

TRANSPORT SCOTLAND

HARBOURS ACT 1964 (AS AMENDED)

**THE HIGHLAND COUNCIL (UIG, ISLE OF SKYE) HARBOUR
REVISION ORDER 201[X]**

PURPOSE AND EFFECT NOTES



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1. **INTRODUCTION**

- 1.1 These purpose and effect notes relate to the application by the Highland Council (“the Council”) for the proposed Highland Council (Uig, Isle of Skye) Harbour Revision Order (“the HRO”).
- 1.2 The application, made in a letter to Transport Scotland dated 1 March 2019, is accompanied by:
- (a) A draft of the proposed HRO;
 - (b) Plans, sections and elevations;
 - (c) An Environmental Impact Assessment Report;
 - (d) These Notes; and
 - (e) The fee for the application, paid to Transport Scotland by the Council in advance of the application, in the sum of £10,000.00.
- 1.3 The application is for a harbour revision order to be made under the powers conferred by section 14 of the Harbours Act 1964 transferred to the Scottish Ministers by virtue of section 53 of the Scotland Act 1998.
- 1.4 The HRO would authorise the Council to construct and maintain works and other facilities at the harbour. The principal works comprise –
- 1.4.1 A widening and extension of the existing berthing structure at the harbour (Work No.1) which incorporates a wave protection wall and includes a new passenger waiting shelter and a fuel tank for vessels,
 - 1.4.2 A widening of King Edward Pier (Work No.2), and
 - 1.4.3 A new linkspan (Work No.3) which would replace the existing linkspan at the harbour.
- 1.5 The HRO would also authorise the construction of subsidiary works and confer a power to dredge for the purposes of constructing and maintaining the works.

2. HIGHLAND COUNCIL



Map showing the Highland area

- 2.1 As well as being the local authority for the Highland area (including the Isle of Skye), the Council is the harbour authority for a number of harbours throughout the Highland area.
- 2.2 The Highlands Council (Harbours) Order Confirmation Act 1991 ("the 1991 Act") confers powers for the administration and control of the harbour areas described in Schedule 1 to the 1991 Act. In particular, section 3 of the 1991 Act provides for the Council to exercise jurisdiction as harbour authority within the meaning of section 57 of the Harbours Act 1964 within those areas.
- 2.3 Schedule 1 includes the area of Uig Bay at Skye the limits of which are set out in the Schedule. The Council are therefore the statutory harbour authority for the harbour at Uig (described in section 3 below) by virtue of section 3 of the 1991 Act.

3. **UIG HARBOUR**



Uig Harbour

3.1 Uig harbour is situated on Skye's north coast and with the harbours at Tarbert on the Isle of Harris and Lochmaddy on North Uist forms part of what is known as the 'Skye Triangle' which provide facilities for the lifeline ferry services to the communities of the Western Isles operated by CalMac Ferries Ltd ('CFL').

3.2 The pier at Uig harbour (named King Edward Pier) includes a linkspan and berthing structure which serve the current ferry owned by Caledonian Maritime Assets Ltd ("CMAL") operating on the Skye Triangle route. King Edward Pier is also used by a range of other users including commercial fishermen, aquaculture site operators and boat day trip operators. Other facilities at the harbour which serve the ferry include a ticket office and vehicle marshalling area.

4. **THE PROJECT.**

4.1 Increasing demand has led CMAL to procure a new, larger dual fuel vessel which will be operated on the Skye Triangle service.

4.2 The new, larger vessel will have increased vehicle and pedestrian capacity which will have a significant impact on the operability of the existing facilities at Uig Harbour which were constructed in 1986 and are already at their operational limit. In addition, the

present ferry berth at the harbour is exposed to wind and wave action and in certain conditions it can become untenable.

- 4.3 The project consists of a number of upgrades to the existing infrastructure at Uig Harbour to accommodate the new, larger ferry vessel which CFL is seeking to operate from the harbour. The proposed works will also facilitate the safe and efficient operation of the service and maximise resilience to the environmental conditions at the harbour.
- 4.4 The main elements of the project that are sought to be authorised under the Order are
 - 4.4.1 widening and extension of the berthing structure (Work No.1),
 - 4.4.2 the widening of the pier approachway (Work No.2), and
 - 4.4.3 replacement of the existing linkspan (Work No.3).
- 4.5 The widened and extended berthing structure will also incorporate scour protection and a wave protection wall and provide the site for a passenger waiting shelter (which will be relocated from its location on the existing structure) and a fuel tank to provide fuel for the new vessel.
- 4.6 The HRO also seeks to authorise the construction of subsidiary works which are required in connection with the construction of those main elements of the project referred to in paragraph 4.4 above. Since areas of the harbour will be required to be dredged in order to construct the works and provide improved vessel access, the HRO seeks to confer a power to dredge within the harbour limits for these purposes.
- 4.7 In addition, applications for the necessary marine licences required in connection with the project are being made to Marine Scotland under section 20 of the Marine (Scotland) Act 2010. These applications are being made at the same time as the application to Transport Scotland for the HRO.
- 4.8 Other elements of the proposed project include land reclamation (in the intertidal zone at the landward end of the King Edward Pier) to provide a new vehicle marshalling area and the location of a new ferry terminal building. The existing ticket office will be demolished and a new covered walkway for foot passengers will be installed along the approachway between the new terminal building and the widened ferry berth.
- 4.9 These elements of the project are not sought to be authorised by the HRO and are intended to be authorised by other means, principally planning permission under the Town and Country Planning (Scotland) Act 1997. The Environmental Impact Assessment Report accompanying the application for the HRO provides an assessment of the whole project including those elements of it which are outside the scope of the HRO. The same EIA Report also accompanies the related applications for marine licences referred to in paragraph 4.7 above.

4.10 A full description of the whole project is included in chapter 3 (project description) of the EIA Report and Figure 3-3 shows the proposed layout of the development.

5. **THE HARBOURS ACT 1964**

5.1 Section 14 of the Harbours Act 1964 ("the 1964 Act") confers powers on the Scottish Ministers (see paragraph 1.3 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. Schedule 2 to the 1964 Act is set out in Appendix 1 to this Statement.

5.2 Section 14(2)(a) of the 1964 Act requires that written application be made to the Scottish Ministers by the authority engaged in improving, maintaining or managing the harbour in question and section 14(2)(b) provides that the Scottish Ministers must be:

"satisfied that the making of the order is desirable in the interest 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".

5.3 Because this is an application for a harbour revision order which authorises a project (within the meaning of paragraph 1 of Schedule 3 to the 1964 Act), prior notification to the Scottish Ministers under paragraph 3(a) of Schedule 3 to the 1964 Act is required. Such notification was given by letter addressed to Transport Scotland on 21 July 2017 and Transport Scotland responded under paragraph 4 of Schedule 3 on 21 August 2017 and advised that an environmental statement was required.

5.4 The application for the HRO under section 14 of the 1964 Act 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 and 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.

5.5 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.

6. **PURPOSE AND EFFECT OF THE HRO**

6.1 The proposed HRO would authorise works which it is considered would be conducive to the efficient and economical operation, maintenance, management and improvement of Uig harbour. As explained above, the harbour provides facilities for the lifeline ferry serving the communities of the Western Isles and it is essential that those facilities be improved and so that they are capable of being used by the new, larger ferry that will use them.

6.2 An explanation of, and the legal basis for, each substantive article in the HRO is set out in the table in Appendix 2 to this Statement.

Dated: 1 March 2019

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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

ARTICLE IN HRO	SUMMARY OF PROVISION	PRECEDENT	RELEVANT PROVISION OF THE 1964 ACT OR OTHER AUTHORISING PROVISION	REQUIREMENT FOR PROVISION
<p>Articles 3 (Power to construct works), 4 (Power to deviate) and 5 (Subsidiary works)</p>	<p>Article 3 authorises the Council to construct and maintain the numbered works described in article 3. Article 4 enables the works to be constructed within the limits of deviation shown for the respective works on the plans and article 5 authorises the construction of works which are subsidiary to the main, numbered works.</p> <p>Article 3 authorises the works to be carried out in the lines or situations shown on the plans which accompany the HRO and within the respective limits of deviation shown on those plans (see below) and according to the levels shown on the sections and elevations also accompanying the application.</p> <p>Paragraph (2) of article 3 provides that the Council may demolish and remove any structures or apparatus lying within the limits of deviation and reclaim so much of the bed of the harbour and foreshore as lies within those limits. Any land so reclaimed is to be deemed to be operational land</p>	<p>Articles 3, 4 and 5 are well precededented provisions in HROs authorising the construction of works – see for example articles 3 (power to construct works), 4 (power to deviate) and 5 (subsidiary works) of the Aberdeen Harbour Revision Order 2016 and those numbered articles of the Peterhead Port Authority Harbour Revision Order 2015.</p>	<p>The inclusion of article 3 in the HRO is authorised by paragraph 4 of Schedule 2 to the 1964 Act (set out in Appendix 1 above).</p> <p>The inclusion of article 4 in the HRO is authorised by paragraph 4 of Schedule 2 to the 1964 Act (set out in Appendix 1 above).</p> <p>The inclusion of article 5 in the HRO is authorised by paragraph 4 of Schedule 2 to the 1964 Act (set out in Appendix 1 above).</p>	<p>The need and justification for these provisions is given in paragraph 4 of the Notes</p>

ARTICLE IN HRO	SUMMARY OF PROVISION	PRECEDENT	RELEVANT PROVISION OF THE 1964 ACT OR OTHER AUTHORISING PROVISION	REQUIREMENT FOR PROVISION
	<p>within the meaning of the Town and Country Planning (Scotland) Act 1977.</p> <p>Paragraph (3) of article 3 provides specifically for the demolition of the existing linkspan and passenger waiting shelter.</p> <p>Paragraph (4) of article 3 provides that the Council may reconstruct etc. the numbered works.</p> <p>Article 4 provides that in carrying out the works authorised by article 3 the Council may deviate laterally from the lines of the works shown on the plans to any extent up to the limits of deviation shown on the plans for the works.</p> <p>Article 4 also provides that the Council may (subject to paragraph (2)) deviate from the levels shown on the sections to any extent not exceeding 3 metres upwards and to such extent downwards as may be necessary or convenient.</p> <p>Article 5 authorises the Council to carry out works which are ancillary to the main works sought to be authorised under article 3. The nature of the type of works which may be carried out are set out in paragraph(1) of article 3.</p>			

ARTICLE IN HRO	SUMMARY OF PROVISION	PRECEDENT	RELEVANT PROVISION OF THE 1964 ACT OR OTHER AUTHORISING PROVISION	REQUIREMENT FOR PROVISION
	The works may only be carried out within the limits of deviation shown on the plans accompanying the application for the Order.			
Article 6 (Power to dredge)	Article 6(1) authorises the Council to deepen and 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 (set out in Appendix 1 above).	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)	This article provides for it to be an offence punishable on summary conviction by a fine not exceeding level 3 on the standard scale for any person to intentionally obstruct or interfere with the construction of the works authorised under the HRO.	Peterhead Port Authority Harbour Revision Order 2015, article 9.	Section 14(3) and paragraph 17 of Schedule 2 (set out in Appendix 1 above). In particular, section 14(3) authorises the inclusion of penal provisions in an HRO including the making of offences triable either summarily or on indictment.	Provides a remedy within the Order should a person attempt to prevent the lawful construction of the works authorised by the Order.
Article 8 (Works to be deemed part of harbour)	This article provides for the works to be deemed for all purposes to be part of the undertaking of the Council and for all byelaws etc. of the Council to apply to the works.	The Caledonian Maritime Assets (Brodict) Harbour Revision Order 2015, article 11.	Section 14(3) and paragraph 17 (set out in Appendix 1 above).	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.
Article 9 (Survey of tidal works)	This article provides that the Scottish Ministers may order a survey and examination of any work or of the site	Peterhead Port Authority Harbour	Section 14(3)	This is a usual provision which is expected to be included in HROs authorising tidal works. It provides the

ARTICLE IN HRO	SUMMARY OF PROVISION	PRECEDENT	RELEVANT PROVISION OF THE 1964 ACT OR OTHER AUTHORISING PROVISION	REQUIREMENT FOR PROVISION
	of any work authorised under the HRO and recover the cost of doing so from the Council.	Revision Order 2015, article 12.		Scottish Ministers with a degree of control over how the works are carried out after the order is granted.
Article 10 (Provision against danger to navigation)	This article establishes a procedure requiring the Council to notify the Commissioners of Northern Lighthouses and to take such steps to prevent danger to navigation as that body directs in the event of injury to, or destruction or decay of, a work authorised by the HRO to be constructed below the level of high water.	Lerwick Harbour Revision Order 2015, article 14	Section 14(3)	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 11 (Abatement of works abandoned or decayed)	provides that in the event of injury to or destruction or decay of a work authorised by the HRO to be constructed below the level of high water, the Scottish Ministers may by notice require the Council to repair or remove the work. Paragraph (2) of article 11 provides that where a work authorised under the HRO is partly below the level of high water and partly above the level of high water is abandoned or falls into decay and that part of the work on land above the level of high water is in such condition as to interfere, or may interfere with rights of navigation or other public rights over the foreshore, the Scottish Ministers may include that	Peterhead Port Authority Harbour Revision Order 2015, article 14	Section 14(3)	This is a usual provision which is expected to be included in HROs authorising tidal works. It confers specific powers on the Scottish Ministers for the removal of the works should they be abandoned or fall into decay ensuring the continued safety of navigation.

ARTICLE IN HRO	SUMMARY OF PROVISION	PRECEDENT	RELEVANT PROVISION OF THE 1964 ACT OR OTHER AUTHORISING PROVISION	REQUIREMENT FOR PROVISION
	<p>part of the work in a notice under paragraph (1) of article 11.</p> <p>Paragraph (3) provides that the Scottish Ministers may themselves execute the works specified in a notice under article 11 in the event of the Council failing to comply with the requirements of the notice and recover any expenditure in doing so from the Council.</p>			
Article 12 (Lights on tidal works during construction)	<p>During the construction of any works authorised by the HRO to be constructed below the level of high water, this article requires the Authority to exhibit such lights and to take such other steps for the prevention of danger to navigation as the Commissioners for Northern Lighthouses shall direct.</p> <p>In the event that the Council should fail to comply with a direction given under article 12, paragraph (2) provides that the Council shall be guilty of an offence punishable on summary conviction by a fine not exceeding the statutory maximum and on conviction on indictment a fine of any amount.</p>	Lerwick Harbour Revision Order 2015, article 11	Section 14(3). In particular, section 14(3) authorises the inclusion of penal provisions in an HRO (see note relating to article 7 above).	This is a usual provision which is expected to be included in HROs authorising tidal works. It confers specific powers on Commissioners of Northern Lighthouses to ensure the safety of navigation during the construction of the works.
Article 13 (Permanent lights on tidal works)	After the completion of any work authorised by the HRO to be constructed below the level of high	Lerwick Harbour Revision Order 2015, article 12	Section 14(3). In particular, section 14(3) authorises the inclusion	This is a usual provision which is expected to be included in HROs authorising tidal works. It confers

ARTICLE IN HRO	SUMMARY OF PROVISION	PRECEDENT	RELEVANT PROVISION OF THE 1964 ACT OR OTHER AUTHORISING PROVISION	REQUIREMENT FOR PROVISION
	<p>water, this article requires the Council to exhibit such lights and to take such other steps for the prevention of danger to navigation as the Commissioners for Northern lighthouses shall direct.</p> <p>In the event that the Council should fail to comply with a direction given under article 13, paragraph (2) provides that the Council shall be guilty of an offence punishable on summary conviction to a fine not exceeding the statutory maximum and on indictment to a fine.</p>		of penal provisions in an HRO (see note relating to article 7 above).	specific powers on Commissioners of Northern Lighthouses to ensure the safety of navigation after the works have been constructed.
Article 14 (Period for completion of works)	This article provides that except for the works authorised by articles 3(5) and 5, the powers granted to the Council under the HRO to construct works will expire if they are not completed within 10 years from the date of coming into force of the HRO or such extended time as the Scottish Ministers may allow.	Peterhead Port Authority Harbour Revision Order 2015, 17.	Paragraphs 16 and 17 of Schedule 2 (set out in Appendix 1 above).	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 Scottish Ministers may grant).
Article 15 (Works to be within area of the Council)	This article provides that, to the extent that the works lie outside of the area of the Council, they are to be incorporated within the Council's area of jurisdiction.	Fraserburgh Harbour Revision Order 2011, article 16.	Section 14(3) and paragraph 17 of Schedule 2 (set out in Appendix 1 above).	This provision is required to bring the works that are beyond mean low water within the jurisdiction of the Council.
Article 16 (Defence of due diligence)	Article 16 provides a defence for the Council in respect of an offence under the provisions of articles 10, 12 and 13 of the Order to prove that they took all reasonable precautions and exercised	The Clydeport Operations Limited (Greenock Ocean Terminal Cruise Berth)	Section 14(3) and paragraph 17 of Schedule 2 (set out in Appendix 1 above).	This provision provides a defence to the offences under the HRO in terms usually included in HROs authorising works.

ARTICLE IN HRO	SUMMARY OF PROVISION	PRECEDENT	RELEVANT PROVISION OF THE 1964 ACT OR OTHER AUTHORISING PROVISION	REQUIREMENT FOR PROVISION
	all due diligence to avoid the commission of an offence under those provisions.	Harbour Revision Order 2018, article 16.		
Article 17 (Saving for Commissioners of Northern Lighthouses)	Article 17 provides a saving for the Commissioners of Northern Lighthouses.	The Clydeport Operations Limited (Greenock Ocean Terminal Cruise Berth) Harbour Revision Order 2018, article 18	Section 14(3) and paragraph 17 of Schedule 2 (set out in Appendix 1 above).	This is a usual provision included in HROs authorising works to provide appropriate protection for the interests of Commissioners of Northern Lighthouses.
Article 18 (Crown rights)	Article 18 provides a saving for the Crown.	The Clydeport Operations Limited (Greenock Ocean Terminal Cruise Berth) Harbour Revision Order 2018, article 17	Section 14(3) and paragraph 17 of Schedule 2	This is a usual provision included in HROs authorising works to provide a saving for Crown interests.

TRANSPORT SCOTLAND

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THE HIGHLAND COUNCIL (UIG, ISLE OF SKYE) HARBOUR REVISION ORDER 201[X]

PURPOSE AND EFFECT NOTES

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