



An tÚdarás Rialála Limistéir Mhuirí
Maritime Area Regulatory Authority

Maritime Usage Licence (MUL)

General Application (Form MUL1)





Important information:

Applicants are strongly advised to read the "Guidance Note for Applicants applying for a Maritime Usage Licence" before completing this application.

The application form and supporting documentation, including confirmation of payment of fee, must be submitted to licence@mara.gov.ie.

Complete this form electronically using the free text and tick boxes provided, free text boxes will expand as required. Responses should, in so far as is possible, clearly and concisely address the information requested. Where appropriate, supporting documentation may be submitted for assessment, providing that any information relevant to the application is clearly referenced in the application form.

Before completing this form, the declaration and consent at the end of the application form should be read.

Application Fee:

An application fee of EUR €2,000 applies for each Maritime Usage Licence (MUL) application.

This requirement is detailed in legislation:

Section 117(1) of the Maritime Area Planning Act 2021 and Maritime Area Usage (Licence Fees) Regulations 2023, SI No 402/2003.

The application fee must be paid by Electronic Funds Transfer (EFT) to the Maritime Area Regulatory Authority (MARA). MARA Bank Details are provided upon request by email to licence@mara.gov.ie

Proof of application fee payment /confirmation of funds transfer must be provided with the application documentation.

Should the Maritime Usage Licensing application screen out for Appropriate Assessment, a refund of EUR €1,000 applies.

Privacy Policy

MARA may require applicants to provide certain personal data in order to carry out its legislative and administrative functions. MARA will treat all personal data that an applicant provides in accordance with MARA's obligations under data protection legislation, including the Data Protection Act 2018 and the EU General Data Protection Regulation (GDPR). A Privacy Statement explaining how MARA, as the Data Controller, will process the personal data the applicant provides, how that information will be used and what rights the applicant may exercise in relation to its personal data, is available in this link: [Privacy Policy - MARA - The Maritime Regulator](#).

Freedom of Information/Access to Information on the Environment

MARA is a public body for the purposes of the Freedom of Information Act 2014, as amended (the "FOI Act") and is also subject to the European Communities (Access to Information on the Environment) Regulations 2007-2018 (the "AIE Regulations") and MARA may be required to disclose information and records provided by the applicant in response to a request made under the FOI Act and/or the AIE Regulations, subject to applicable exemptions. Where the applicant considers that any information supplied to MARA is commercially sensitive, confidential or otherwise exempt from disclosure under the FOI Act or the AIE Regulations, the applicant must clearly identify such information at the time. Notwithstanding this, the final decision on disclosure rests with MARA, in accordance with the applicable legislation. The applicant must, upon reasonable request and within a reasonable timeframe, provide all necessary assistance and cooperation to MARA in connection with any request for information made under the FOI Act and/or AIE Regulations.

Confidential/Commercially Sensitive Information

Applicants are asked to consider if any of the information supplied by them in their application to MARA is commercially sensitive and/or confidential. The applicant should clearly identify and separate the specific sections of their application containing such information. The applicant should specify the reasons for its confidentiality/sensitivity with regard to the FOI Act and/or AIE Regulations.



Form MUL1 – Application for a Maritime Usage Licence (MUL) for an activity listed in Schedule 7 of the MAP Act

Part 1 Activity in Schedule 7 and relevant section of the MAP Act

1.1 Part 1 Activity in Schedule 7, for which this MUL application is made.

Tick Maritime Usage applicable to the purpose of the MUL. The Applicant should refer to the MUL Guidance Note for Applicants before completing this section.	
1. Dredging (including dredging involving the use of a device to remove any material, whether or not suspended in water, from one part of the seabed to another part of the seabed) other than— (a) dredging carried out to create a new harbour, berth or waterway, or to deepen existing facilities in order to allow access for larger ships, or (b) dredging ancillary to development authorised under the Act of 2000, whether or not it involves the removal of any material from the sea or seabed.	<input checked="" type="checkbox"/>
2. Marine environmental surveys for the purposes of scientific discovery or research.	<input type="checkbox"/>
3. Marine environmental surveys for the purposes of site investigation or in support of an application under Part XXI of the Act of 2000.	<input type="checkbox"/>
4. The installation or placement of navigational markers or aids to navigation, or both, not undertaken or authorised by the Commissioners of Irish Lights.	<input type="checkbox"/>
5. The installation of non-permanent platforms, pontoons or slipways.	<input type="checkbox"/>
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), (b) a container floating in the sea, or (c) a structure on land constructed or adapted wholly or mainly for the purpose of depositing solids in the sea.	<input type="checkbox"/>
7. The use of a vehicle, vessel (including a craft capable of travelling on, in or under water, whether or not self-propelled), boat, aircraft, marine structure (other than a pipeline) or floating container to remove any substance or object from the seabed.	<input type="checkbox"/>
8. The use of explosives not related to development authorised under the Act of 2000 and not requiring authorisation under any other enactment.	<input type="checkbox"/>
9. The maintenance of any cable, pipeline, oil, gas or carbon storage facility structure that does not require an authorisation (whether the authorisation takes the form of the grant of a licence, consent, approval or any other type of authorisation) under any other enactment in order to be undertaken.	<input type="checkbox"/>
10. The harvesting, disturbance or removal of seaweed, whether growing or rooted on the seabed, or deposited in or washed up thereon by the action of any one or more than one of the following: (a) tides; (b) winds; (c) waves.	<input type="checkbox"/>
11. The deposit, construction or removal of any mooring not requiring authorisation under any other enactment.	<input type="checkbox"/>
12. (a) The removal of beach material from, or the disturbance of beach material in, the maritime area otherwise than in the course of the ordinary or reasonable recreational enjoyment of the maritime area. 12 (b) In this paragraph, “beach material” means sand, clay, gravel, shingle, stones, rocks, mineral substances, seashells, coral and maerl and any flora, in or on the surface of the seabed or suspended in the water of the maritime area, and includes outcrops of rock or any other mineral substance above the surface of the seabed.	<input type="checkbox"/>
13. The laying or installation of telecommunications cables or ducting by or between coastal States where such cables or ducting pass through the exclusive economic zone (as construed in accordance with the Act of 2021) or the continental shelf but do not land in the State.	<input type="checkbox"/>
14. A maritime usage specified, for the purposes of this paragraph, in regulations made under section 113(2)."	<input type="checkbox"/>



Select activity type from the list below:

Dredging/Deposits	<input checked="" type="checkbox"/>
Energy Infrastructure	<input type="checkbox"/>
ORE Development	<input type="checkbox"/>
Ports	<input type="checkbox"/>
Research	<input type="checkbox"/>
Seaweed	<input type="checkbox"/>
State Infrastructure (Water/Sewage)	<input type="checkbox"/>
State Infrastructure (Other)	<input type="checkbox"/>
Telecoms	<input type="checkbox"/>
Tourism & Recreation	<input type="checkbox"/>

- 1.2 Select the relevant section(s) of the MAP Act under which this MUL application is made. If more than one section applies, then select all applicable sections.

Section 117 application for a new Schedule 7 usage	<input checked="" type="checkbox"/>
Section 129 application to amend an existing foreshore authorisation or continue to occupy that part of the maritime area after the expiration of the authorisation	<input type="checkbox"/>
Section 130 application for an existing unauthorised maritime usage	<input type="checkbox"/>

- 1.3 Provide below details when MUL application is made under Section 129 of the MAP Act.

- A. Confirm that you are transitioning from an existing foreshore authorisation to a MUL to continue the previously consented maritime usage, or to amend an existing authorisation.

Yes ☐ No ☒

- B. If yes, provide the following details.

- i. Foreshore authorisation reference number.

Not applicable.

- ii. Date of Issue.

Not applicable.

- iii. Expiration date.



Not applicable.

iv. Description of Authorised Usage.

Not applicable.

v. Reason for transition from foreshore authorisation to MUL.

Not applicable.

vi. Confirm that you have attached a copy of the existing foreshore authorisation including foreshore consent map in this MUL application as Attachment 1.3.

Yes ☐ No ☒

1.4 Provide below details when MUL application is made under Section 130 of the MAP Act.

A. Confirm that you are applying for a MUL for an existing unauthorised maritime usage.

Yes ☐ No ☒

B. If yes, provide the following details.

i. Description of existing unauthorised maritime usage.

Not applicable.

ii. Location of unauthorised maritime usage.

Not applicable.



iii. Date of commencement of unauthorised maritime usage.

Not applicable.

Part 2 Applicant Details

2.1 Applicant Details

The name and address should be of the legal or natural person that is to be the MUL Holder. This information would be recorded on the MUL.	
Name of Applicant	Kilrush Maritime Ltd
Company/Organisation (if Applicable)	Kilrush Maritime Ltd
Applicant Address: Where a legal person would be the Holder of the MUL, these details must be as currently listed in the Companies Registration Office. Where a non-profit entity, which is a registered charity, would be the Holder of the MUL, these details must be as currently listed in the Register of Charitable Organisations.	
Address line 1	Kilrush Marina
Address line 2	Merchants Quay
Address line 3	
City/Town	Kilrush
Eircode	V15AD62
Applicant Email Address	info@kilrushmarina.ie
If the Applicant is a legal person, Company Registration Office Number. A copy of the Certificate of Incorporation (certified copy provided by CRO) and a list of Directors must be provided as Attachment 2.1.	CRO number 545156
If the Applicant is a non-profit entity, which is a registered charity, the Registered Charity Number	

Attachment 2.1 included (if required).

Yes ☒
 No ☐
 Not Applicable ☐



2.2 Authorised Contact Person for MUL Application.

The Authorised Contact Person for the MUL Application will be the person that MARA will contact in relation to any aspect of the MUL application. The Authorised Contact Person can be a person within the Applicant Organisation or a person (agent) nominated by the Applicant

Authorised Contact Name	Louis Keating
Authorised Contact Position	Managing Director, Kilrush Maritime Ltd
Email	louis.keating@kilrushmaritime.ie
Telephone	

2.3 If MARA provided a statutory declaration under Section 115 of the MAP Act as to whether or not a MUL was required for the proposed usage, provide the reference number associated with that declaration.

This was not sought by MARA prior to this MUL application.

2.4 Existing Foreshore Authorisation

- A. Provide the reference number and title of any existing Foreshore Authorisations you may hold, or have a current application for, within, or otherwise in the vicinity of the proposed Maritime Usage, which you do not wish to transition (refer to 1.3 for Foreshore Authorisations you wish to transition).

Not applicable.

- B. Do you intend to surrender any existing foreshore consent(s) (Lease/Licence) for any maritime usage other than that granted by the foreshore authorisation?

Yes ☐ No ☒

- C. If yes, provide description of the existing foreshore consent(s) authorised usage. If necessary, provide additional information as Attachment 2.4.

Not applicable.

- D. Attachment 2.4 included.

Yes ☐ No ☐ Not Applicable ☒



2.5 Other authorisations or consents

- A. Provide the reference number, a brief description and the status (e.g. application made or authorisation/consent granted) of any other authorisations or consents in the footprint, or otherwise in the vicinity of the proposed Maritime Usage area, held by the applicant.

If necessary, provide additional information as Attachment 2.5.

Not applicable.

- B. Attachment 2.5 included.

Yes ☐

No ☐

Not Applicable ☒



Part 3 Details of Maritime Usage

3.1 Maritime Usage

A. Provide a brief description of proposed Maritime Usage.

Additional information can be provided as Attachment 3.1.

AQUAFAC (APEM Group) was commissioned by Killrush Maritime Ltd to prepare a Maritime Usage Licence (MUL) application for maintenance dredging of the approach channel to Killrush Marina. Killrush Marina is located immediately south of Killrush town in County Clare, within the sheltered waters of the Shannon Estuary. The marina provides approximately 120 berths with a maximum vessel draft of 3 m and is protected by lock gates, which prevent direct tidal exchange with the estuary and reduces siltation within the basin itself. It serves a range of recreational and small commercial craft, supporting leisure boating, marine tourism, and associated waterfront businesses. The marina's position on the Shannon Estuary makes it an important local maritime hub, providing safe mooring facilities, boat maintenance services, and access to the Shannon estuary and coastal waters.

The approach channel to the marina extends eastwards from the lock gates towards Cappagh Pier and is marked by navigation buoys. This channel provides the only access route for vessels entering or leaving the marina. Owing to the turbid estuarine environment, natural sedimentation gradually reduces navigable depth in the approach channel, necessitating maintenance dredging to maintain safe access for vessels.

The proposed Maritime Usage in this application is part of a long-established programme of maintenance dredging in this area, which has been carried out periodically since the completion of Cappagh Pier in the mid-19th century. Dredging activities have become more regular and essential following the development of the adjacent Killrush Marina, which was completed circa 1990.

The proposed works involve plough dredging of the Killrush Marina approach channel to maintain safe navigable depth for vessels using the marina. The dredging area encompasses the full width (20 m) and length (250 m) of the approach channel and extends from the outermost fairway buoy through the marina approach channel to the lock gates.

The equipment proposed to plough the marina approach channel will include a Multicat type tug towing an 8 m wide plough blade suspended from an A-frame on the stern of the vessel. Shannon Foynes Port Company's (SFPC) Multicat Shannon 1 has been successfully used previously and will likely be the vessel used for the proposed Maritime Usage (or similar). It is proposed that the approach channel is dredged to maintain a channel width of 20 m, a target depth of -2.5 m Chart Datum (CD) and so that the sides of the channel achieve a slope of 1:4. Therefore, the area to be dredged is approximately 0.5 Ha. The ploughing rate is estimated to be between 40 - 100 m³ per hour depending on the length of each haul as well as local spatial variation in current approach channel depth vs design depth.

Ploughing commences with a short haul at the outermost end in a seaward direction. Each successive haul begins further inward towards the lock gates until the full length of the approach channel is ploughed. This is repeated daily for the duration of the campaign.

Liaison with the Shannon Foynes Port Company Harbour Master will be maintained before and during each dredging campaign to ensure navigational safety is maintained throughout each operation.



It is proposed that one dredging campaign will be completed every two years over an 8-year period, with an additional dredging campaign proposed for the final year of the licence (i.e. 5 dredging campaigns total, one in May 2026, 2028, 2030, 2032 and 2033). Each dredging campaign will take between 5 and 10 days to complete. Within each dredging campaign, it is proposed that dredging will start 4 hours before highwater and last for up to 8 hours, ending no later than 4 hours after highwater on the ebb tide. Works will be scheduled outside the closed period of 1st October to 31st March to protect overwintering bird populations and associated habitats.

It is anticipated that up to 8000 t of material will be generated during each dredging campaign. With 5 dredging campaigns planned over 8 years, a total of 40,000 t of material would be generated over the lifetime of the Maritime Usage.

Further information, including a figure of the proposed Maritime Usage area, is provided in Attachment 3.1. Relevant MUL maps are also attached in sections 3.4 (area) and 3.5 (location) in accordance with MARA mapping guidelines.

B. Attachment 3.1 included.

Yes ☒ No ☐ Not Applicable ☐

3.2 Describe the purpose of the proposed Maritime Usage, with reference to the classes of usage in Schedule 7 of the MAP Act.

The proposed Maritime Usage (maintenance dredging in the approach channel of Kilrush Marina) falls under Schedule 7, paragraph 1 of the Maritime Area Planning Act 2021, which is defined as: "Dredging (including dredging involving the use of a device to remove any material, whether or not suspended in water, from one part of the seabed to another part of the seabed) other than— (a) dredging carried out to create a new harbour, berth or waterway, or to deepen existing facilities in order to allow access for larger ships, or (b) dredging ancillary to development authorised under the Act of 2000, whether or not it involves the removal of any material from the sea or seabed."

Kilrush Marina contributes to the local economy by attracting tourism (international and domestic) and local marine recreation. Berth holders make use of local shops, restaurants, and marine repairs and servicing, generating regionally important economic activity. It also provides a social and community focal point for water-based recreation in Kilrush and the surrounding area, as it hosts the Western Yacht Club of Ireland.

While the marina basin itself remains largely free from siltation due to the operation of the lock gates, the approach channel is exposed to strong tidal currents, naturally high turbidity, and high sedimentation as a result. This process reduces available under-keel clearance, especially at low water.

Without intervention, vessel access to the marina would be progressively restricted, undermining its recreational use and the regional social, cultural and economic importance it holds. As such, the proposed Maritime Usage is essential to ensure the continued safe access for vessels using Kilrush Marina and to maintain its operational functionality.

The purpose/benefits of the proposed Maritime Usage can be summarised as follows:

- To secure continuous, year-round access to Kilrush Marina by maintaining safe navigational depths



in the approach channel, thereby sustaining its role as a key social, recreational, and economic hub within County Clare and the wider Shannon Estuary.

- To improve the safety of navigation by reducing the risk of vessel groundings in the approach channel, thereby safeguarding lives at sea and preventing damage to recreational, commercial, and visiting vessels of all types and sizes.
- To preserve the marina's function as a vital berth for RNLI lifeboats and Shannon Foynes Port Company tug vessels during periods of severe weather, ensuring operational resilience, continuity of commercial shipping activities, and the provision of vital emergency response capacity in the region.
- To manage dredged material in an environmentally responsible manner through licensed Dumping at Sea regulated by the EPA.

3.3 Duration

- A. Indicate the overall MUL duration requested. Indicate the duration of any individual activities included in the overall activity. Give reasons for the proposed durations. Indicate any seasonal, vessel or other schedule constraints.

Additional information can be provided as Attachment 3.3.

It is proposed that one dredging campaign will be completed every two years over an 8-year period, with an additional dredging campaign proposed for the final year of the licence (i.e. 5 dredging campaigns total, one in May 2026, 2028, 2030, 2032 and April 2033). Each dredging campaign will take between 5 and 10 days to complete. Within each dredging campaign, it is proposed that dredging will start 4 hours before highwater and last for up to 8 hours, ending no later than 4 hours after highwater on the ebb tide.

- B. Attachment 3.3 included.

Yes ☐ No ☒ Not Applicable ☐

3.4 Describe the area of proposed Maritime Usage

- A. State the total size of the Maritime Area (in m², ha or km², as appropriate), which is the subject of the application.

4.77 ha.

- B. Attach map, titled 'Proposed MUL Map' and GIS Shapefiles outlining the proposed Maritime Area(s). If the application relates to more than one area, each area should be labelled on the accompanying maps/drawings and its area provided. The map(s)/drawing(s) should be included as Attachment 3.4. List the attached map/drawing number(s) and map/drawing name(s) in the space below.

Map(s)/GIS Shapefiles must comply with 'MARA Technical Mapping Guidance Notes for MAC/MUL



Applications in the Maritime Area under the Maritime Area Planning Act 2021 (MAPA)'.

15003-ML-XXX-DR-MWP-CE-5002-0 MUL MAP
15003-ML-XXX-DR-MWP-CE-5003-0 ADMIRALTY CHART

C. Attachment 3.4 included.

Yes ☒ No ☐

3.5 Describe the location of proposed Maritime Usage

A. Provide the distance in kilometres and direction of the main body of the proposed Maritime Usage area from the shore at its closest point.

The proposed Maritime Usage is located within the approach channel to Kilrush Marina, situated on the northern shore of the Lower Shannon Estuary in County Clare, approximately 1 km south of Kilrush town centre. The dredging area is closest to land (0.05 km) beyond the lock gates of Kilrush Marina, within transitional waters of the Shannon Estuary

The proposed maintenance dredging will be confined to the existing approach channel leading to the marina, extending south-eastward from the marina lock gate into the main estuary channel 0.25 km from the lock gates.

B. Attach map(s)/drawing(s) showing the location of the proposed Maritime Usage. The attached map/drawing number(s) and map/drawing name(s) should also be listed in the space below. The map(s)/drawing(s) should be included as Attachment 3.5.

Map(s)/GIS Shapefiles must comply with 'MARA Technical Mapping Guidance Notes for MAC/MUL Applications in the Maritime Area under the Maritime Area Planning Act 2021 (MAPA)'.

15003-ML-XXX-DR-MWP-CE-5001-0 SITE LOCATION

C. Attachment 3.5 included.

Yes ☒ No ☐

3.6 Ownership

A. Is any part of the Maritime Area within the proposed site in private ownership?

Yes ☐ No ☒

B. If yes, indicate on a drawing/map the area concerned in relation to the proposed maritime usage area and provide a letter confirming that the Applicant has obtained all necessary consents from the relevant owner(s).



- C. Is the Applicant aware of any actual or claimed legal rights or interests held by third parties in the proposed site that may be affected by the proposed Maritime Activity?

Yes ☐ No ☒

- D. If yes, indicate on a drawing/map the area concerned in relation to the proposed maritime usage area and provide a letter confirming that the Applicant has obtained all necessary consents from the relevant owner(s) of such legal rights or interests.
- E. The letter(s) and drawing(s)/map(s) referred to in B and D above should be included as Attachment 3.6. List the attached letters, map/drawing number(s) and map/drawing name(s) in the space below.

Not applicable.

- F. Attachment 3.6 included.

Yes ☐ No ☐ Not Applicable ☒

3.7 Planning permission and/or other authorisation(s)

- A. Does the proposed Usage require planning permission and/or other authorisation(s), or is it ancillary to or part of to a proposed development which requires planning permission and/or other authorisation(s)?

Yes ☒ No ☐

- B. If yes, what is the status of the planning and/or other authorisation(s)? If applicable, provide a brief description of the proposed development, to which the proposed Maritime Usage is ancillary.

Provide the file reference number(s) and link(s) to the websites where information on the planning and/or other authorisation application(s) and/or planning permission/ authorisation(s) can be obtained.

The proposed maintenance dredging in the approach channel of Kilrush Marina requires a Dumping at Sea (DaS) Permit in parallel with this Maritime Usage Licence application. The DaS permit is issued by the Environmental Protection Agency (EPA) under the Dumping at Sea Acts 1996 to 2022 and is a statutory requirement for the loading and disposal of dredged material at sea.

At the time of this submission, an accompanying DaS permit application will be lodged to the EPA. Once submitted, details including file reference number and associated documentation will be available via the EPA licensing portal.

No planning permission under the Planning and Development Acts is required for this activity.



Part 4 Marine Planning and Environmental Considerations

National Marine Planning Framework (NMPF)

4.1 NMPF Objectives

- A. Describe how the proposed Maritime Usage is consistent with the objectives of the NMPF. Provide sufficient information addressing the consistency of the proposed Maritime Usage with the objectives of the NMPF. This information should be provided as Attachment 4.1.

- B. Attachment 4.1 included.

Yes ☒ No ☐

4.2 Designated Marine Area Plan

- A. Is the proposed Maritime Usage located in an area for which a Designated Marine Area Plan has been published?

Yes ☐ No ☒

- B. If yes, indicate if the proposed Usage is consistent with the Designated Marine Area Plan. Additional information can be provided as Attachment 4.2.

Not applicable.

- C. Attachment 4.2 included.

Yes ☐ No ☐ Not Applicable ☒

Habitats and Birds Directives

4.3 Report for Appropriate Assessment Screening

- A. Is the proposed Maritime Usage directly connected with or necessary to the management of a European site?

Yes ☒ No ☐

- B. If not, provide an Appropriate Assessment screening report to provide sufficient information for MARA to undertake screening to determine if an Appropriate Assessment is required of the implications of the proposed Maritime Usage alone, or in combination with other plans or projects, for any relevant European site, in view of the site's conservation objectives.



If the Applicant has already determined that it is likely that an Appropriate Assessment will be required and have prepared an NIS, it may be submitted.

The Appropriate Assessment screening report and/or NIS must be prepared by a suitably qualified person, and a summary of the person's qualifications and experience must be included in the report/NIS.

The Appropriate Assessment screening report and/or NIS should be provided as Attachment 4.3.

Attachment 4.3 included.

Yes ☒ No ☐

4.4 Risk Assessment for Annex IV Species

- A. Do species listed in Annex IV of the Habitats Directive occur in the zone of influence of the proposed Maritime Usage?

Yes ☒ No ☐

- B. If yes, the Applicant should provide an assessment of the risk posed to such species by the proposed Maritime Usage. The Risk Assessment for Annex IV Species report must be prepared by a suitably qualified person, and a summary of the person's qualifications and experience must be included in the report.

The Risk Assessment for Annex IV Species report should be provided as Attachment 4.4.

Attachment 4.4 included.

Yes ☒ No ☐

Water Framework Directive

- 4.5 Provide sufficient information addressing the consistency of the proposed Maritime Usage with the objectives of the Water Framework Directive. This information should be provided as Attachment 4.5.

Attachment 4.5 included.

Yes ☒ No ☐

Marine Strategy Framework Directive

- 4.6 Provide sufficient information addressing the consistency of the proposed Maritime Usage with the objectives of the Marine Strategy Framework Directive and Ireland's Marine Strategy under the Directive. This information should be provided as Attachment 4.6.

Attachment 4.6 included.

Yes ☒ No ☐



Environmental Impact Assessment (EIA) Directive

4.7 EIA Screening

- A. With reference to Parts 1 and 2 of Schedule 5 of the Planning and Development Regulations, S.I. 600 of 2001, as amended confirm that the activity:

- i. Is not of a class listed, where no quantity, area or other limit is specified in that Part, or
- ii. Does not either equal or exceed, any relevant quantity, area or other limit specified for a class listed in that Part.

Yes – is not of a class/does not equal or exceed a threshold	<input checked="" type="checkbox"/>
No – is of a class/equals or exceeds a threshold	<input type="checkbox"/>

- B. If yes, confirm if the activity is of a class listed in Part 2 of Schedule 5 of the Planning and Development Regulations, S.I. 600 of 2001, as amended, but does not equal or exceed the relevant quantity.

Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
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- C. If yes to '4.7 B', provide the information for EIA screening specified in Schedule 7A of the Planning and Development Regulations, S.I. 600 of 2001, as amended. The information specified in Schedule 7A should be provided as Attachment 4.7.

Attachment 4.7 included.

Yes <input type="checkbox"/>	No <input type="checkbox"/>	Not Applicable <input checked="" type="checkbox"/>
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UN Convention on the Law of the Sea and the Maritime Jurisdiction Act

- 4.8 Provide sufficient information addressing the consistency of the proposed Maritime Usage with the Irish State's obligations under the UN Convention on the Law of the Sea and the Maritime Jurisdiction Act.

Additional information can be provided as Attachment 4.8.

Ireland, as a Member State of the European Union and a signatory to the United Nations Convention on the Law of the Sea (UNCLOS), has binding obligations to manage activities within its maritime area in a manner consistent with the protection and sustainable use of marine resources. These obligations are further incorporated into domestic law through the Maritime Jurisdiction Act 2021, which sets out the spatial limits of Ireland's maritime zones and provides a legal framework for the exercise of State rights and responsibilities within them.

UNCLOS establishes the sovereign rights of coastal states within their territorial sea and exclusive economic zone (EEZ), as well as obligations to protect and preserve the marine environment (Part XII). Specifically, Articles 192-194 of UNCLOS require States to take measures to prevent, reduce and control pollution of the marine environment arising from land-based and sea-based activities, including dredging



and the disposal of dredged material. Article 210 (dumping at sea) and Article 214 (enforcement with respect to pollution from dumping) provide the framework under which Ireland regulates such activities through its permitting system.

The proposed maintenance dredging at Kilrush Marina will be undertaken under licence from the Environmental Protection Agency (EPA) in accordance with the Dumping at Sea Act 1996 (as amended), which gives domestic effect to Ireland's UNCLOS commitments on dumping activities. The project is therefore regulated in a manner that directly ensures compliance with UNCLOS principles, namely by:

- Ensuring that dredging and subsequent relocation of sediment within the estuary are subject to environmental assessment;
- Preventing significant pollution or degradation of marine ecosystems;
- Limiting dredging activity to the scale necessary for safe navigation and marina operations; and
- Providing for monitoring, reporting, and mitigation where required.

The Maritime Jurisdiction Act consolidates and modernises Ireland's maritime boundaries, delineating the territorial sea (12 nautical miles), contiguous zone (24 nautical miles), exclusive economic zone (200 nautical miles), and continental shelf rights. It establishes the domestic framework for the exercise of Ireland's rights and duties under UNCLOS, including in relation to environmental protection and sustainable development of marine activities.

The Kilrush Marina project is situated within the internal waters of the State, landward of the baseline from which maritime zones are measured. As such, it falls squarely within Ireland's sovereign territory, where the State has full jurisdiction to regulate maritime usage. By undergoing licensing under the EPA's Dumping at Sea framework and the Maritime Usage Licence process under MARA, the activity is managed in a manner consistent with both the Maritime Jurisdiction Act and UNCLOS, ensuring Ireland meets its obligations to exercise jurisdiction responsibly and sustainably within its maritime area.

Attachment 4.8 included.

Yes ☐ No ☒ Not Applicable ☐

Climate Action and Low Carbon Act of 2015, as amended

4.9 Provide sufficient information addressing the consistency of the proposed Maritime Usage with achieving the National Climate Objective, as defined in the Climate Action and Low Carbon Act of 2015, as amended.

Additional information can be provided as Attachment 4.9.

The Climate Action and Low Carbon Development Act 2015, as amended by the Climate Action and Low Carbon Development (Amendment) Act 2021, establishes the legal framework for Ireland's transition to a climate-resilient economy and society. Central to the legislation is the National Climate Objective, which requires the State to pursue and achieve, by no later than 2050, the transition to a climate-neutral economy. All public bodies and regulatory authorities are required to have regard to this objective when making decisions that may affect greenhouse gas emissions or the resilience of the environment to climate impacts.

In the context of carbon emissions, the scale and nature of the works are modest, with dredging activity confined ploughing in the approach channel. This method is less fuel-intensive than mechanical or suction dredging alternatives, as it avoids repeated transits to distant disposal sites and limits the number of vessel movements.



While the operation will require the use of a work vessel with associated fuel consumption, the emissions generated are short-term (5 campaigns of 5-10 days) and minor in scale. The adoption of the least energy-demanding method for the scale of works at Kilrush demonstrates alignment with the principle of minimising greenhouse gas emissions, a key target of the National Climate Objective. Furthermore, ensuring the continued safe operation of the marina indirectly supports low-carbon activities such as recreational sailing and boating, which depend on the availability of safe berthing and access within Kilrush Marina.

The legislation also emphasises the importance of climate resilience and the need to avoid maladaptive practices that could compromise long-term environmental sustainability. The proposed works at Kilrush Marina are consistent with these principles, as they involve routine maintenance of existing maritime infrastructure rather than new construction or activities that would increase long-term emissions. The material to be ploughed in the approach channel will be essentially clean, natural sediment which avoids significant alteration of hydrographical conditions that could otherwise affect resilience to sea-level rise and climate-related changes in sediment dynamics.

Attachment 4.9 included.

Yes ☐ No ☒ Not Applicable ☐

4th National Biodiversity Action Plan 2023 – 2030

4.10 Provide sufficient information addressing the consistency of the proposed Maritime Usage with the 4th National Biodiversity Action Plan 2023 – 2030.

Additional information can be provided as Attachment 4.10.

The Fourth National Biodiversity Action Plan (NBAP) 2023-2030 sets out Ireland's strategic framework for halting and reversing biodiversity loss while ensuring that the sustainable use of natural resources underpins social and economic well-being. The plan is structured around four overarching objectives: mainstreaming biodiversity into decision making, strengthening knowledge and evidence for action, conserving and restoring biodiversity, and enhancing Ireland's contribution to global biodiversity protection. Any marine activity proposed within Irish waters, including maintenance dredging of navigation channels, must be considered in the context of these objectives and demonstrate consistency with them.

The proposed maintenance plough dredging at Kilrush Marina is a localised, small-scale intervention aimed at sustaining navigational access to the marina by addressing the gradual accumulation of natural sediments in the approach channel. This activity does not involve capital works, reclamation, or alteration of shoreline habitats, but instead the re-grading and redistribution of essentially clean, natural material within the approach channel. By maintaining safe access to the marina, the works support ongoing social and economic activities without creating new or additional pressures on habitats or species beyond those already associated with the marina's operation and maintenance. The scale and method of dredging are proportionate to the need, and the relocation of sediments within the approach channel will have minimal impact on the diversity or ecological function of the estuarine ecosystem.

Under the action plan's objective to mainstream biodiversity into decision making, the proposed dredging has been considered alongside the ecological sensitivities of the Lower Shannon Estuary, which is designated both as a Special Area of Conservation and a Special Protection Area. The project has been subject to Appropriate Assessment screening and a Natura Impact Statement has been produced, ensuring compliance with Article 6 of the Habitats Directive. Moreover, a risk assessment for Annex IV species has also been carried out. Potential interactions with qualifying habitats and species have been assessed, and where risks were identified, mitigation measures have been incorporated to avoid or minimise adverse



effects. This ensures that the proposed works are compatible with the plan's requirement that biodiversity be fully integrated into decision making.

The knowledge and evidence objective of the action plan is supported by the environmental assessments carried out to inform the licence application, including baseline data on sediment transport, subtidal habitat classification (drop down video), intertidal habitat classification and listed species use of the estuary (AA/NIS/Annex IV risk assessment). The monitoring requirements associated with the Dumping at Sea permit (sediment chemistry, bathymetric surveys, archaeological report and marine mammal observer report) will also contribute to the evidence base on the biological, chemical, physical and cultural characteristics of the local area to inform current and future decision making. This aligns with the NBAP emphasis on generating and applying robust evidence to guide activities affecting biodiversity.

In terms of conserving and restoring biodiversity, the proposed dredging is not expected to result in long-term habitat loss or degradation, given that it involves redistribution of essentially clean, natural sediments within the existing approach channel. No permanent alteration of seabed topography or estuarine habitats is proposed, and the plough dredging technique avoids the need for disposal of material elsewhere at sea or on land. The benthic communities in the immediate dredge area will recover and recolonise within 12 months of each dredging campaign as per the benthic ecology survey report and the AA and NIS. By limiting the spatial footprint of sediment disturbance to the existing approach channel, the project is consistent with the action plan's aim to protect habitats and species from unnecessary or disproportionate impacts.

While the scope of the project is local, the careful integration of biodiversity considerations into its planning and implementation demonstrates Ireland's adherence to international commitments under the Convention on Biological Diversity and the EU Biodiversity Strategy, both of which underpin the National Biodiversity Action Plan. The works show that even small-scale maritime activities can be undertaken in a way that supports wider policy objectives on biodiversity protection. In this regard, the proposed maintenance dredging is considered to be consistent with the Fourth National Biodiversity Action Plan 2023-2030.

Attachment 4.10 included.

Yes ☐ No ☒ Not Applicable ☐

National or European Strategic or Policy Objectives

- 4.11 Provide any additional relevant information with regard to the overall purpose of the proposed maritime usage, with reference to, e.g. National or European strategic or policy objectives and national targets, and strategic research objectives.

Additional information can be included as Attachment 4.11.

The proposed maintenance dredging at Kilrush Marina is consistent with the overarching objectives of Ireland's National Ports Policy (2013), which provides the framework for the sustainable development and operation of the country's port and harbour network. While the policy primarily focuses on commercial ports, it recognises the importance of smaller harbours and marinas in supporting regional economies, tourism, and recreational boating. Maintaining navigable access to such facilities ensures they can continue to function safely and contribute to the social and economic vitality of coastal communities. The planned dredging works align with the policy's emphasis on safeguarding and maintaining existing maritime infrastructure rather than promoting unnecessary expansion.



At the European level, the principles underpinning the EU Ports Policy, updated under the Port Services Regulation (EU 2017/352), also provide a relevant context. This policy underscores the need to ensure transparent, sustainable and accessible maritime infrastructure across Member States. Maintenance dredging is consistent with this policy as it preserves accessibility to an existing harbour facility in a way that is proportionate and environmentally responsible.

Tourism policy and regional development strategies also provide an important policy context for the proposed dredging. Kilrush Marina is located along the Wild Atlantic Way, a flagship tourism initiative that highlights the west coast of Ireland as a destination for visitors seeking marine and coastal experiences. Safe and reliable marina facilities are central to attracting both domestic and international visitors who arrive by sea or who engage in water-based recreation once in the region. By maintaining navigable access, the dredging works help to ensure that Kilrush Marina continues to serve as a gateway to the Shannon Estuary and West Clare, supporting the tourism sector and contributing to Ireland's strategic objective of growing sustainable tourism in coastal regions.

National strategies such as Project Ireland 2040 and the associated National Development Plan emphasise the importance of balanced regional development and the sustainable use of natural assets. Marinas and small harbours form part of the supporting infrastructure that underpins the resilience of rural and coastal economies. Kilrush Marina plays a role in this by providing facilities for sailing, angling, and other water-based leisure activities that bring economic benefits to the local area. The proposed dredging is therefore consistent with national and regional targets for supporting coastal communities, promoting sustainable tourism, and enhancing recreational opportunities that align with broader social and economic policy goals.

Attachment 4.11 included.

Yes ☐ No ☒ Not Applicable ☐



Declaration and Consent

I declare that all information provided with this application, including this completed form and all attachments confirmed as included in the application checklist, is correct at the time of submission and that I will notify MARA of any changes to this information that may arise during the application process. MARA may, by notice in writing given to the applicant, require the applicant to provide in the specified form, by affidavit or otherwise, such additional information in relation to any matter to which the application relates as MARA reasonably considers necessary to assist it to determine the application.

By submitting this application form, I agree that certain details provided may be published on MARA's website and that the information provided in this form will be processed and retained by MARA and may be shared with bodies appropriate to assessing aspects of this application in furtherance of consideration of the granting of a MUL in accordance with the MAP Act.

This consent relates to this application and to any further information provided by me, or on my behalf, for the purposes of this application.

Name of Signatory:

Louis Keating

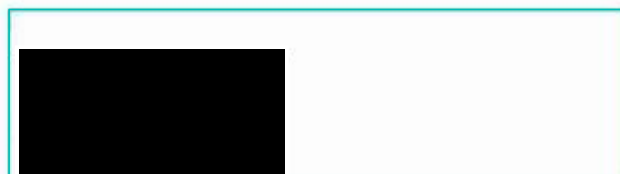
Position held:

Managing Director, Kilrush Maritime Ltd

Date:

5th December 2025

Signed for and on behalf of the applicant:





Application Checklist

Complete the below application checklist

Section No.	Document	Required	Submitted
Application Form			
Part 1	Activity in Schedule 7	Yes	<input checked="" type="checkbox"/>
Part 2	Applicant Details	Yes	<input checked="" type="checkbox"/>
Part 3	Details of Maritime Usage	Yes	<input checked="" type="checkbox"/>
Part 4	Marine Planning and Environmental Considerations	Yes	<input checked="" type="checkbox"/>
Declaration and Consent	Signed Declaration and Consent	Yes	<input checked="" type="checkbox"/>
Application Checklist	Application Checklist	Yes	<input checked="" type="checkbox"/>
Supporting Documentation			
1.3	Attachment 1.3 – Existing Foreshore Authorisation(s) wish to transition	Yes (if applicable)	<input type="checkbox"/>
2.1	Attachment 2.1 – List of Directors	Yes (if applicable)	<input checked="" type="checkbox"/>
2.4	Attachment 2.4 – Details of Foreshore Authorisation(s)	Yes (if applicable)	<input type="checkbox"/>
2.5	Attachment 2.5 – Details of Other Authorisation(s)	Yes (if applicable)	<input type="checkbox"/>
3.1	Attachment 3.1 – Proposed Maritime Usage	Yes (if applicable)	<input checked="" type="checkbox"/>
3.3	Attachment 3.3 – IMUL Duration	Yes (if applicable)	<input type="checkbox"/>
3.4	Attachment 3.4 – MUL Map and GIS Shapefiles	Yes	<input checked="" type="checkbox"/>
3.5	Attachment 3.5 – Other Maps and Drawings	Yes	<input checked="" type="checkbox"/>
3.6	Attachment 3.6 – Private Ownership Details	Yes (if applicable)	<input type="checkbox"/>
4.1	Attachment 4.1 – Compliance with Objectives of NMPPF	Yes	<input checked="" type="checkbox"/>
4.2	Attachment 4.2 – Designated Marine Area Plan Compliance Details	Yes (if applicable)	<input type="checkbox"/>
4.3	Attachment 4.3 – Appropriate Assessment Screening Report	Yes	<input checked="" type="checkbox"/>
4.3	Attachment 4.3 – NIS	Yes (if applicable)	<input checked="" type="checkbox"/>
4.4	Attachment 4.4 – Risk Assessment for Annex IV Species report	Yes	<input checked="" type="checkbox"/>
4.5	Attachment 4.5 – Compliance with Objectives of the Water Framework Directive	Yes	<input checked="" type="checkbox"/>
4.6	Attachment 4.6 – Compliance with Objectives of the Marine Strategy Framework Directive	Yes	<input checked="" type="checkbox"/>
4.7	Attachment 4.7 – Information for EIA screening	Yes (if applicable)	<input type="checkbox"/>
4.8	Attachment 4.8 – UN Convention on the Law of the Sea and the Maritime Jurisdiction Act	Yes (if applicable)	<input type="checkbox"/>



Compliance Details			
4.9	Attachment 4.9 – National Climate Objective Compliance Details	Yes (if applicable)	<input type="checkbox"/>
4.10	Attachment 4.10 – National Biodiversity Action Plan Compliance Details	Yes (if applicable)	<input type="checkbox"/>
4.11	Attachment 4.11 – National or European strategic or policy objectives Compliance Details	Yes (if applicable)	<input type="checkbox"/>
0.0	Confirmation of Payment of Fee	Yes	<input checked="" type="checkbox"/>

Please return completed applications, by email, to: licence@mara.gov.ie