environmental Statement (ES);
  - (d) A non-technical summary of the ES;
  - (e) This statement; and
  - (f) The fee for the application, paid to the MMO by telegraphic transfer in advance of the application], in the sum of £10,000.
- 1.4 The application is for an HRO to be made under the powers conferred on the Secretary State for Transport by section 14 of the Harbours Act 1964 which are delegated to the MMO by the Harbours Act 1964 (Delegation of Functions) Order 2010 (S.I. 2010/674)).
- 1.5 The HRO would authorise FRRHCo to construct works at Fishguard harbour. The principal works are the reclamation of land and an adjoining linkspan. The works are intended to replace existing ferry facilities at Fishguard Harbour which are owned and operated by Stena Line

Ports Limited (“Stena”). The relationship between FRRHCo and Stena (and why FRRHCo is the applicant for the HRO) is explained in paragraph 3 below.

## 2. FISHGUARD HARBOUR



**Fishguard Harbour: A ferry can be seen berthed at the existing linkspan.**

- 2.1 Fishguard Harbour is located adjacent to the coastal town of Fishguard in the county of Pembrokeshire, south-west Wales. Stena Line currently operate a twice daily Ro Ro ferry service from facilities owned by Stena at Fishguard Harbour to Rosslare, County Wexford in the Republic of Ireland.
- 2.2 Access to the ferry is by means of a single lane linkspan which is proposed to be removed and replaced with a modern two lane linkspan. To facilitate access to the new linkspan, a new vehicular approach area is proposed which will be formed by reclaiming land from the bed of Fishguard Harbour.
- 2.3 Further details of the proposed works is given below and a full description of them is set out in chapter [2] (Project Description) of the Environmental Statement accompanying the application for the HRO.

### 3. **THE FISHGUARD AND ROSSLARE RAILWAYS AND HARBOURS COMPANY AND STENA LINE PORTS LIMITED**

- 3.1 Although, as mentioned at paragraph 1.5 above, the Ro-Ro ferry facilities at the harbour are owned and operated by Stena, FRRHCo is the statutory harbour authority for the harbour.
- 3.2 FRRHCo is a statutory corporation originally incorporated under the name of the Fishguard Bay Railway and Pier Company by the Fishguard Bay Railway and Pier Act 1893 but renamed as the Fishguard and Rosslare Railways and Harbours Company by the Fishguard and Rosslare Railways and Harbours Act 1894.
- 3.3 FRRHCo has powers to improve, maintain and manage Fishguard Harbour conferred by a number of Acts including the Fishguard and Rosslare Railways and Harbours Act 1899 (“the 1899 Act”).
- 3.4 An Agreement of 27 May 1898 (“the 1898 Agreement”), scheduled to the 1899 Act and made between the FRRHCo, the Great Western Railways Company (“GWR”) and the Great Southern and Western Railway Company provides in clause 13 that:

*“[GWR] shall work manage and maintain the portion of [FRRHCo’s] undertaking on the English side including the steamboat service between Fishguard and Rosslare and The Great Southern Company shall work manage and maintain the portion of [FRRHCo’s] undertaking on the Irish side and any loss incurred on the English side including the steamboat service shall be made good and borne by [GWR] and any loss incurred on the Irish side shall be made good and borne by The Great Southern Company.”*

- 3.5 Following the 1898 Agreement, further works and other powers relating to Fishguard Harbour were conferred on FRRHCo by various Acts including the Fishguard and Rosslare Railways and Harbour Acts 1908 and 1914, the Great Western Railway (Dock Charges) Act 1954 and the British Railways Board Acts 1965, 1967 and 1980.
- 3.6 By the Transport Act 1947, the rights and responsibilities of GWR were transferred to the British Transport Commission. These rights were subsequently transferred to the British Railways Board (“BRB”) under the Transport Act 1962 and then in 1979 to Sealink UK Limited (which at that time was a wholly-owned subsidiary of BRB) under the British Rail Shipping and Harbours Scheme 1979 (“the 1979 Scheme”).
- 3.7 The 1979 Scheme also provided for transfer of the shares held by BRB in FRRHCo to Sealink UK Limited.

3.8 In 1984, the rights and responsibilities of FRRHCo held by Sealink were transferred to British Ferries Limited when BRB sold its shares in Sealink to British Ferries which changed its operating name to Sealink British Ferries.

3.9 In 1990, Stena Group AB bought Sealink British Ferries. Stena Line Ports Limited (which is owned by Stena AB) owns and operates all of the ports in the Stena Group including Fishguard Harbour.

#### 4. **THE HARBOURS ACT 1964**

4.1 Section 14 of the Harbours Act 1964 (“the 1964 Act”) confers powers which have been delegated to the MMO (see paragraph 1.4 above) to make an order under that section (known as a harbour revision order) in relation to a harbour which is being improved, maintained or managed by a harbour authority in the exercise and performance of statutory powers and duties for achieving all or any of the objects specified in Schedule 2 to the Act.

4.2 Under section 14(2)(a) of the 1964 Act, an HRO must be made on an application made “*by the authority engaged in improving, maintaining or managing [the harbour] or by a person appearing to [the MMO] to have a substantial interest..*”.

4.3 However, an HRO can only provide for the powers to carry out works (and any incidental powers) to be conferred on the harbour authority. This is because under section 14(1) of the 1964 Act an HRO can only be made to achieve all or any of the objects specified in Schedule 2 to the Act, and those objects are in terms of powers being conferred on the harbour authority. Schedule 2 to the 1964 Act is set out at Appendix 1 to the statement.

4.4 “*Harbour authority*” is defined in section 57 of the 1964 Act as “*any person in whom are vested under this Act, by another Act or by an order or other instrument (except a provisional order) made under another Act or by a provisional order powers or duties of improving, maintaining or managing the harbour*”. The application for the HRO is therefore made by FRRHCo as the statutory harbour authority for Fishguard harbour.

4.5 Section 14(2)(b) of the 1964 Act provides that the MMO must be:

*“satisfied that the making of the order is desirable in the interests of securing the improvement, maintenance or management of the harbour in an efficient and economical manner or facilitating the efficient and economic transport of goods or passengers by sea or in the interests of the recreational use of sea-going ships”.*

4.6 Because the HRO would authorise a project (within the meaning of paragraph 1 of Schedule 3 to the 1964 Act), prior notification to the MMO under paragraph 3(a) of Schedule 3 to the

1964 Act was given on 29 November 2017. On 2 February 2018 the MMO gave notice that they had determined that the project would require an environmental impact assessment.

4.7 The application for the HRO under section 14 of the Act of 1964 meets the conditions set out in that section. In particular, the application meets the requirements of:

(a) section 14(1) of the 1964 Act because it is made in relation to a harbour which is being improved, maintained or managed by a harbour authority in the exercise and performance of its statutory powers and duties for the purpose of achieving objects falling within Schedule 2 to the Act.

(b) section 14(2) of the 1964 Act because:

(i) The application is made upon the written application of a harbour authority engaged in improving, maintaining or managing the harbour: and

(ii) The making of the HRO is desirable in the interests of securing the improvement, maintenance or management of the harbour in an efficient and economical manner.

## 5. **NEED AND JUSTIFICATION FOR HRO**

5.1 Access to ferries at Fishguard is currently provided by a single lane linkspan which was installed in the early 1970's and is supplemented by a temporary jack up pontoon structure. It is proposed to remove the existing linkspan because it is approaching its end of life and replace it with a new, modern linkspan.

5.2 To provide improved access to the new linkspan, the existing open pile deck structure and dolphin which currently provide access to the existing linkspan are required to be partially demolished and replaced with a larger vehicle approach area. This area will be formed by a reclaimed area of land which is also required to accommodate the new linkspan geometry.

5.3 Although there are currently no plans to expand the current ferry service at Fishguard, the proposed new linkspan will be designed to comply with modern standards and provide two lanes for vehicles embarking and disembarking from vessels. The new linkspan together with the larger approach area would therefore enable a larger range of vessels to use the facilities thereby providing scope for any future expansion of the ferry service to and from Fishguard should it be required.

5.4 The table at Appendix 2 to this statement summarises the powers and other matters sought under the HRO, identifies the relevant provisions of the 1964 Act which provides that the powers or other matters may be included in an HRO and gives a justification for the inclusion of the particular power or other matter in the HRO.

Dated: 29 March 2018

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Solicitors and Parliamentary Agents  
on behalf of the Fishguard and Rosslare Railways and Harbours Company

## APPENDIX 1

### SCHEDULE 2 TO THE 1964 ACT

#### OBJECT FOR WHOSE ACHIEVEMENT HARBOUR REVISION ORDER MAY BE MADE

- 1** Reconstituting the harbour authority by whom the harbour is being improved, maintained or managed or altering their constitution, or establishing, as the harbour authority, in lieu of the existing one, an existing body designated in that behalf or a body constituted for the purpose.
- 2** Regulating (in whole or to a less extent) the procedure of, or of any committee, of, the authority and fixing the quorum at a meeting of, or of any committee of, the authority.
- 3** Varying or abolishing duties or powers imposed or conferred on the authority by a statutory provision of local application affecting the harbour, being duties or powers imposed or conferred for the purpose of—
  - (a) improving, maintaining or managing the harbour;
  - (b) marking or lighting the harbour, raising wrecks therein or otherwise making safe the navigation thereof; or
  - (c) regulating the carrying [on by others of activities relating to the harbour or of] activities on harbour land.
- 4** Imposing or conferring on the authority, for the purpose aforesaid, duties or powers (including powers to make byelaws), either in addition to, or in substitution for, duties or powers imposed or conferred as mentioned in paragraph 3 above.
- 5** Transferring from the authority to another or to the authority from another all or any of the property vested in, as the case may be, the authority or that other and held for the purposes of the harbour and, so far as they relate to the transferred property, all or any of the duties and powers imposed and conferred on, as the case may be, the authority or that other by a statutory provision of local application affecting the harbour.
- 6** Settling (either for all purposes or for limited purposes) the limits within which the authority are to have jurisdiction or altering (either for all purposes or for limited purposes) such limits as previously settled.
- 7** Conferring on the authority power to acquire (whether by agreement or compulsorily) land described in the order, being land required by them for the purpose of its being used as the site of works that they have, or will by virtue of the order have, power to execute or for some other purpose of the harbour.
- 7A** Extinguishing or diverting public rights of way over footpaths or bridleways, bridleways or restricted byways for the purposes of works described in the order or works ancillary to such works.
- 7B** Extinguishing public rights of navigation for the purposes of works described in the order or works ancillary to such works, or permitting interference with the enjoyment of such rights for the purposes of such works or for the purposes of works carried out by a person authorised by the authority to carry them out.



- 8** Authorising justices of the peace to appoint, on the nomination of the authority, persons to act as constables within any limits within which the authority have jurisdiction in relation to the harbour and within one mile outside any such limits, and to dismiss persons appointed by virtue of this paragraph, and conferring on persons so appointed, while acting within any such limits as aforesaid or within one mile outside any such limits, the powers which a constable has within his constablewick.
- 8A** Enabling the authority to close part of the harbour or to reduce the facilities available in the harbour.
- 9** Empowering the authority to dispose of property vested in them and held for the purposes of the harbour which is no longer required for those purposes.
- 9A** Empowering the authority (alone or with others) to develop land not required for the purposes of the harbour with a view to disposing of the land or of interests in it, and to acquire land by agreement for the purpose of developing it together with such land.
- 9B** Empowering the authority to delegate the performance of any of the functions of the authority except—
  - (a) a duty imposed on the authority by or under any enactment;
  - (b) the making of byelaws;
  - (c) the levying of ship, passenger and goods dues;
  - (d) the appointment of harbour, dock and pier masters;
  - (e) the nomination of persons to act as constables;
  - (f) functions relating to the laying down of buoys, the erection of lighthouses and the exhibition of lights, beacons and sea-marks, so far as those functions are exercisable for the purposes of the safety of navigation.
- 10** Empowering the authority to borrow money, with or without limitation with respect to the amount that may be borrowed or the time or manner in which the power may be exercised.
- 11** Empowering the authority to levy at the harbour charges other than ship, passenger and goods dues or varying or abolishing charges (other than as aforesaid) levied by them at the harbour.
- 12** Securing the efficient collection of charges levied by the authority at the harbour and specifying the times at which and the persons by whom such charges are to be paid.
- 13** Regulating the application of moneys in the nature of revenue received by the authority and securing that the financial affairs of the authority are properly managed.
- 14** Varying or extinguishing any exemption from charges levied by the authority at the harbour or any other right or privilege enjoyed thereat.
- 15** Securing the welfare of the authority's officers and servants and empowering the authority to provide, or secure the provision of, pensions, gratuities and other like benefits for or in respect of their officers and servants.

- 16** Extending the time within which anything is required or authorised by a statutory provision of local application affecting the harbour to be done in relation to the harbour by the authority or fixing a time within which anything authorised by the order to be so done must be done.
- 16A** Imposing or conferring on the authority duties or powers (including powers to make byelaws) for the conservation of the natural beauty of all or any part of the harbour or of any of the fauna, flora or geological or physiographical features in the harbour and all other natural features.
- 17** Any object which, though not falling within any of the foregoing paragraphs, appears to the appropriate Minister to be one the achievement of which will conduce to the efficient functioning of the harbour.

## APPENDIX 2

## TABLE OF PROVISIONS IN HRO AND JUSTIFICATION FOR INCLUSION

<b>ARTICLE IN HRO</b>	<b>SUMMARY OF PROVISION</b>	<b>PRECEDENT</b>	<b>RELEVANT PROVISION OF THE 1964 ACT OR OTHER AUTHORISING PROVISION</b>	<b>REQUIREMENT FOR PROVISION</b>
Articles 3 (Power to construct works), 4 (Power to deviate) and 5 (Subsidiary works)	<p><b>Article 3(1)</b> authorises FRRHCo to construct the principal works being the area of reclamation (Work No.1) and the new linkspan (Work No.2). The works are described in article 3 as follows –</p> <p><i>Work No. 1 – The reclamation and infilling of an area of the seabed of the harbour and the levelling of that area together with the levelling of the adjoining land to form an area of 1200 square metres and providing access to Work No.2 having rock armoured revetted slopes on the seaward side, the location of which is shown on sheet 1 and a section of which is shown on sheet 2.</i></p> <p><i>Work No. 2 – A mechanically operated single deck linkspan, providing access to and from vessels, extending from the reclaimed area comprising Work No.1, including supporting piled bankseat and lifting frame and supporting dolphin structures, the location of which is shown on sheet 1 and a section of which is shown on sheet 2.</i></p> <p><b>Article 3(1)</b> provides for the works to be constructed in accordance with the plans and sections accompanying the application for the HRO but this is subject to the horizontal and</p>	Articles 3, 4 and 5 are well precededent provisions in HROs authorising the construction of works – see for example articles 4 (power to construct works), 5 (power to deviate) and 6 (subsidiary works) of the Dover Harbour Revision Order 2012.	Paragraphs 4 and 7B of Schedule 2	The need and justification for these provisions is given in paragraphs 5.1 to 5.3 of the Statement

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	<p>vertical limits of deviation provided by article 4 of the HRO (see below).</p> <p><b>Article 3(2)</b> authorises the FRRHCo to demolish structures and apparatus lying within the limits of deviation and enclose and reclaim so much of the bed of the harbour as lies within those limits and to hold and use the reclaimed area as part of the undertaking of the Company. Any reclaimed area is to be deemed to be operational land for the purposes of the Town and Country Planning Act 1991.</p> <p><b>Article 3(3)</b> specifically authorises the demolition and removal of the existing linkspan structure and open piled concrete deck which forms the approach to it.</p> <p><b>Article 3(4)</b> empowers FRHHCo to reconstruct etc. and maintain the works authorised to be constructed under paragraph (1).</p> <p><b>Article 4</b> provides some flexibility in the construction of the works and enables them to deviate from the lines or situations shown on the plans accompanying the application for the HRO within the limits of deviation also shown on the plans. Vertically, deviation is permitted 3 metres upwards and to such extent downwards as may necessary or convenient from the levels shown for the works on the sections accompanying the application for the HRO.</p> <p><b>Article 5</b> authorises FRHHCo to construct subsidiary works within the limits of deviation</p>			

<b>ARTICLE IN HRO</b>	<b>SUMMARY OF PROVISION</b>	<b>PRECEDENT</b>	<b>RELEVANT PROVISION OF THE 1964 ACT OR OTHER AUTHORISING PROVISION</b>	<b>REQUIREMENT FOR PROVISION</b>
	of the principal works shown on the plans accompanying the HRO.			
Article 6 (Power to dredge)	Article 6(1) authorises FRHHCo to deepen, dredge, etc. the bed, shores and channels of the sea as lie within the limits of the harbour for the purposes of constructing and maintaining the works and affording access to the works by vessels.	Peterhead Port Authority Harbour Revision Order 2015, article 6.	Paragraphs 3 and 4 of Schedule 2	Provides statutory authority to carry out any necessary dredging required in connection with the construction and maintenance of the works.
Article 7 (Obstruction of works)	Article 7 provides for it to be an offence for a person to obstruct the construction of the works.	Folkestone Harbour Revision Order 2017, article 10	Section 14(6) and paragraph 17 of Schedule 2	Provides a remedy within the Order should a person attempt to prevent the lawful construction of the works authorised by the Order.
Article 8 (Survey of tidal works)	Article 8 provides that the Secretary of State may order a survey and examination of a tidal work or a site upon which it is proposed to construct the work.	Folkestone Harbour Revision Order 2017, article 11	Section 14(6) and paragraph 17 of Schedule 2	This is a usual provision which is expected to be included in HROs authorising tidal works. It provides the secretary of State with a degree of control over how the works are carried out after the order is granted.
Article 9 (Provision against danger to navigation)	Article 9 makes provision in the case of injury to, or destruction or decay of, a tidal work and requires the Company to notify Trinity House in such circumstances which may direct the Company take steps for preventing danger to navigation.  The provision makes it an offence in the case of a failure to comply with the provision.	Dover Harbour Revision Order 2012, article 13	Section 14(6) and paragraph 17 of Schedule 2	This is a usual provision which is expected to be included in HROs authorising tidal works. It confers specific powers on Trinity House ensuring the continued safety of navigation in relation to the works should they be damaged or fall into decay.
Article 10 (Abatement of works abandoned or decayed)	Article 10 makes provision in a case where a tidal work is abandoned or falls into decay and provides that the Secretary of State may require the Company at its own expense either to repair and restore the work or remove it and restore the site	Lymington Harbour (Works) Revision Order 2014, article 10	Section 14(6) and paragraph 17 of Schedule 2	This is a usual provision which is expected to be included in HROs authorising tidal works. It confers specific powers on the Secretary of State for the removal of the works should they be abandoned or fall into decay ensuring the continued safety of navigation.

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	<p>Article 11 also makes similar provision in the case of a work consisting partly of a tidal work and partly of works on or over land above the level of high water</p> <p>Provision is made for the Secretary of State to execute the works and to recover any expenditure incurred in doing so.</p>			
Article 11 (Lights on tidal works during construction)	<p>Article 11 requires the Company to exhibit lights and take such other steps for the prevention of danger to navigation in relation to the works as Trinity House may direct.</p> <p>If the Company fails to comply with a direction it is guilty of an offence.</p>	Penzance Harbour Revision Order 2009, article 14	Section 14(6) and paragraph 17 of Schedule 2	This is a usual provision which is expected to be included in HROs authorising tidal works. It confers specific powers on Trinity House to ensure the safety of navigation during the construction of the works.
Article 12 (Permanent lights on tidal works)	<p>Article 12 requires the Company to exhibit lights and take such other steps for the prevention of danger to navigation as Trinity House may direct after the works are completed.</p> <p>If the Company fails to comply with a direction it is guilty of an offence.</p>	Port of Bristol (Deep Sea Container Terminal) Harbour Revision Order 2010, article 14	Section 14(6) and paragraph 17 of Schedule 2	This is a usual provision which is expected to be included in HROs authorising tidal works. It confers specific powers on Trinity House to ensure the safety of navigation after the works have been constructed.
Article 13 (Period for completion of works)	Article 13 requires the works to be substantially completed within ten years from the coming into force of the HRO or such extended time as the Secretary of State may on the application of the Company allow.	Peterhead Port Authority Harbour Revision Order 2015, article 17	Paragraph 16	This is a usual provision included in HRO's to ensure that the power to construct works are not 'open ended' and will expire if the works are not completed within a reasonable period of time (or such extended period of time as the Secretary of State may grant).
Article 14 (Works to be deemed to be part of harbour)	Article 14 provides for that the works authorised under the HRO are to be deemed for all purposes to be part of Fishguard harbour (which is defined in article 2 of the Order as the harbour 'as described in section 3 of the	Penzance Harbour Revision Order 2009, article 9	Section 14(6) and paragraph 17 of Schedule 2	This provision ensures that the works authorised under the HRO form part of the harbour and the provisions that currently apply to the harbour apply to the works.

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	Fishguard and Rosslare Railways and Harbours Act 1914 and including any works which are deemed to form part of the harbour by any subsequent enactment’).			
Article 15 (Works to be within area of Pembrokeshire Council)	Article 15 provides for the works to within the area of the Pembrokeshire Council.	Peterhead Port Authority Harbour Revision Order 2015, article 18	Section 14(6) and paragraph 17 of Schedule 2	This provision is required to bring the works that are beyond mean water within the jurisdiction of the relevant local authority.
Article 16 (Status of reclaimed land)	Article 16 provides for the reclaimed land forming part of Work No.1 to be deemed to be operational land for the purposes of the Town and Country Planning Act 1990.	Loch Ryan Port (Harbour Empowerment) Order 2009, article 16(a). See also Article 8 of the Dover Harbour Revision Order 2012	Section 14(6) and paragraph 17 of Schedule 2	This provision is required to ensure that the reclaimed land is operational land for the purposes of the Town and Country Planning Act 1990.
Article 17 (Agreements between the Company and Stena Line Ports Limited)	Article 17 enables FRHHCo and Stena Line Ports Limited to enter into agreements for the purposes of the construction, ownership, maintenance and operation of the works authorised under the Order	This is a special provision which is required in view of the particular circumstances in this case	Section 14(6) and paragraph 17 of Schedule 2	The relationship between FRHHCo (the statutory harbour authority for Fishguard harbour and the applicant for the HRO) and Stena Line Ports Limited is explained in paragraph 3 of this Statement. This provision ensures that Stena can, by agreement with FRHHCo, assume responsibility for the construction, ownership, operation and maintenance of the new linkspan which is intended for use by the ferries operated by Stena.

<b>ARTICLE IN HRO</b>	<b>SUMMARY OF PROVISION</b>	<b>PRECEDENT</b>	<b>RELEVANT PROVISION OF THE 1964 ACT OR OTHER AUTHORISING PROVISION</b>	<b>REQUIREMENT FOR PROVISION</b>
Article 18 (Defence of due diligence)	Article 18 provides for it to be a defence in any proceedings for an offence under articles 10, 12 and 13 for FRHHCo to prove that it took all reasonable precautions and exercised all due diligence to avoid the commission of such an offence.	Poole Harbour (Works) Revision Order 2015, article 15	Section 14(6) and paragraph 17 of Schedule 2	This provision provides a defence to the offences under the HRO in terms usually included in HROs authorising works.
Article 19 (Saving for Trinity House)	Article 19 provides for the protection of the interests of Trinity House.	Folkestone Harbour Revision Order 2017, article 11	Section 14(6) and paragraph 17 of Schedule 2	This is a usual provision included in HROs authorising works to provide appropriate protection for the interests Trinity House.
Article 20 (Crown rights)	Article 20 makes provision for the protection of Crown interest..	Dover Harbour Revision Order 2012, article 19	Section 14(6) and paragraph 17 of Schedule 2	This is a usual provision included in HROs authorising works to provide a saving for Crown interests.



**MARINE MANAGEMENT ORGANISATION**

**HARBOURS ACT 1964 (AS AMENDED)**

**PROPOSED FISHGUARD HARBOUR REVISION ORDER 201[X]**

**STATEMENT IN SUPPORT OF APPLICATION  
FOR ORDER BY THE  
FISHGUARD AND ROSSLARE RAILWAYS AND HARBOURS  
COMPANY**

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