Assessment, Research and Data Unit Maritime Usage Licence Assessment Report			
To:	Maritime Authorisations Unit	**From:**	Dr. Alison McCarthy, Senior Marine Advisor
Date	13/10/2025	**Maritime Usage Licence Application No:**	MUL250008
Approved by:		John Evans, Director of ARD Unit	
Applicant:		Port of Cork Company, Tivoli Terminal Building, Tivoli Dock & Industrial Estate, Cork, T23 YNT9.	
Type of maritime usage activity in accordance with Schedule 7 of the Maritime Area Planning (MAP) Act 2021:		*6. The deposit of any substance or object, either in the sea or on or under the seabed, from –* *(a) a vehicle, vessel (including a craft capable of travelling on, in or under water, whether or not self-propelled), boat, aircraft or marine structure (other than a pipeline)*	
Location of proposed Maritime Usage:		4.5 km south of Power Head, Co. Cork	
Licence application received:		14/03/2025	
Request for further information under Section 117(3):		31/03/2025, 17/09/2025; 01/10/2025	
Response to requests for information received:		01/04/2025; 19/09/2025; 02/10/2025	
Environmental Impact Assessment (EIA) screening:		EIA not required (EIA Screening Form dated 22/09/2025)	
Stage 2 Appropriate Assessment Required		No	

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1. Background

This maritime usage licence (MUL) application from the Port of Cork Company (the applicant) is for the deposit of dredged material from Ringaskiddy Basin in Cork Harbour at an established deposit site 4.5 km south of Power Head, Co. Cork. The proposed maritime usage is the '*deposit of any substance or object either in the sea or on or under the seabed*' from a vessel, which falls under Schedule 7(6) of the Maritime Area Planning Act 2021 (MAP Act). The MUL application is required to facilitate berth extensions with capacity to support Offshore Renewable Energy (ORE) at Ringaskiddy, which is a Strategic Infrastructure Development that has been granted planning by An Coimisiún Pleanála (see Section 2).

2. Description of the Proposed Maritime Usage

The applicant proposes to deposit a maximum of 423,217 m^3 of uncontaminated dredged material from Ringaskiddy Basin at the established deposit site. The MUL application area covers the extent of the deposit site, which is 377.66 ha. The applicant proposes to deposit the material from a Trailing Suction Hopper Dredger (TSHD) with a capacity of 8,000 m^3. A split hopper barge may also be used to deposit the dredged material, either self-propelled or towed by a tug boat. The applicant proposes to undertake two deposit campaigns, each of 2–3 months in duration over the MUL duration. The maximum quantity that will be deposited daily is 28,800 m^3. The dredged material is comprised of approximately 79% silt and 21% sand.

The applicant has applied for an 11-year MUL duration to align with the duration of a Maritime Area Consent (ref. MAC20230004) granted by MARA on 06/02/2025 for capital dredging at Ringaskiddy. The applicant also holds planning authorisations for the capital dredging granted by An Comisiún Pleanála ref. PA.0035 (initial) and ref. PM.0010 (amending)). The applicant has submitted Dumping at Sea permit (DaS) applications to the Environmental Protection Agency (EPA) for loading of dredged material at Ringaskiddy and dumping of dredged material at the deposit site (EPA ref. S0021-03 and S0039-01). The permit duration applied for under S0021-03 is for 5 years and under S0039-01 is for 8 years (up until December 2033). To align with EPA DaS requirements, it is recommended that the MUL duration granted should be for 8 years.

3. National Policy and EU Directives

In assessing a MUL application, MARA must have regard to Section 6(8) of the Marine Planning Policy Statement (MPPS) and the legislation and policy set out in Section 121(2) of the MAP Act, as discussed in this section.

3.1 National Marine Planning Framework (NMPF)

The MPPS outlines the government's overarching vision, policies, and principles for managing the country's maritime area. The NMPF sets the framework for implementing the forward planning component of our marine planning system as set out in the MPPS. This MUL

application is associated with the development of future port infrastructure, including ORE supporting infrastructure. The NMPF supports the development of ORE in Ireland as a driver to significantly reduce greenhouse gas emissions in line with national and EU Policy (ORE sectoral policy, Chapter 13). The application is also in line with the Ports, Harbours and Shipping sectoral policy (Chapter 18) with an objective of sustainable development of the ports sector and provision of adequate capacity to meet present and future demand and to adapt to the consequences of climate change.

Underwater cultural heritage

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 Underwater Archaeological Impact Assessment (UAIA) in support of the application. The UAIA notes that previous geophysical surveys have shown the presence of an anomaly just 100 m outside of the northwest corner of the deposit site, which has the potential to be of archaeological significance. The UAIA notes that dredged material will not be deposited within a 250 m radius of this anomaly to avoid any potential impacts. It is recommended to include a condition in the licence to ensure that the proposed maritime usage, if permitted, will be carried out in accordance with those plans and particulars submitted with the application. In addition, it is recommended that a condition be included in the licence, requiring the holder to consult with the Underwater Archaeology Unit of the Department of Housing, Local Government and Heritage prior to the commencement of the activities and to comply with their requirements in relation to underwater cultural heritage.

3.2 National Biodiversity Action Plan (NBAP)

Ireland's 4th National Biodiversity Action Plan[1] 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, to ensure that all vessels used are free of invasive species in their hulls and ballast water. Sections 3.4. 3.5 and 3.7 of this report also address the Habitats and Birds Directives, WFD and MSFD and recommend conditions to avoid biodiversity impacts from the proposed activities.

[1] 4th Biodiversity Action Plan 2023–2030. Government of Ireland.

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

The Climate Action Plan 2025[2] notes the Future Framework of Offshore Renewable Energy[3] policy document which sets out key actions for the delivery of offshore wind by 2050. Within the Future Framework document, the development of port infrastructure is identified as a key component to support and facilitate ORE deployment. This application aligns with the Climate Action Plan in supporting potential ORE facilities in the port. The applicant notes that in comparison with the carbon emissions from land-based transport, the emissions from the deposit of the dredged material at sea is much lower.

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

MARA issued an Appropriate Assessment (AA) Screening Determination on 07/10/2025 which concluded that the proposed maritime usage will not require Stage 2 AA, as it can 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. The conclusion was based on the nature and scale of the proposed maritime usage, the distance to the nearest European sites and the absence of in-combination effects with other plans and projects (see AA Screening and Determination accompanying this report).

Articles 12 and 13 of the Habitats Directive impose obligations on Member States to establish a system of strict protection for animal and plant species listed on Annex IV of the Directive. The applicant submitted an Annex IV Species Risk Assessment in support of the application and in line with national guidance on underwater noise[4]. The risk assessment discussed the potential impacts of depositing dredged material on the relevant Annex IV species (marine mammals including dolphins, whales and porpoise and marine turtles). In terms of marine mammals, the risks are minimal as deposit events are relatively quick and any noise generated tends to be limited to within 100 m of the vessel. Deposit of dredged material does lead to a temporary increase in turbidity but there is limited evidence that this impacts on marine mammals. Indirect impacts on marine mammal prey species may occur from increased turbidity but this will be short term as sediment plumes are expected to disperse quickly. The risk assessment concluded that potential impacts on marine turtles from collision or smothering by deposited material are extremely low. The Annex IV Species Risk Assessment concluded that, as a precaution, mitigation measures in accordance with national guidance should be implemented to minimise disturbance to marine mammals. Prior to the deposit of dredged material, a marine mammal observer will ensure there are no marine mammals within an agreed distance of the vessel. It is recommended to include this as a condition in any licence granted (see Appendix 1).

[2] Climate Action Plan 2025. Government of Ireland.

[3] Future Framework for Offshore Renewable Energy

[4] DHLGH, 2014

The applicant has confirmed that a derogation in respect of Annex IV species is not required from the Minister for Housing, Local Government and Heritage, under Regulation 54 of the (Birds and Natural Habitats) Regulations 2011 as amended.

3.5 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 ecological status in inland surface waters, transitional waters, coastal waters and groundwater by 2027, at the latest. The deposit site is partially within the Western Celtic Sea coastal waterbody. The remainder of the deposit site is not within any WFD waterbody but is within Marine Strategy Framework Directive (MSFD) waters (see Section 3.7). The status of transitional and coastal waterbodies is based on the assessment of biological quality elements (phytoplankton, benthic invertebrates, macroalgae, angiosperms) as well as supporting chemical (specific pollutants), physico-chemical (e.g. temperature, salinity, nutrients) and hydromorphological quality elements. The status (2016–2021) of the Western Celtic Sea waterbody is classed as 'High' and it is 'Not at Risk' of failing to maintain this status. These classifications are based on supporting chemistry conditions[5].

It is expected that the deposit of dredged material will lead to a temporary change to the hydrodynamic regime within and adjacent to the deposit site. Following the deposit of dredged material, it is expected that some of the silt will disperse with water current movements. Sediment plume modelling carried out by the applicant predicts that suspended sediments will primarily spread in a westerly direction from the deposit site but will dissipate to low levels (<1 mg/l) within a 2 km distance. Suspended sediments of <1 mg/l equates to very low turbidity[6]. Sediment will also accumulate in the deposit site and the modelling predicts that, beyond the immediate vicinity of the site, changes in bed level will not exceed 5 mm. Given the extent of the Western Celtic Sea waterbody in relation to the scale of the deposit site, there will be no impact on the hydromorphology of the waterbody from the deposit activity. The modelling was based on the deposit of the full quantity of material (423,217 m^3) using the TSHD (with capacity of 8,000 m^3) and a maximum daily load of 28,800 m^3. Thus, the modelling represented a worst-case scenario event, as the application is for the deposit of dredged material to take place over two separate campaigns and using a split hopper barge as well as the TSHD.

In terms of biological quality elements, it is expected that the deposit of dredged material in the deposit site will lead to a temporary decline in species abundance and diversity in the site.

[5] data from catchments.ie and EPA Maps

[6] Keogh, Wilkes & O'Boyle, 2020. A new index for the assessment of hydromorphology in transitional and coastal waters around Ireland. Marine Pollution Bulletin, 151, 2020.

The site is an established deposit (or dumping) site which has been in use since 1978. Seabed surveys have shown that the site is predominantly comprised of hard substrates (gravel, cobbles, boulders and exposed bedrock) interspersed with large patches of soft sediments (muds, gravels and sands). Benthic habitat surveys carried out in, and adjacent to, the deposit site in 2004 and 2020 showed that the benthic communities and epifaunal species composition has been broadly stable over time. This is typical of the benthos found in the wider area. Thus, the benthic communities show signs of recovery following deposit of sediment material.

Benthic invertebrate monitoring has been carried out by the Marine Institute in the Outer Cork Harbour coastal waterbody which is <4.5 km from the deposit site and is the nearest waterbody for which this data is available. The Invertebrate Quality Index (IQI) was 'good' in this waterbody from 2013–2022 and 'high' in 2024. Thus, regular deposit of dredged material does not appear to be negatively impacting on benthic invertebrates in the wider area. The dredged material is uncontaminated and will not impact on supporting chemistry or physico-chemical quality elements.

The applicant states that the deposit of sediment will be through the hull of the vessels to reduce dispersion of sediment. To avoid the accumulation of deposited sediment within the deposit site, it is recommended to include a condition to ensure that dredged material is deposited in a uniform manner across the site. It is recommended to include a limit on both the maximum daily load (28,800 m^3) and the maximum overall quantity to be deposited (423,217 m^3) in the licence, if granted. It is recommended to include a condition in any licence granted to ensure that the holder conforms to the appropriate certification standards for preventing pollution from vessels, as required by the Marine Survey Office (MSO) and that the holder is prepared for any accidental oil pollution event by having a response plan in place.

<u>Combined water quality impacts arising from other authorisations at the deposit site</u>

There are other authorised and proposed deposit, or dumping, activities associated with this deposit site. These include authorisations issued to the Port of Cork Company arising from maintenance dredging in Cork Harbour (EPA DaS ref. S0013-03 and Foreshore Licence ref. FS007126) and applications from the Department of Defence to MARA (ref. MUL230029) and to the EPA (ref S0005-03) arising from maintenance dredging in Haulbowline in Cork Harbour.

The applicant has provided detailed information, based on modelling, on the combined impacts of sediment dispersion and deposition at the deposit site, arising from all of these authorisations. Further to this, the AA Screening Report and Determination issued by MARA on 07/10/2025 concluded that there will be no impact on any European site as a result of the combined deposit, or dumping, activities. To ensure the combined impacts on the marine environment are minimised, it is recommended to include a condition to ensure that the

proposed maritime usage does not take place concurrently with any other authorised deposit (or dumping) campaigns, unless otherwise agreed with MARA.

Given the recommended conditions as detailed in Appendix 1, there is not expected to be a deterioration in the ecological status of any WFD waterbody as a result of the proposed maritime usage.

3.6 Environmental Impact Assessment Directive (2014/52/EU) (EIA Directive)

MARA carried out a screening for EIA of the proposed maritime usage having considered Schedules 5 and 7 of the Planning and Development Regulations 2001 ('PDR'). An EIA Screening Form was issued by MARA on 22/09/2025 and it was concluded that the proposed maritime usage does not fall within the scope of the EIA Directive and therefore an EIA is not required. The conclusion was reached as the proposed maritime usage is not listed on Part 1 of Schedule 5 of the PDR. In addition, the proposed maritime usage is not listed on Part 2 of Schedule 5 of the PDR, in relation to projects with specific thresholds above which require EIA and below which require consideration of the criteria listed in Schedule 7 of the PDR (i.e. characteristics and location of proposed development and characteristics of potential impacts).

3.7 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. Ireland's 2024 assessment under Article 8 of the MFSD[7] sets out the status of the 11 qualitative descriptors that describe the state of the marine environment and the pressures it faces. Table 1 sets out the current status of each of the descriptors in terms of GES and provides an assessment of the impacts of the proposed maritime usage on the descriptors relevant to this application.

Table 1: Assessment of impact of proposed maritime usage on MSFD descriptors

MFSD Descriptor	**Good Environmental Status achieved**	**Assessment**
Biodiversity	Partially achieved	As discussed in Section 3.4, MARA has issued an AA Screening Determination in respect to the application which concluded that it could be excluded that the proposed maritime usage, individually or in combination with other plans or projects, will have an effect on a

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

		European Site. As discussed in Section 3.5, the proposed maritime usage will not impact on the ecological status of any WFD waterbody and the historic deposit of dredged material at this site does not appear to be impacting on benthic invertebrates in the wider area. Seasonal restrictions on fish spawning are discussed in this table under 'Population of commercial fish/shellfish'. Thus the status of this descriptor will not be impacted by the proposed maritime usage.
Non-indigenous species	Yes	To ensure that the proposed activities will not result in the unintended introduction of non-indigenous species, it is recommended that a condition be included in the licence, if granted, relating to the control of invasive species.
Population of commercial fish/shellfish	Partially achieved	This assessment of GES is based on whether stocks are being fished at or below the maximum sustainable yield (MSY) and whether spawning stock biomass is above the level that can produce MSY. There is a herring spawning area (of 308 km^2) off the south coast of Cork. Within this, herring spawning grounds are located circa 5 km east of the deposit site. Herring lay eggs in spawning grounds on specific substrate types including gravel and stone. This herring spawning ground is outside of the zone of influence of the proposed maritime usage, or areas in which the modelled sediment deposition or sediment plume is predicted. Nonetheless, as a precautionary measure, the applicant notes that deposit will not take place during the peak herring spawning periods in this area which are November and February annually. It is recommended to include this as a condition of any licence granted. The deposit site also lies within an extensive Whiting spawning area extending from the southwest coast of Ireland to the west coast of the UK. Given the scale of this spawning area in comparison with the deposit site and the nature and scale of the proposed maritime usage, impacts on whiting spawning are not considered significant and

		therefore no mitigation is recommended to be included in the licence.
Marine food webs	Unclear	The balance and diversity in marine food webs is not expected to be impacted as a result of the proposed maritime usage. Impacts on habitats and associated benthic communities and water quality have been assessed in Section 3.5 of this report. Conditions have been recommended in Appendix 1 to mitigate any impacts on mitigation water quality, marine invasive species and fish populations.
Eutrophication	Yes	The proposed maritime usage does not involve the addition of nutrients to the marine environment and as such will not impact this descriptor maintaining GES. See Section 3.5 on the WFD for further discussion on water quality.
Sea-floor integrity	Partially achieved	Impacts on as a result of sediment dispersion and sediment deposition are discussed in Section 3.5 of this report. A condition is recommended to ensure the dredged material is deposited in a manner that ensures a uniform spread of material throughout the site (see Appendix 1). As noted, this is an established deposit site and has been in use since 1978. The benthic habitats in and around the site appear to be largely stable over time and thus it is not expected that the proposed maritime usage will negatively impact on the GES status of this descriptor.
Alteration of hydrographical conditions	Yes	The proposed maritime usage will not significantly alter the hydrographical conditions (e.g. changes in wave action, currents, salinity, temperature) in the deposit site or the surrounding area. There will be no impact on the GES status of this descriptor.
Concentrations of contaminants	Yes	The Dumping at Sea Act 1996, as amended (DaS Act), provides the legislative framework for assessing the quality of dredged material in line with national standards[8] and its suitability for dumping at sea. As noted, the applicant has submitted two DaS applications to the EPA for loading dredged material from Ringaskiddy basin and dumping the material at the deposit site and those applications include

[8] Cronin et al., 2006. Guidelines for the assessment of dredge material for disposal in Irish waters and 2009 Addendum to the 2006 guidelines for the assessment of dredged material in Irish waters.

		analyses of sediment quality. Notwithstanding this, the applicant submitted a summary of the sediment analyses as part of this application. The material was assessed to be uncontaminated and thus will not lead to the release of contaminants into the marine environment. Appendix 1 includes a recommended condition requiring the holder to have an oil pollution emergency plan prepared. Given these measures, it is not expected that the proposed maritime usage will negatively impact on the GES status of this descriptor.
Contaminants in fish/seafood for human consumption	Yes	As outlined under Concentrations of Contaminants, the dredged material to be deposited is uncontaminated and will not result in contaminants in fish/seafood for human consumption.
Marine Litter	No	It is recommended to include a condition to require the holder to collect any solid waste or floating material during the course of the maritime usage for appropriate waste disposal ashore. In addition, the dredged material must be passed through screens prior to deposit at sea so as to remove any solid waste for appropriate waste disposal ashore (see Appendix 1). This will ensure no negative impact on the Marine Litter descriptor.
Introduction of energy including underwater noise	Yes	The deposit of dredged material from the TSHD or barge will not introduce significant noise levels into the marine environment (see Section 3.4 of this report). The impacts of noise on marine mammals, for example, is only expected within close range (100 m) of the vessels.

4. Consideration of other maritime users

Inshore pot fishing occurs along the southern coastline of Ireland and is likely to occur in the wider area in which the deposit site lies. Bottom otter trawling (for *Nephrops* and mixed species of demersal fish) and pelagic trawling (for herring, sprat and other small pelagic species) are also carried out in the wider area[9]. In order to ensure fishers and other vessel users are notified of the proposed maritime usage, it is recommended to include condition in

[9] Ireland's Marine Atlas mapping system

any licence granted in respect of the requirement to publish a marine notice via the Marine Safety Division of the Department of Transport, prior to the commencement of activities. A condition is also recommended in regard to consulting with the relevant personnel from the Port of Cork Company with regard to planning and scheduling the activities to manage any potential disruption to other stakeholders. It is also recommended to include conditions ensuring that the holder does not interfere with any fishing gear or obstruct fishing vessels, or damage or interfere with any third party's property (Appendix 1).

5. Site visit

A site visit was undertaken on 05/09/2025 to view the area from which dredged material will be removed in Ringaskiddy and that part of navigational channel as far as Roches Point.

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, as amended, be granted to Port of Cork Company, Tivoli Terminal Building, Tivoli Dock & Industrial Estate, Cork, T23 YNT9, for *'The deposit of any substance or object, either in the sea or on or under the seabed, from – (a) a vehicle, vessel (including a craft capable of travelling on, in or under water, whether or not self-propelled), boat, aircraft or marine structure (other than a pipeline)'*, subject to the conditions in Appendix 1.

[redacted]

Dr Alison McCarthy [redacted]

Senior Marine Advisor

13/10/2025

Appendix 1 – Recommended Conditions

Recommended term of licence for inclusion in the *Particulars Schedule*:
Recommended Term of licence to be 8 years from date of commencement.

Reason: To ensure the orderly administration of licensed maritime usages in the maritime area.

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 this licence and ensure protection of the marine environment.

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

   Reason: To ensure protection of maritime heritage.

3. 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.

4. The Holder shall not damage or interfere with any third party's property while carrying out the Permitted Maritime Usage.

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

5. Prior to the commencement of the Permitted Maritime Usage the Holder shall consult with the Port of Cork 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.

6. 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 protection of the marine environment.

7. 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.

Reason: To ensure protection of the marine environment.

8. 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 the 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 protection of the marine environment and protected species.

9. 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.

10. While conducting the Permitted Maritime Usage the Holder shall not interfere with any fishing gear or obstruct any fishers or fishing vessels engaged in fishing.

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

11. Marine Litter

(i) The Holder shall take all practicable efforts to remove any solid waste collected during the maritime usage activity and return it to shore.

(ii) The Holder shall take all practicable efforts to remove floating material collected during the maritime usage activity and return it to shore.

(iii) The Holder shall ensure that material dredged by trailing suction hopper dredger of other mechanical dredging is passed through grid screens no larger than 30 cm to minimise the amount of man-made materials disposed of at sea. Any solid waste must be separated from the dredged material and disposed or recovered ashore.

(iv) Disposal or recovery of solid waste shall only take place in accordance with the conditions of this licence and in accordance with the appropriate National and European legislation and protocols.

Reason: To ensure protection of the marine environment.

12. The Holder shall ensure that the Permitted Maritime Usage does not take place concurrently with other authorised dredging or deposit (or dumping at sea) campaigns in the deposit site, unless otherwise agreed by the Grantor.

Reason: To ensure protection of the marine environment.

13. Quantities of dredged material associated with the Permitted Maritime Usage

The quantities associated with the Permitted Maritime Usage shall not exceed the following:

Location	**Associated activity**	**Maximum Quantity over MUL duration (m^3)**	**Maximum daily load (m^3)**
Licensed Area	Deposit of dredged material	423,217	28,800

Reason: To ensure protection of the marine environment.

14. Fish spawning grounds

The Holder shall not undertake the Permitted Maritime Usage during the month of February and during the month of November annually, to ensure least disturbance to known fish spawning along the survey route.

Reason: To ensure protection of the marine environment.

15. Deposit of dredged material shall be carried out in a manner that ensures a uniform spread of material in the Licensed Area.

Reason: To ensure protection of the marine environment.