

Assessment, Research and Data Unit

Maritime Usage Licence Assessment Report

To:	Maritime Authorisations Unit	From:	Dr. Alison McCarthy Senior Marine Advisor
Date	05/06/2025	Maritime Usage Licence Application No:	LIC230007
Approved by:	John Evans, Director of ARD Unit		
Applicant:	Dublin City Council, Civic Offices, Wood Quay, Dublin 8		
Type of maritime usage in accordance with Schedule 7 of the Maritime Area Planning Act, 2021:	<i>7(3) Marine environmental surveys for the purposes of site investigation or in support of an application under Part XXI of the Act of 2000.</i>		
Location of proposed Maritime Usage:	River Liffey, west of Tom Clarke Bridge in Dublin City		
Licence application received:	22/01/2024		
Environmental Impact Assessment (EIA) considered:	EIA not required (considered 12/09/2024)		
Senior Marine Advisor (Engineer) consulted:	Edwin Mooney		
Section 117(3) request for further information issued:	05/04/2024, 10/03/2025		
Response to Section 117(3) request for further information received:	12/04/2024, 11/03/2025		
Stage 2 Appropriate Assessment required:	Yes	Section 117(6) notice requesting Natura Impact Statement issued:	11/10/2024
Natura Impact Statement received:	06/12/2024		
Public consultation:	03/04/2025 to 06/05/2025		
Submissions from the public received:	One		
Comments from public bodies received:	Five		

1. Background

Dublin City Council ('the applicant') has applied to MARA for a Maritime Usage Licence (MUL) to carry out marine site investigation activities in the River Liffey, to inform the design of the Point Bridge and Tom Clarke Bridge Widening Project in Dublin City. The Point Bridge and Tom Clarke Bridge Widening Project is part of Dublin City Council's Active Travel Network.

As part of the project, the applicant submitted an application for a Maritime Area Consent (MAC) to MARA on 27/09/2024, which is under assessment (Ref. No. MAC240014).

2. Project description

The proposed marine site investigation activities (the maritime usage activities) are set out in Table 1 along with the estimated duration of each of the activities. The proposed licence duration is for two years to allow for tendering of the surveys and to account for weather conditions. The MUL application area is 3.66 ha, as shown on Figure 1.

Table 1: Proposed maritime usage activities and estimated durations

Proposed maritime usage activities	Estimated duration
<u>Geophysical surveys.</u> Gas main survey: acoustic sub-bottom profiling and marine magnetometer surveys using a survey vessel.	2 days
<u>Geophysical surveys.</u> Inspection of North Wall Quay river wall and Tom Clarke bridge piers using multibeam echo sounder mounted on a survey vessel.	2 days (concurrent with gas main survey)
<u>Structural inspections:</u> Dive survey involving visual inspection and underwater ultrasonic testing of steel pile wall. Chloride testing and defects mapping of concrete substructures including bascule pier.	One week
Underwater point cloud survey ¹ undertaken in the vicinity of the existing quay wall at the end of Thorncastle Street in Ringsend at the confluence of the Rivers Dodder and Liffey.	2 days (concurrent with gas main survey)
<u>Geotechnical surveys (ground investigation works):</u> 7 no. boreholes (rotary core) using a rotary drilling plant mounted on a jack up barge ² and concrete coring of the concrete slab at the bridge bascule pier. Rotary coring will be to a depth of 15–30 m. Boreholes will be drilled one at a time.	Maximum of 3 months
Grab samples (8 no.).	

The application supporting documents also included some additional activities proposed to take place outside of the MUL application area and above the High Water Mark (HWM). These were the excavation of a slit trench, installation of a standpipes and piezometer and the

¹ Underwater point cloud survey is to provide precise measurements and 3D spatial imagery of the quay wall. No sound is emitted.

² The use of a jack-up barge is ancillary to the site investigation activities.

drilling of a borehole. As these activities are not within the maritime area, as defined in the Maritime Area Planning Act 2021 ('the MAP Act'), they are outside of MARA's remit and are not considered as part of this MUL application.

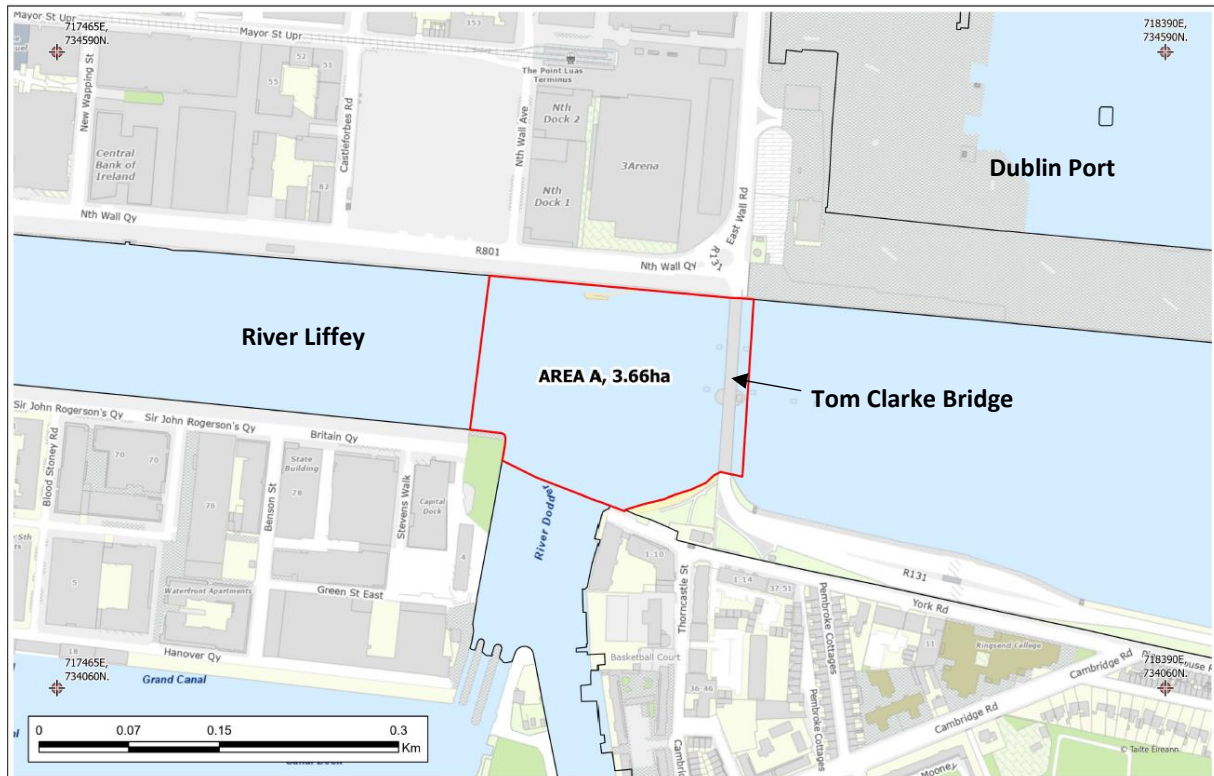


Figure 1: MUL application area outlined in red.

3. National Policy and EU Directives

Section 121(2) of the MAP Act sets out the marine policy and legislation to which MARA must have regard to in considering a MUL application, as discussed in this section.

National Marine Planning Framework (NMPF)

The proposed site investigation activities are required to facilitate the planning and design of the Point Pedestrian and Cycle Bridge and the Tom Clarke Bridge widening Project. This Project is part of the Dublin City Council Active Travel Network which is a sustainable travel initiative. The Project is linked with the Sustainable Mobility national strategic outcome identified in the National Planning Framework. The Project is broadly in line with the Sport and Recreation sectoral policy of the NMPF which includes objectives such as *“increased provision of physical activity and recreation amenities in our coastal and marine environment”* and *“sustainable development of outdoor recreation facilities”*.

The NMPF includes a policy on heritage assets (Heritage Assets Policy 1). The policy supports the conservation of the historic environment and heritage assets both along the coast and in the underwater environment. The aim of the policy is to ensure that proposals in the marine environment do not have a detrimental impact on marine and coastal heritage assets. The applicant submitted an Assessment of Impact of the Maritime Usage (AIMU) report as part of the MUL application. The AIMU report outlined the potential for negative impacts on

previously unrecorded underwater archaeological features as a result of the proposed survey activities. The AIMU report also detailed previous engagement with the National Monuments Service and detailed the mitigation measures that would be taken to avoid impacts on potential underwater cultural heritage, or archaeological features. It is recommended that a condition be included in the licence, if granted, requiring the applicant to consult and comply with the requirements of the National Monuments Service. In addition, it is recommended that geophysical surveys should take place in advance of geotechnical surveys to ensure that any archaeological features that may be present on the seabed are identified in advance and that significant effects are avoided.

Climate Action and Low Carbon Development Act 2025 ('the Climate Act')

This application for marine site investigation activities is in support of the Point Bridge and Tom Clarke Bridge Widening Project which has the aim of increasing sustainable travel networks in Dublin. Increasing sustainable travel networks is a recommendation in the national Climate Action Plan 2024³.

National Biodiversity Action Plan (NBAP)

Ireland's 4th National Biodiversity Action Plan⁴ sets the national biodiversity agenda for the period 2023–2030. The objectives of the NBAP focus on the conservation and restoration of biodiversity. Objective 2 of the NBAP is to meet urgent conservation and restoration needs. Part of its focus is to elevate efforts to tackle invasive alien species. It is recommended that a condition be included in the licence, if granted, to address the potential risks from invasive alien species as a result of the survey activities.

Birds and Habitats Directives (79/409/EC and 92/43/EEC)

MARA completed a screening for appropriate assessment in respect of this MUL application and published an appropriate assessment screening determination on 01/10/2024. The applicant submitted a Natura Impact Statement (NIS) on 06/12/2024 which included additional site investigation activities and an increased proposed licence duration from the initial application. Table 1 of this report shows the full suite of site investigation activities applied for. To ensure the changes were fully assessed, MARA carried out a revised screening for appropriate assessment and screening determination, dated 14/03/2025. The determination concluded that the proposed site investigation activities will require an appropriate assessment as it cannot be excluded on the basis of objective scientific information, that the proposed project, either individually or in combination with other plans or projects, will have a significant effect on a European Site.

MARA undertook an appropriate assessment in respect of this MUL application. Having considered the application and the observations received on foot of the public consultation, the appropriate assessment concluded, for the purposes of Article 6(3) of the Habitats Directive and Regulation 42(11) of the Birds and Natural Habitats Regulations, that the proposed maritime usage, either individually or in combination with any other plans or projects, will not adversely affect the integrity of any European site, in view of the sites' conservation objectives, subject to the implementation of mitigation measures. The

³ [Climate Action Plan 2024. Government of Ireland.](#)

⁴ [4th Biodiversity Action Plan 2023–2030. Government of Ireland.](#)

appropriate assessment specifies two mitigation measures that must be included as conditions in a licence that may be granted in respect of this application. The mitigation measures are in relation to marine mammals and in-combination activities and are included in Appendix 1 of this MUL assessment report.

The applicant submitted an Annex IV risk assessment report in support of their MUL application. The risk assessment considered the scope of the proposed site investigation activities, the relevant Annex IV species (bats, marine mammals and otter) and the potential impacts of the proposed activities on those species. I am satisfied with the conclusion of the risk assessment, that there is no risk to the relevant Annex IV species, subject to implementation of mitigation measures in relation to marine mammals. The mitigation measures in relation to marine mammals are recommended to be included as a condition in any licence granted for the proposed activities and are included in Appendix 1 of this MUL assessment report.

Water Framework Directive (2000/60/EC)

The Water Framework Directive (WFD) requires EU Member States to protect and improve water quality in all waters to achieve at least Good Status in inland surface waters, transitional waters, coastal waters and groundwater by 2027, at the latest. The proposed activities are located within the Liffey Estuary Lower transitional waterbody (IE_EA_090_0300). The hydromorphological conditions of this waterbody have been modified mainly from port operations and thus it is designated as a Heavily Modified Water Body. Heavily Modified Waterbodies have a WFD objective of Good Ecological Potential rather than Good Ecological Status. The current status of this waterbody is 'moderate' and it is 'at risk' of not achieving Good Ecological Potential. Along with hydromorphology, the biological quality elements (phytoplankton and invertebrates) are of 'moderate' status while the supporting chemistry conditions are 'good' and 'high'. Nutrient input is a significant issue for this waterbody and urban waste water is a significant pressure⁵.

The main impacts from the activities will be an increase in suspended sediments in the water column along with holes generated in the seabed from the borehole drilling and placement of the jack-up barge. However, any increases in suspended sediments will be temporary and localised and not above natural background levels in this waterbody⁶. Any holes in the estuarine muds will fill back quickly on completion of the activities. Thus, the hydromorphological and hydrographical conditions of the waterbody will not be significantly impacted. There will be no nutrient input from the activities, impacting the supporting chemistry conditions of the waterbody. Impacts on invertebrates from the geotechnical works will also be very localised and will not lead to a decrease in the biological status of the waterbody. It is not expected that the proposed survey activities will negatively impact on the status of the Liffey Estuary Lower waterbody.

It is recommended to include a condition in any licence granted, as standard best practice for marine survey activities, to ensure the holder is prepared for any accidental oil pollution events by having a response plan in place. In addition, in the AIMU report the applicant

⁵ [Cycle 3 HA 09 Liffey and Dublin Bay Catchment Report, May 2024](#)

⁶ Average background levels of 5.4mg/l based on EPA monitoring from 2013–2024 from catchments.ie

proposes to collect all drill arisings from the borehole and drilling activities for appropriate disposal, as a standard best practice measure to minimise any release of material to surface waters. It is recommended to include this as a condition of the licence, if granted.

Marine Strategy Framework Directive (2008/56/EC)

The Marine Strategy Framework Directive (MSFD) sets the framework for European marine environmental policy. It aims to achieve Good Environmental Status (GES) for all marine waters in Europe and protect the resource base for marine related economic and social activities. The 2024 draft assessment under Article 8 of the MSFD⁷ states that GES has not been achieved for sea-floor integrity, marine litter and biodiversity. Table 2 provides an assessment of the impact of the proposed activities on the MSFD descriptors relevant to this application.

Table 2: Assessment of impact of activities on MSFD descriptors

MFSD Descriptor	Good Environmental Status achieved	Assessment
Biological diversity	Partially achieved	The applicant submitted an Annex IV risk assessment as part of the MUL application. Potential impacts on marine mammals from underwater noise were identified and mitigation is required to ensure the avoidance of impact as a result of the proposed activities (see Appendix 1).
Non-indigenous species	Yes	As noted, to ensure that the proposed activities do not result in the unintended introduction of non-indigenous species, a condition is recommended in relation to the control of invasive species from survey vessels, vehicles and equipment (see Appendix 1).
Population of commercial fish/shellfish	Partially achieved	The MUL application area is not within a commercial fishing area or fish spawning or nursery grounds. There are no direct impacts expected to fishing activities, fish stocks, spawning or juvenile areas or aquaculture operations from the proposed activities (see also Section 5 – Public Consultation).
Marine food webs	Unclear	The balance and diversity in marine food webs will not be impacted as a result of the proposed activities.
Eutrophication	Yes	The proposed activity does not involve the addition of nutrients to the marine environment and as such will not impact this descriptor.
Sea floor integrity	Partially achieved	Given the nature and scale of the proposed activities there will be no impact on seafloor integrity from the proposed activities. The

⁷ [Ireland's Draft Marine Strategy Part 1: Article 8, 9 and 10 report 2024.](#)

		suspended sediments generated will be localised and temporary. Given the estuarine seabed habitat, the holes generated in the seabed from the boreholes and jack-up barge will fill back in quickly once completed.
Alteration of hydrographical conditions	Yes	The proposed activities will generate temporary and localised increases in suspended sediment however it will not impact on the local hydrographical conditions (e.g. changes in wave action, currents, salinity, temperature, depth and turbidity) or resultant changes to the structure and function of ecosystems.
Concentrations of contaminants	Yes	As noted, it is recommended a condition be included to ensure the holder is prepared in advance for any accidental oil pollution events by having a response plan in place.
Contaminants in fish/seafood for human consumption	Yes	The proposed activities will not result in the introduction of contaminants in fish or seafood.
Marine Litter	No	The proposed activities will not result in additional marine litter being introduced to the marine environment.
Introduction of energy including underwater noise	Yes	<p>The impacts of underwater noise introduced as a result of the proposed activities are assessed in MARA's appropriate assessment of the proposed activities. The applicant provided an assessment of the impacts of underwater noise in the NIS and in the Annex IV risk assessment. As noted, mitigation is required to ensure there is no impact on marine mammals as a result of the proposed activities (see Appendix 1).</p> <p>In order to inform the data collected as part of MSFD requirements, it is recommended that the holder should provide details of all acoustic surveys to the Marine Environment Section of the relevant government department in the reporting format of the OSPAR Impulsive Noise Registry.</p>

Environmental Impact Assessment Directive (2014/52/EU)

MARA has had regard to Schedules 5 and 7 of the Planning and Development Regulations 2001 in considering the necessity to carry out screening for environmental impact assessment. A Consideration of EIA Form was issued by MARA on 12/09/2024 and it was concluded that the project does not fall within the scope of the EIA Directive and therefore an environmental impact assessment is not required.

4. Consideration of other maritime users

A MARA Senior Marine Advisor with engineering expertise carried out a site visit on 04/12/2024. I consulted with this Marine Advisor as part of the assessment. It was advised that the MUL application area constitutes navigable waters and lies within the Pilotage Limit of Dublin Port. It was advised that consultation with the MSO and Dublin Port Company will be necessary in order to mitigate against any potential impacts on navigation during the proposed survey activities. It is recommended to include such mitigation measures in the licence, if granted. The Marine Advisor noted that the maritime usage activity, if granted, will be on a non-exclusive basis. It is recommended that a condition to that effect is included in the licence if granted. The Marine Advisor noted the existing infrastructure in the MUL application area, including a rowing club pontoon and recommended a condition in the licence, if granted, that the Holder shall not damage or interfere with any third party's property, infrastructure or fishing gear while undertaking the activities.

5. Public consultation

A public consultation was undertaken between 03/04/2025 and 06/05/2025, under Regulation 42 of the European Communities (Birds and Natural Habitats) Regulations 2011 and under section 117(6)(b) of the MAP Act. One submission was received from a member of the public. MARA also invited observations on the MUL application from relevant public bodies and five responses were received. The following table summarises the submissions received. The MARA website should be consulted for details of the full submissions.

Public Submission

Submission summary
A submission was made on 06/05/2025 by a member of the public, referencing the MUL application number. However, the submission did not include any reference to the information contained in the MUL application or any of the proposed site investigation activities.

MARA response:

As the submission did not refer to the application or any of the proposed activities there is no response.

Submission 1: Department of Agriculture, Food and the Marine (DAFM)

Submission summary
DAFM noted that the activity does not fall under the remit of the EIA (Agriculture) Regulations and therefore, once the relevant environmental and planning regulations are met, there was no comment.

MARA response:

The submission by DAFM is noted. MARA has had regard to the relevant environmental and planning regulations in the assessment of this application, as detailed in Section 3 of this report.

Submission 2: Sea Fisheries Administration Division, DAFM

Submission summary

The Sea Fisheries Administration Division (Marine Divisions) commented that the sea-fishing and aquaculture sectors should be fully recognised and prioritised as a long-standing, traditional activity in the marine environment as the proposed activity is being evaluated. The submission noted the importance of the seafood sector and the Government's Food Vision 2030 policy.

DAFM invited submissions from the Marine Institute (MI) and Bord Iascaigh Mhara (BIM) as part of this consultation. The MI and BIM reported that no direct impacts are expected to fishing activities, fish stocks, spawning or juvenile areas or aquaculture operations from the proposed activities.

The Marine Engineering Division of DAFM had no objection to the proposed activities, provided that appropriate monitoring and measures are followed to ensure the activities do not have a cumulative negative impact on environmental sites, aquaculture and fishery harbour operations. It was noted that potential indirect impacts on commercial sea fishing activities need to be given consideration under the MAP Act and the NMPF. Confirmation was sought that where indirect impacts on traditional fishing grounds were identified, that consultation with local stakeholders will be undertaken and that a Fisheries Liaison Officer will be appointed. In addition, it was noted that a Marine Notice(s) should be used to ensure the relevant fishing organisations are made aware of the activities and to limit potential disturbances to fishing activities.

MARA response:

MARA notes the comments from DAFM in relation to importance of the sea-fishing and aquaculture industries. MARA also notes the submission from the MI and BIM reporting no direct impacts expected to fishing activities, fish stocks, spawning or juvenile areas or aquaculture operations from the proposed activities. There are no licensed aquaculture sites in the vicinity of the proposed activities or in Dublin Bay. The MUL application area is not within a commercial fishing area or fish spawning or nursery grounds⁸ or in the vicinity of a fishery harbour centre. There will be no impact on the seafood sector including aquaculture, commercial and traditional fisheries from the proposed activities and thus a Fisheries Liaison Officer is not required.

Fish such as Atlantic salmon, sea trout, brown trout as well as all three Irish lamprey species are known to occur in the River Liffey. Migratory Atlantic salmon, sea trout and lamprey pass through the MUL application area to reach the sea or return to their spawning grounds. Given that the proposed activities are short term in nature and that the activities will not all take place all at the same time (the geophysical surveys will take place in advance of the geotechnical surveys and only one borehole will be drilled at a time), it is not expected that the works will have a significant impact on these fish species.

Should the licence be granted it is recommended that the Holder should be required to publish a Marine Notice prior to the commencement of the activities.

⁸ [Ireland's Marine Atlas data viewer \(Marine Institute\)](#)

Submission 3: Water, Energy and Business Support Programme, Office of Environmental Sustainability, Environmental Protection Agency (EPA)

Submission summary

The EPA noted that Dumping at Sea (DAS), as defined in the Dumping at Sea Act 1996 as amended, is not proposed as part of the application. The EPA provided details in relation to the three active DAS permits granted by the EPA to Dublin Port Company in the area, and an additional permit application submitted by Dublin Port Company to the EPA but not yet granted.

The EPA advised that that in considering and deciding on the MUL application, that the activity does not result in a contravention of the Water Framework Directive, Habitats Directive, Birds Directive, Marine Strategy Framework Directive, Bathing Water Directive or Environmental Liabilities Directive.

MARA's response:

MARA notes the submission from the EPA. The Dumping at Sea permits granted by the EPA and applied for by Dublin Port Company have been considered by MARA in the in-combination effects aspect of the appropriate assessment report. Section 3 of this report considers the impacts of the proposed activities with regard to the Water Framework Directive, the Marine Strategy Framework Directive and the Habitats Directive, as required under the MAP Act. There are no obligations under the Environmental Liabilities Directive in regard to the proposed activities. Under the Bathing Water Directive, bathing water beaches are monitored for bacterial contamination and classified annually. The nearest designated bathing water, Dollymount Strand, is approximately 4.3 km from the MUL application area. The primary impacts on water quality at bathing water beaches are contamination from urban waste water, agriculture, dog fouling and marine birds. The proposed activities will not result in discharges that will impact on the quality of bathing water beaches.

Submission 4: Commissioners of Irish Lights (Irish Lights)

Submission summary

Irish Lights had no objection to the licence being granted from a safety or navigation perspective. It was noted that should any requirement arise for marine aids to navigation, such aids would require a Statutory Consent from Irish Lights via the Local Lighthouse Authority under the Merchant Shipping Act. The Local Lighthouse Authority is Dublin Port Company in this instance. It was noted that any Appropriate Assessment activity conducted as part of the MUL licensing process should include the impact of the deployment of surface marking buoys and associated moorings, which may be required as part of the project.

MARA response:

The applicant has not included any marine aids to navigation or deployment of surface marking buoys and associated moorings as part of the application. It is recommended however that a condition be included in the licence, if granted, stating that the MUL does not negate the holder's statutory obligations or requirements under any other Law.

Submission 4: Marine Survey Office

Submission summary

The MSO noted no objection to the granting of the licence for site investigations from a navigational safety perspective. The following were required of the holder as conditions in any licence granted:

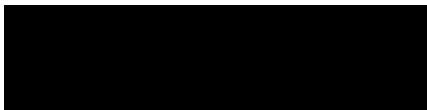
- take all appropriate measures to ensure the safety of navigation is maintained and that any hazards are easily identifiable to other maritime users.
- publish a Marine Notice through consultation and agreement with the Department of Transport, Marine Survey Office and Commissioners of Irish Lights. In addition that the promulgation and frequency of Navtex and radio broadcast warnings shall be agreed in advance with the Irish Coast Guard for the duration of the license period.
- marking and lighting of any moored instruments shall be carried out in consultation with the Marine Survey Office and Commissioners of Irish Lights and in accordance with international requirements.
- inform United Kingdom Hydrographic Office (UKHO), of any activities or establishment of structures that may impact the safety of navigation, in addition to the provision of bathymetry data in order that appropriate navigation charts can be updated. Email: sdr@UKHO.gov.uk and the INFOMAR program at support@geodata.gov.ie.
- engage directly with the MSO with regard to the operation of unmanned survey vessels or/and autonomous vessels.
- all vessels must conform to Irish Certification standards and be manned by suitably qualified personnel, additionally where equipment is carried an Irish Load line survey may be required. Contact the MSO Dublin for clarification in relation to the above matters.

MARAs response:

MARA notes the issues raised by the MSO. It is recommended that conditions be included in any licence granted requiring the holder to arrange for the publication of a Marine Notice with the Marine Safety Policy Division of the Department of Transport and to ensure vessels conform to Irish Certification Standards as required by the MSO. A condition is recommended in relation to the submission of bathymetry data to the UKHO and to INFOMAR to ensure that the appropriate charts can be updated. No moored instruments are proposed as part of the MUL application. In relation to the operation of unmanned vessels, a condition should be included in any licence granted to state that the MUL does not negate the holder's statutory obligations or requirements under any other Law

6. Recommendation

Having considered the information submitted in support of the application, I recommend that a Maritime Usage Licence in accordance with Section 119 of the Maritime Area Planning Act, 2021 be granted to Dublin City Council for the purposes of marine site investigation activities in the River Liffey, subject to the conditions detailed in Appendix 1.



Dr. Alison McCarthy

Senior Marine Advisor

0

Appendix 1

Recommended term of licence for inclusion in the *Particulars Schedule*:

1. Two years from date of commencement.

Recommended conditions for inclusion in *Appendix 2: Specific Conditions* of the Marine Usage Licence, if granted.

1. The Permitted Maritime Usage shall be carried out in accordance with the plans and particulars submitted in support of the application for this Licence.

Reason: To clarify the scope of the licence and ensure protection of the marine environment.

2. This licence is for the purposes of licensing under the Act and nothing in this licence shall be construed as negating the Holder's statutory obligations or requirements under any other Law.

Reason: To clarify the scope of the licence.

3. Prior to the commencement of the Permitted Maritime Usage the Holder shall consult and comply with the requirements of the Underwater Archaeology Unit of the Department of Housing Local Government and Heritage, National Monuments Service, G37, Custom House, Custom House Quay, Dublin 1, D01 W6X0.

Reason: To ensure the protection of maritime heritage.

4. The Holder shall, a minimum 14 days prior to the commencement of the Permitted Maritime Usage, arrange for the publication of a Marine Notice with the Marine Safety Policy Division, Department of Transport. This Marine Notice shall include details of the Licence Holder and the Licence Number as granted by MARA.

Reason: To ensure safe navigation in the maritime area

5. The Holder shall not damage or interfere with any third party's property, infrastructure or fishing gear while conducting the Permitted Maritime Usage.

Reason: To minimise impact on other users of the marine environment.

6. Prior to the commencement of the Permitted Maritime Usage the Holder shall consult with Dublin Port Company to plan and schedule the Permitted Maritime Usage in order that any potential disruption to port operations is managed.

Reason: To ensure the orderly undertaking of the proposed maritime usage.

7. The Holder shall ensure that all vessels engaged in this Permitted Maritime Usage conform to Irish Certification standards for vessels, as required by the Marine Survey Office.

Reason: To ensure the protection of the marine environment.

8. The Holder shall demonstrate all reasonable practical measures are taken to ensure that all vessels used in the Permitted Maritime Usage are free of invasive marine species on their hulls and in their ballast water and that all vehicles and equipment used are free of invasive marine species.

Reason: To ensure the protection of the marine environment.

9. Marine Mammals

- i. The Holder shall appoint a marine mammal observer(s) for the purposes of overseeing the Permitted Maritime Usage. The Holder shall ensure the marine mammal observer(s) shall satisfy the requirements of the most up to date national guidance. During the activity the Holder shall comply with the directions of the marine mammal observer(s).
- ii. The Holder shall implement risk control and mitigation measures for marine mammals in strict accordance with the most up to date national guidance.
- iii. The Holder shall, within 30 days of completion of the Permitted Maritime Usage, forward a report of the marine mammal observer(s) operations and mitigation undertaken, to offshore@npws.gov.ie and compliance@mara.gov.ie.
- iv. The Holder shall publish the report and recording and data forms on their website within 60 days of completion of the Permitted Maritime Usage unless otherwise agreed with the Grantor.

Reason: To ensure the protection of the marine environment and protected species.

10. In-combination effects

- i. Prior to the commencement of the Permitted Maritime Usage, the Holder shall coordinate with other authorisation holders carrying out geophysical seismic and geotechnical activities within a 10 km radius of the Licensed Area.
- ii. Where a vessel-to-vessel distance of greater than 10 km cannot be maintained with respect to geophysical seismic and geotechnical activities, the Holder shall co-ordinate with other authorisation holders to prevent temporal overlap of the activities. Where the Holder can submit evidence that there is a vessel-to-vessel distance of greater than 10 km, no temporal co-ordination of activities is required.
- iii. Where the Holder becomes aware of temporal overlap that cannot be resolved within the prescribed distance, the Holder shall notify the Grantor who shall determine the timing of activities.
- iv. Records of all engagements held and agreements reached, if any, shall be maintained by the Holder and made available to the Grantor if requested.

Reason: To ensure the protection of the marine environment and protected species.

11. On completion of the activity, the Holder shall provide the United Kingdom Hydrographic Office (UKHO) at <https://ukhodataupload.admiralty.co.uk/> or sdr@UKHO.gov.uk and the INFOMAR program at support@geodata.gov.ie with the final bathymetric data from this Permitted Maritime Usage so that the appropriate charts can be updated.

Reason: To ensure the safety of navigation at sea through the availability of accurate navigational data.

12. The Holder, upon completion of the Permitted Maritime Activity, shall submit details of all acoustic surveys undertaken in accordance with this licence to the Marine Environment Section, Department of Housing, Local Government and Heritage at marine.env@housing.gov.ie, or to the relevant government department. This data shall be provided in the reporting format of the OSPAR Impulsive Noise registry.

Reason: To ensure protection of the marine environment through availability of monitoring data

13. Accidental events

The Holder shall ensure that there is an oil pollution emergency plan on-board any survey vessels. This plan should specify:

- i. Information on the location and detail of spill response resources on-board;
- ii. Information on crew training in relation to oil pollution response;
- iii. How crew will interface with other site investigation operators, where applicable.

Reason: To provide appropriate controls on the Permitted Maritime Usage to ensure protection of the marine environment.

14. The Holder shall time the Permitted Maritime Usage to ensure that geophysical surveys are undertaken in advance of all geotechnical works to ensure potential significant effects on underwater cultural heritage are avoided.

Reason: To ensure the protection of maritime heritage.

15. The Holder shall take all practicable efforts to ensure that any arisings from boring and drilling activities are collected and are stored and disposed of in accordance with the relevant National and European waste legislation and protocols as may be amended from time to time.

Reason: To ensure the protection of the marine environment.