

Marine Licence Transboundary Screening Assessment
Regulation 18 of the Marine Works (Environmental Impact Assessment)
Regulations 2007 as amended.

Title of Project:	Fishguard Linkspan Replacement
Marine Licence Reference Number:	CML2612
Documents Utilised to Undertake Assessment	<u>Environmental Statement</u> • CML2612 - Document List 22.04.2026 • CML2612 - Fishguard Replacement Linkspan NTS • CML2612 - Fishguard EIA Volume 1 Main Document • CML2612 - EIA Volume II Technical Appendices • CML2612 - Fishguard EIA Volume III Design Drawings & Figures • CML2612 - EIA Volume IV HRA.pdf • CML2612 - POR00886-TT-ML-EX-IE-C-1600-A1-C01 Excel-Marine Licence Boundary Coordinates • CML2612 - POR00886-TT-ML-EX-IE-C-1602-A1-C01 Excel-Marine Licence Dredge Coordinates • CML2612 - 03-06-25-Environmental-Statement-Vol-II-Technical Appendices – 17 <u>Plans and drawings</u> • CML2612 - POR00886-TT-ML-XX-DR-C-0250-A1-C01 Marine Licence Site Location Plan • CML2612 - POR00886-TT-ML-XX-DR-C-0251-A1-C01 Marine Licence Demolition Plan • CML2612 - POR00886-TT-ML-XX-DR-C-0252-A1-C01 Marine Licence Proposed Layout • CML2612 - POR00886-TT-ML-XX-DR-C-0253-A1-C01 Marine Licence Plough Dredge Location Plan <u>Letters</u> • CML2612 - 2025-01-21 - EIA Deferral Direction - HRO CAS-03457-C1Q0T7 Fishguard Port linkspan(236779518.1) • CML2612 - Cover Letter <u>Forms</u> • CML2612 - Fishguard Replacement Linkspan eng-marine-dredge-and-disposal-licence-application • CML2612 - Fishguard Replacement Linkspan eng-marine-works-licence-application
Provision of information to other EEA	No requests were received for information under Article 18 of the Marine Works Regulations from any other EEA State.

(European Economic Area) states if requested.	
Screening For Potential Impacts on Other EEA States	
Characteristics of the Project	<u>Description of development:</u> Replacement of existing linkspan bridge and jack up barge with new floating linkspan pontoon to serve Stena line ferry at Fishguard Harbour to include plough dredging of 2,500m³; piled reinforced concrete bankseat; tubular steel guide pile; rock armour scour protection; and ancillary and temporary works <u>Cumulation with other projects</u> Cumulative and in-combination effects are considered within the ES. No significant effects were identified cumulatively with any Projects in any other EEA states. <u>Use of natural resources:</u> There is no description of any works that would involve the use of natural resources of another EEA state. <u>The production of waste:</u> No waste disposal will take place at any other EEA state - there is sufficient capacity in the regional licenced waste facilities therefore disposal at another EEA state is not necessary. Dredged material will be redistributed within the proposed development area. No dredged material will be transferred for offshore disposed and no material will require management onshore. <u>Pollution and nuisances:</u> Due to the scale of the works and proposed mitigation no proposed pollution or nuisances are anticipated to another EEA state. <u>Risk of accidents:</u> There is the potential for accidents such as pollution incidents to occur with impacts on other EEA states, however mitigation and plans are in place in the unlikely scenario this does occur.
Location of Project	<u>Location of project and Existing Land use:</u> The project is located within Goodwick/Fishguard, Pembrokeshire (central grid reference 195171.227: 238812.970). The site is a parcel of land spanning an area of approximately 0.9 hectares of the harbour, to include the existing linkspan, hinterland and within the bay foreshore. The port was created in the 1910s by reclaiming land at the base of the headland. The site lies within the northern fringes of Goodwick which is a coastal town immediately west of its twin town of Fishguard, within Fishguard Bay. It is bound by steep cliff faces and the Fishguard train Station to

	the western extents; a breakwater to the north and RNLI Lifeboat Station. Residential properties of Harbour Village lie to the west elevated above Fishguard Bay. The site is accessed from the A40/Station Hill to the south. The current Stena Line operation includes a twice daily ferry service to Rosslare, covering public ferry passengers and accompanied and unaccompanied freight. The berth is also infrequently used by cruise vessels and historic steamboats. The temporary linkspan structure currently in place is nearing the end of its useful life, therefore the Applicant's proposal involves replacing the existing linkspan with a new arrangement. <u>Sensitivity of the Environment including: surrounding, wetlands, coastal zones, mountain and forest areas, nature reserves and parks, SPA's, SACS and Ramsar, Densely Populated areas, landscapes of historical, cultural or archaeological importance:</u> The proposed Project is located within West Wales Marine SAC, and has potential impact pathways to a number of other European designated sites which are considered in the HRA. However, these sites are located in the UK. The development is not predicted to have an effect on any European Protected Site in any other EEA state.
Identification and Characteristics of the Potential Impacts to other EEA States	To further assess the potential for a likely significant effect on another EEA state the development has been assessed by the topic headings included within the ES. <u>ES Chapters:</u> Volume 1 Main - Chapter 1 Introduction - Chapter 2 Project Description - Chapter 3 Project Need & Alternatives - Chapter 4 EIA Process and Methodology - Chapter 5 Scoping & Consultation - Chapter 6 Policy & Legislation - Chapter 7 Population & Human Health - Chapter 8 Marine Biodiversity - Chapter 9 Terrestrial Ecology - Chapter 10 Coastal Processes - Chapter 11 Water Quality - Chapter 12 Flood Risk - Chapter 13 Noise & Vibrations - Chapter 14 Underwater Noise - Chapter 15 Air Quality - Chapter 16 Cultural Heritage - Chapter 17 Soils, Geology & Contaminated Land - Chapter 18 Land Use & Material Assets

Chapter 19	Traffic & Transport
Chapter 20	Seascape, Landscape & Visual
Chapter 21	Waste Management
Chapter 22	Climate Change
Chapter 23	Risk of Major Accidents & Disasters
Chapter 24	Shipping & Navigation
Chapter 25	Interactions

Vol II Technical Appendices

<u>Appendix ref</u>	<u>Title</u>
Appendix 2.A	oCEMP
Appendix 2.B	Contractors Methodology
Appendix 4.A	Cumulative Longlist
Appendix 5.A	EIA Screening and Scoping Opinion
Appendix 5.B	Crown Estate
Appendix 5.C	NRW Request for Further Information and Clarifications
Appendix 6.A	Fishguard Replacement Linkspan Pontoon WNMP Signposting Document
Appendix 8.A	Subtidal Benthic Survey
Appendix 8.B	INNSMP Biosecurity Risk Assessment
Appendix 8.C	Intertidal Survey
Appendix 9.A	Fishguard Harbour PEA Report
Appendix 9.B	Black Guillemot Survey
Appendix 10.A	Coastal Processes Modelling
Appendix 11.A	Water Framework Directive Assessment
Appendix 13.A	Baseline Noise Monitoring
Appendix 13.B	Noise Monitoring Results and Analysis
Appendix 13.C	Construction Noise Assessment
Appendix 14.A	Underwater Acoustics
Appendix 14.B	Taranis
Appendix 14.C	Weston Propagation Model Validation
Appendix 15.A	Detailed Dust Assessment

	Vol IV HRA Chapter 1 LSE Screening Chapter 2 RIAA <u>ES Chapters with potential pathway to another EEA State:</u> The magnitude of the impact will be localised and no impacts to another member state is predicted. The coastal process assessment detailed in Chapter 10 of the ES demonstrates the zone of influence of the project which is generally confined to Fishguard Harbour and nearby Pembrokeshire Coastline in the vicinity of the project, and no impact to another EEA state is expected. The proposal has considered impact on mobile species including ornithology and marine mammals within chapter 8 of the ES, and impacts of underwater acoustics in chapter 14, and concludes that subject to mitigation, no significant impact is predicted. Impacts have been further considered within the HRA, and it is not predicted that there will be an adverse effect on the integrity of a European site. Therefore, an impact is not predicted in another EEA state.
Conclusion of Transboundary Screening	Upon the basis of the information provided, NRW as Appropriate Authority does not consider any other EEA state to be affected by the application under Regulation 18(1). No Transboundary Consultation is necessary.
Signed (Permitting Officer)	Emma Lowe 
Dated:	05/06/2026
Signed (Senior Team Leader)	Emmer Litt 
Dated:	03 September 2026