

MAC Report	
Application for a Maritime Area Consent (MAC) under Section 79 of Maritime Area Planning Act 2021, as amended (the Act)	
Application Details	
MAC Applicant:	Wexford County Council
MAC Reference No:	MAC260007
Location:	Irish National Heritage Park, Ferrycarrig, Co. Wexford
Date Application received:	24 February 2026
Proposed Maritime Usage:	Wexford County Council has applied for a MAC for the provision of three jetties and an artificial beach area in the River Slaney at Ferrycarrig, Co. Wexford.
Recommendation:	To approve the Part Granting of the MAC sought with conditions attached.

Document Control			
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Reviewed & Approved by:	Kate Clark	Head of MAC Strategy and ORE	27/05/2026
Final Report Version 1:	Cian Scattergood	MAC Manager	28/05/2026

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1. Overview

On 24 February 2026, MARA received a Maritime Area Consent (MAC) application under Section 79 of the Maritime Area Planning Act 2021, as amended (the Act) from Wexford County Council (the Applicant) for the provision of three jetties and an artificial beach area on the River Slaney at Ferrycarrig, Co. Wexford.

2. Background

The proposed development is to enable an expansion of the existing Irish National Heritage Park, which is located on the southern side of the River Slaney at Ferrycarrig, County Wexford. The Irish National Heritage Park is an outdoor museum, and the proposed development relates to the proposal for a new Viking themed village within the park. The proposed works within the maritime area include three jetties and an artificial beach area which will be used as part of the visitor experience. There are also terrestrial elements to the proposed development as stated by the Applicant, including proposed walking trails, Viking village, redevelopment of existing visitor centre and exhibits, interactive edutainment/play, parking enhancements and junction enhancements on the adjacent public road (R730/N11).

3. Proposed Maritime Usage

The proposed maritime usage includes the construction, operation, maintenance, decommissioning and rehabilitation of three jetties and an artificial beach area on the southern bank of the River Slaney. The Applicant has stated that the construction period in the maritime area is likely to be up to four months. The indicative design and layout of the proposed jetties is as follows:

- Northernmost jetty: 4.0m × 27.0m floating pontoon with 22.5m long gangway.
- Centre jetty: 44.5m long deck.
- Southernmost jetty: 20.0m long floating pontoon with 23.1m long gangway.

The proposed floating pontoons will be installed on prefabricated tubular steel piles. The Applicant proposes to utilise land based and marine based piling rigs for the installation of the piles. The Applicant states that construction materials will be delivered to site by road.

The proposal includes an artificial beach area between the northernmost jetty and the centre jetty. The proposed beach will be constructed using aggregate and vegetative cover, extending 5.0m beyond the existing shoreline. The proposal includes revetments along the shoreline to protect the proposed artificial beach area from erosion.

The Applicant proposes regular maintenance of the structures, including repairs when necessary, during the operational period. The Applicant states that the structures will be decommissioned and the area will be rehabilitated should they no longer be required, or at the end of their design life if they have not been replaced.

The Applicant has sought a MAC term of 100 years, and states that the proposed design life of the structures in the maritime area is 100 years. The Applicant states that the proposed design life is in accordance with IS EN 1990 and that “individual elements are designed to the following design standards”:

- “BS 6349 1 1:2025 - Maritime Works. General – Code of practice for planning and design”
- “BS 6349-1-2:2019 - Maritime works. Code of practice for the design of quay walls, jetties and dolphins”; and
- “BS 6349-1-3:2021 - Maritime works. General - code of practice for geotechnical design”.

A preliminary navigational risk assessment has been included with the application. The Applicant states that the navigational channel will generally remain open for maritime traffic, however there may be temporary periods of limited duration when specific works may impact on navigation during the construction stage. The Applicant states that the Harbour Master will be consulted in relation to the construction works.

The Applicant has identified a proposed MAC area of 25,459sqm, comprising Area A (131sqm), Area B (133sqm), Area C (510sqm), Area D (185sqm), and Area E (noted by the Applicant as a Temporary Works area – 24,500sqm). The MAC area sought by the applicant is illustrated in Figure 1.

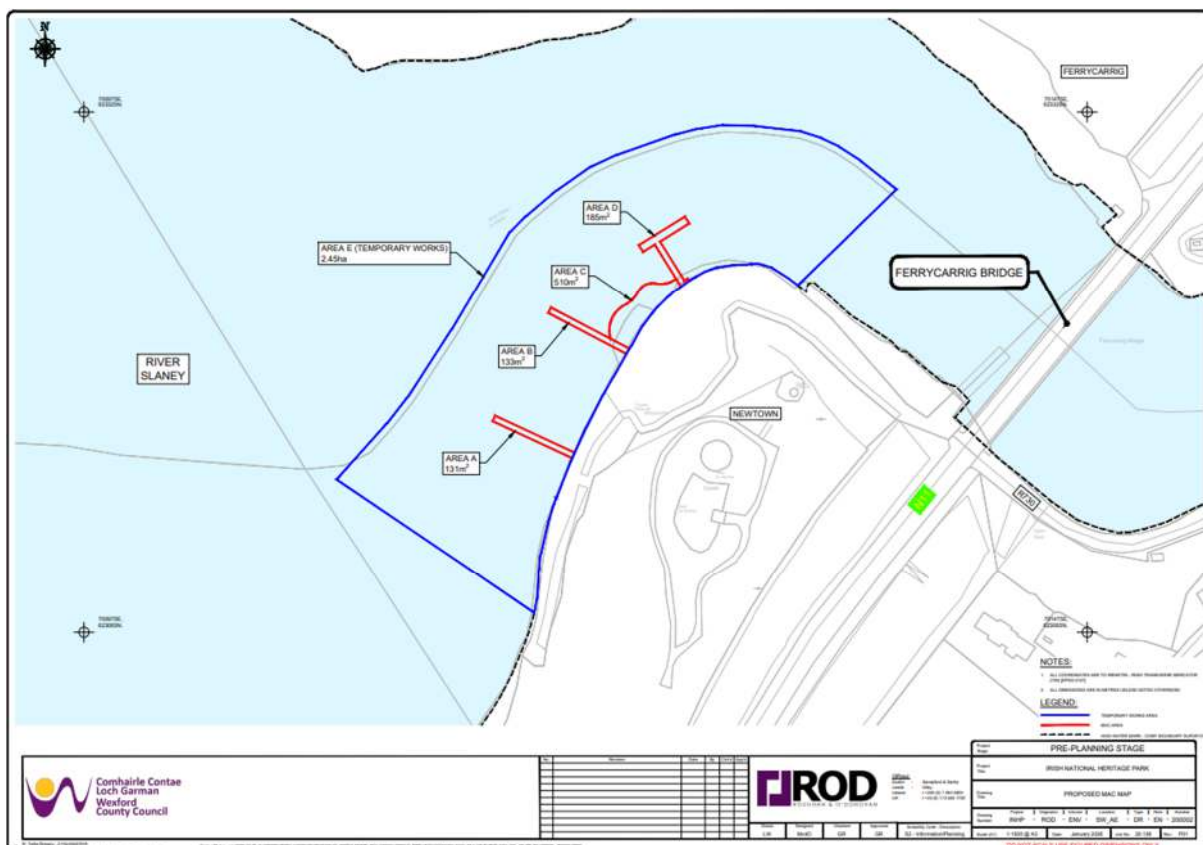


Figure 1: Applicant map of proposed layout of MAC area at Ferrycarrig, Co. Wexford

4. Site Visit

Marine Analyst, Robert Roche inspected the site on 20 May 2026. The proposed works are located on the River Slaney at Ferrycarrig, Co. Wexford.

The location and shoreline were accessed from the Irish National Heritage Park grounds. The existing terrestrial land bounding the proposed MAC area is under the control of the Irish National Heritage Park.

The shoreline adjacent to the proposed MAC area is elevated above the normal river level by approximately 1 metre. There is a stone wall which runs parallel to the river at this location, which approximately follows the High-Water Mark (HWM) as mapped by the Chief Boundary Surveyor¹. No access points to the river were identified within the proposed MAC area. There is a navigational marker buoy in the river (noted as Wex No. 44 in the Navigation Risk Assessment provided by the Applicant) which falls within Area E of the proposed MAC area.

No existing infrastructure or occupation, which would materially conflict with the proposed maritime usage, was noted during the site inspection.



Photograph 1: View of the shoreline looking north from southern end of proposed MAC area [RR; 20 May 2026]



Photograph 2: View looking west over the proposed MAC area, showing existing stone wall and navigational marker in the river channel [RR; 20 May 2026]



Photograph 3: View of the shoreline looking west from



Photograph 4: View of the northern end of the proposed

¹ [Tailte Eireann - High Water Mark - Ungeneralised 2026 version](#)

5. Review of Legislation & Associated Consents

5.1 Applicable Provisions of the Maritime Area Planning Act, 2021 as amended (the Act)

Under the Act, MARA has responsibility for granting MACs.

Schedule 3 and Schedule 4 of the Act specifies maritime usages for which a MAC is not required, including where the proposed maritime usage falls under the remit of another enactment, is navigation or fishing, is a licensable activity under Schedule 7 or where the activity is to be undertaken on private land. The proposed maritime usage is not considered to fall under those listed under Schedule 3 or 4 of the Act.

The applicant has stated that the proposed maritime usage and the subject of this application requires development permission. In accordance with Section 75(1) of the Act, a MAC is required before an application for development permission can be lodged with the relevant consent authority.

Accordingly, the subject of this application is considered to fall under Section 75(1), of the Act.

5.2 Ownership

A search was undertaken of the Land Registry on 12 May 2026 for any document granting or affecting rights to land in order to ensure that there are no conflicts of interest with the MAC area being applied for as outlined in the proposed MAC Map in Figure 1. One overlap with private maritime land was identified which relates to Folio WX257, registered to a private individual. The overlap between this Folio and the proposed MAC area is shown in Figure 2 below.

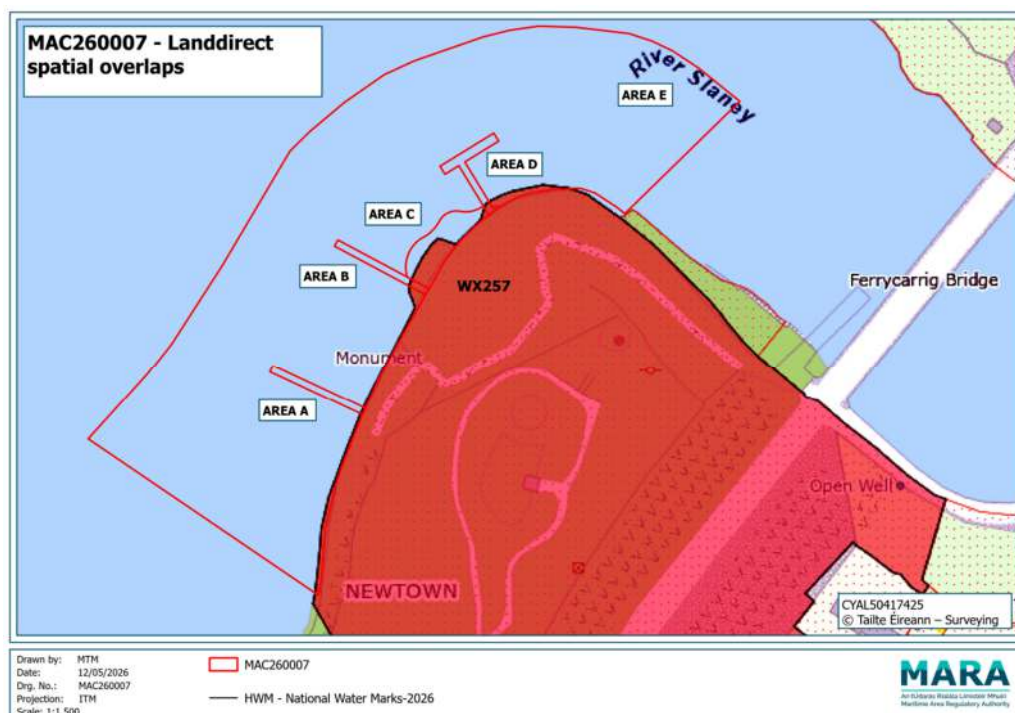


Figure 2: Overlap of MAC area with Folio WX257

It is considered that the above identified privately held foreshore conflicts with parts of the MAC area sought. In accordance with Section 99(3)(b) of the Act, Part 4 of the MAP Act shall only apply to that part of the maritime area which is within state ownership. Accordingly, a MAC cannot be issued on privately owned maritime area. Considering the above, it is recommended that a MAC is part granted for that portion of the maritime area, within the MAC area as applied for, which is in state ownership. The recommended MAC area to be part granted is detailed on the map provided (Figure 3) in Section 7 of this report.

5.3 Existing Consents & Authorisations

A search of the MARA's GIS database was undertaken on 12 May 2026 for spatial overlap between the proposed MAC areas and existing foreshore authorisations and MARA licences and consents. The proposed MAC area does not overlap with any existing MACs, applications for MACs or Maritime Usage Licences (MUL) or other foreshore authorisations. The application overlaps with one MUL as detailed in Table 1 below.

Table 1: Summary of Overlapping maritime authorisations and foreshore authorisations				
File Reference Number	Applicant/ Holder	Consent Type	Maritime Usage	Status
MUL240026	Uisce Éireann	MUL	To conduct a strategic modelling study of water currents and bathymetry along the Southeast Coast of Ireland	Licensed Expiry date: 08/04/2031

Maritime Usage Licence MUL240026, granted by MARA, authorises Uisce Éireann to conduct a strategic modelling study of water currents and bathymetry along the Southeast Coast of Ireland. As Maritime Usage Licences are issued on a non-exclusive basis, co-existence with the proposed maritime usage the subject of this application is considered possible, therefore no conflict is considered to exist.

The Marine Institute's Ireland's Marine Atlas database² was searched on 12 May 2026 for spatial overlap between the proposed MAC areas and any Department of Agriculture, Food and Marine (DAFM) foreshore authorisations for aquaculture sites. There are no licenced aquaculture operations overlapping with or in close proximity to the proposed MAC area.

In summary, no existing MACs, MULs, foreshore authorisations (including those for aquaculture) or applications for the same were identified as overlapping the proposed MAC application area which would impede MARA in granting a MAC for the proposed maritime usage.

5.4 Development Permission

Owing to the nature and scale of the proposed works, it is considered reasonable that the MAC Holder

² <https://atlas.marine.ie/>

(if successful in obtaining a MAC) should submit a valid application for development consent to the relevant planning authority within 18 months of issuance of a MAC.

The applicant in their development permission application to the relevant planning authority is required to include a Rehabilitation Schedule detailing how the applicant proposes to rehabilitate the maritime area in accordance with Part 4, Chapter 8 of the Act.

6. Assessment

6.1 Schedule 5

The MAC application was submitted on 24 February 2026 with the appropriate fee paid on 24 February 2026 and reviewed for completeness on 24 February 2026. The application was deemed complete by MARA on 25 February 2026.

Schedule 5 of the Act sets out the criteria to which MARA must have regard when assessing a MAC application. This report sets out the assessment undertaken pursuant to Section 5 of the Act. The assessment is summarised in Table 2 below.

Table 2: Synopsis of the assessment of the application with regard to the requirements of Schedule 5			
Schedule 5 Requirements		Synopsis	Assessment
1.	The nature, scope and duration of the occupation of the maritime area concerned for the purposes of the proposed maritime usage.	Details of the proposed maritime usage, including the nature, scope and duration are described in Section 3 & 4 above. The Applicant has sought a MAC term of 100 years based on a design life of 100 years for the proposed infrastructure. MARA consider that a design life for the proposed structures of circa 45 years, with proper maintenance and repair, would be more realistic and achievable. The design standards quoted by the Applicant relate to critical port infrastructure and MARA consider that the proposed infrastructure is more comparable to commercial jetties and heavy-duty pontoons. Standard commercial jetties typically have a lifespan of up to 50 years, while floating pontoons typically have a design life of 20-40 years. Accordingly, a MAC term of 45 years (allowing for planning, construction and rehabilitation/decommissioning phases) is recommended. The Applicant has requested that the MAC is granted on an exclusive basis, stating that <i>"the proposed development is for the Irish National Heritage Park, with the associated maritime usage exclusive to the operation of the facility"</i>. While short-term or temporary exclusions may be required for specific purposes and durations, the granting of exclusive use for the full term of the MAC is not considered appropriate having regard to co-existence and co-operation objectives of the NMPF.	Partially Satisfied

		The proposed maritime usage is considered satisfactory, having regard to the scope of the proposed maritime usage. The proposed maritime usage is considered partially satisfactory, having regard to the nature.	
2.	Whether the proposed maritime usage is in the public interest.	The applicant has stated the project aligns with the following: • <i>“Project Ireland 2040</i> • <i>Regional Spatial and Economic Strategies (RSES)</i> • <i>Fáilte Ireland’s national tourism strategy</i> • <i>Regional Tourism Development Strategies (2023-2027)</i> • <i>The Wexford County Development Plan (2022-2028)</i>2 Additionally, the applicant has stated that <i>“The proposed development aims to create a new world-class visitor experience at the Irish National Heritage Park. The proposed development will target the overseas market and increase tourism to the area, which will contribute to the economic development of the local area as well as the wider economy.”</i> The proposed maritime usage is considered satisfactory, having regard to the public interest.	Satisfactory
3.	The location and spatial extent of the occupation of the maritime area concerned for the purposes of the proposed maritime usage.	Details of the location, relevant consents, ownership and development permissions are provided in Sections 2 to 5 above. The Applicant has sought a MAC area of 25,459sqm, comprising Area A (131sqm), Area B (133sqm), Area C (510sqm), Area D (185sqm), and Area E (noted as a Temporary Works area – 24,500sqm) as shown in Figure 1. Based on the searches undertaken, private maritime area (Folio Ref: WX257) which overlaps with the MAC area sought by the Applicant was identified. As this part of the maritime area is considered privately owned, it is recommended to part grant the MAC to exclude that area. Accordingly, the total MAC area recommended to be granted is 24,893 sqm (a decrease of 599sqm from the MAC area sought by the Applicant), comprising Area A (131sqm), Area B (108sqm), Area C (313sqm), Area D (169sqm), and Area E (24,172sqm). The proposed MAC area is illustrated in figure 3 (Proposed MAC Map) in Section 7.	Partially Satisfied

		It was noted during the site visit that a navigational marker in the river channel is within the proposed MAC area. The Applicant has provided a preliminary Navigation Risk Assessment (NRA) which states that the Harbour Master will be consulted during construction works, that appropriate Notice to Mariners (NtoM) will be issued and that appropriate exclusion zones and temporary navigation aids will be installed during the construction phase. MARA consider that these are appropriate measures for a project of this scale and construction duration. It is recommended that a condition is included in any MAC that may issue requiring the Holder to adhere to the proposed control measures set out in the preliminary NRA. The proposed maritime usage is considered partially satisfactory, having regard to the locations and spatial extent of the occupation. Accordingly, it is recommended to part grant a MAC to exclude that area of Maritime Area in private ownership.	
4.	Guidelines issued under Section 7 which are relevant to the proposed maritime usage.	No such guidelines have been published to date.	Not applicable
5.	Whether the applicant is a fit and proper person (within the meaning of Schedule 2) to be granted a MAC, both at the time the application is made and at the time that the MAC application concerned is determined by the MARA.	In accordance with <i>S.I. No. 467/2025 - Maritime Area Planning Act 2021 (Fit and Proper Person) Order 2025</i> Wexford County Council has been declared as a fit and proper person to be granted and to hold any MAC in accordance with Section 90(1)(b) of the Act.	Satisfactory
6.	Whether the applicant is tax compliant, both at the time the application is made and at the time that the MAC application concerned is determined by the MARA.	The applicant submitted Tax Registration Number and Tax Clearance Access Number (TCAN) which was used to view the applicant's tax clearance certificate. Based on the review of the tax clearance certificate, the applicant is considered tax compliant.	Satisfactory

7.	In the case of any maritime usage relating to offshore renewable energy (within the meaning of section 100), the consistency of the MAC application concerned with the development plans of the transmission system operator (within the meaning of section 100).	Not applicable	Not Applicable
8.	The National Marine Planning Framework (NMPF).	Based on a review of the application, MARA has had regard to the National Marine Planning Framework (NMPF) and it is considered that the proposed project aligns with the overall objectives of the NMPF, including the tourism, economic and social objectives set out therein. It is considered that the proposed project aligns with the following economic, social and key sectoral policy objectives of the NMPF: - • Access Policy 2 - Proposals demonstrating appropriate enhanced and inclusive public access to and within the maritime area, and that consider the future provision of services for tourism and recreation activities, should be supported, subject to the outcome of statutory environmental assessment processes and subsequent decision by the competent authority, and where they contribute to the policies and objectives of this NMPF. • Social Benefits Policy 1 - Proposals that enhance or promote social benefits should be supported. • Social Benefits Policy 2 - Proposals that increase the understanding and enjoyment of the marine environment (including its natural, historic and social value), or that promote conservation management and increased education and skills, should be supported. • Co-existence Policy 1 - Proposals should demonstrate that they have considered how to optimise the use of space, including through consideration of opportunities for co-existence and co-operation with other activities, enhancing other activities where appropriate. • Tourism Policy 1 - Where appropriate, proposals enabling, promoting or facilitating sustainable tourism and recreation activities, particularly where this creates diversification or additional utilisation of related facilities beyond typical usage patterns, should be supported.	Satisfactory

		In the application, the applicant states that the proposed project is consistent with the environmental objectives of the NMPF. The proposed works constitute development which require planning permission and environmental assessment of the proposed maritime usage, which is undertaken at development permission stage by the relevant planning authority. This above assessment does not prejudice any consideration and determination that the relevant Planning Authority may make in relation to the NMPF when considering the Planning Application for this development. Based on the above, MARA is satisfied that the proposed works align with the above overall objectives and policy objectives of the NMPF.	
9.	The extent and nature of the preparatory work already undertaken by the applicant towards ensuring the efficacious undertaking of the proposed maritime usage the subject of the MAC application concerned should the applicant be granted a MAC in respect of such usage.	The Applicant states that the following preparatory works have been completed: • <i>“Consultation activities have been carried out to date [...] with Wexford Harbour Master, National Parks & Wildlife Service (NPWS), Inland Fisheries Ireland (IFI)”.</i> • <i>“Ecological surveys have been undertaken for the proposed development at various dates since 2020. These include: wintering birds (October 2020 - April 2021 and October 2023 - April 2024), breeding birds (August 2021). Following the consultation meeting with the NPWS, additional ecological surveys are being progressed at the time of writing. These surveys include roost surveys for Wintering Raptors (October 2025 - present) and Otter survey (December 2025). Breeding Birds and Bat surveys are programmed for 2026”.</i> • <i>“Hydrodynamic modelling has been commenced, and will be updated following the proposed site [...] (subject to approval). Wexford County Council has informed Wexford Harbour Master of the proposed development and will continue to engage with the Harbour Master throughout the design, construction and operation of the proposed development (if approved)”.</i> • <i>“A preliminary navigational risk assessment has been carried out and is included with this MAC application”.</i> Having regard to the above, the extent of the preparatory works undertaken are considered acceptable for a project of this scale and nature.	Satisfactory
10.	The extent and nature of stakeholder engagement undertaken by the applicant in respect of the proposed maritime usage.	The Applicant has stated they have engaged with the following: • Wexford Harbour Master; • National Parks and Wildlife Service; and • Inland Fisheries Ireland. The Applicant has stated during the planning process they will continue to engage with: • Wexford Harbour Master; • Ferrycarrig Rowing Club; and	Satisfactory

		Any other marine users identified during the planning and assessment stage of the proposed works. Having regard to the above, the extent and nature of the stakeholder engagement undertaken is therefore considered satisfactory for a project of this scale and nature.	
11.	Where a competitive process referred to in section 93 or 103 is used, the outcome of such process.	Not applicable	Not applicable
12.	Any additional criteria specified, for the purposes of this paragraph, in regulations made under section 80(2).	No such regulations have been made to date.	Not applicable

6.2 Rehabilitation Schedule

Under section 96(1) of the Act, it is required that the holder of a MAC shall, before the expiration of the MAC, rehabilitate that part of the maritime area the subject of the MAC.

In accordance with Section 75(5) of the Act, as for MAC applications made to MARA on the basis of Section 75(1) of the Act, the applicant is required to attach a Rehabilitation Schedule to their associated application for development permission.

6.3 Section 83 – Nature of Use

Section 83(1) of the Act requires MARA in the granting of a MAC to specify whether the specific part of the maritime area the subject of that MAC is for exclusive use or not. Section 83(1) provides MARA discretion and flexibility to specify the nature of the use (i.e. exclusive, non-exclusive or may/may not be exclusive).

The Applicant has requested that the MAC be granted on a “Exclusive Use” basis. Having regard to the nature and lifecycle of the proposed maritime usage the subject of this application, it is reasonably foreseeable that Wexford County Council may be required to exclude access to parts of the MAC area on a temporary basis. For example, during construction, maintenance, decommissioning and rehabilitation phases for health and safety reasons. Such temporary/ short-term exclusions may be mandated by the planning authority or other authorities or legislation for specific purposes and durations. In this instance, it is considered that granting of exclusive use for the full term of the MAC is not merited, particularly having regard to co-existence and co-operation objectives of the NMPF. It is considered that exclusive use should only be permitted where use on an exclusive basis is required and provided for under another authorisation or enactment. Accordingly, it is recommended that the MAC is granted on a “may or may not be exclusive” basis contingent on circumstances that may arise after the granting of the MAC” in accordance with Section 83(1)(c) of the Act.

7. Proposed MAC Map (for illustration purposes only)

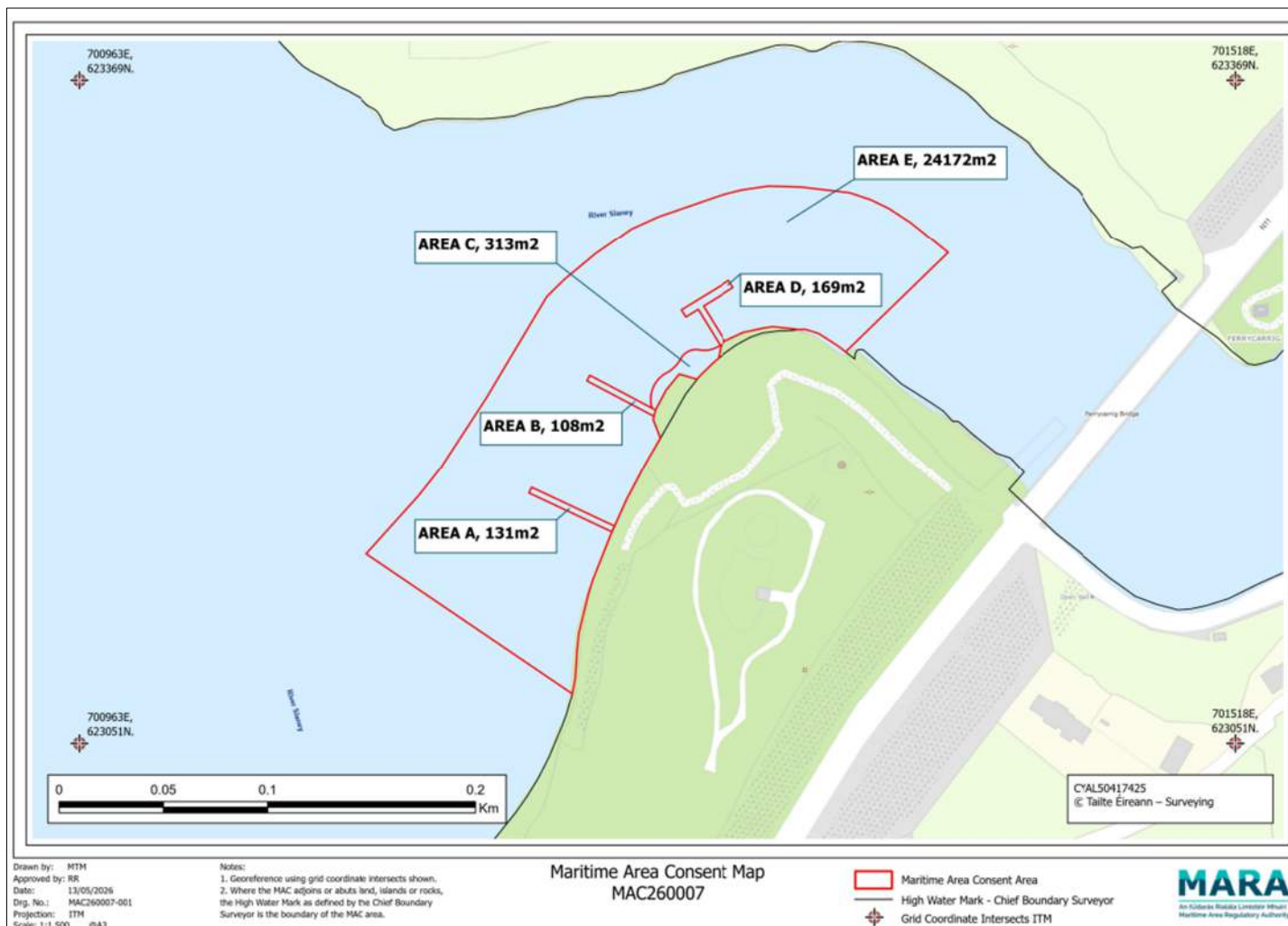


Figure 3: Proposed MAC Map

8. Levy

An annual MAC levy has been calculated based on the project type and proposed MAC area in accordance with MARA's MAC levy framework, as set out below.

MAPA Levy Framework Part:	Nearshore
Category/Class	Development (non-commercial)
Tier:	4
Applicable Rate:	Base Annual Charge of €214.09 plus an add on of 0.2007 per sq.m for areas in excess of 100 sq.m
Area:	24,893 sq.m
Calculation:	$€214.09 + (€0.2007 * (24,893.00 - 100.00))$
Levy due:	€5,190.05

The MAC levy has been calculated **as €5,190.05** per annum. All levies are indexed to the Harmonised Index of Consumer Prices (HICP), applied on an annual basis.

9. Discussion

Based on the assessments undertaken contained herein, it is considered that the subject MAC application complies with all the necessary requirements of Part 4 of the Act, with particular regard to Schedule 5 of the Act, where relevant and appropriate, with the exception of Schedules 5(1) and 5(3).

The proposed MAC area has been assessed to overlap private maritime area. Schedule 3(3) and Schedule 4(5) of the Act precludes “any maritime usage to the extent to which it is undertaken on a privately owned part of the maritime area” from requiring a MAC. Section 99(2) of the Act specifies that “no part of the maritime area shall be treated at any time as privately owned land unless the part is land whose owner is, or is deemed to be, registered under the Registration of Title Act 1964.” Accordingly, MARA may not consent to the sections of the proposed MAC area that are deemed to be privately held. Having regard to the above, it is recommended to part grant the proposed MAC to exclude the private maritime areas.

The Applicant requested a MAC term of 100 years. Having regard to the nature and lifecycle of the proposed maritime usage, it is considered that the granting of 100 years is not merited. Accordingly, it is recommended that the MAC is part granted for a term of 45 years.

The nature of the maritime usage sought by the Applicant is for exclusive use of the maritime usage. The granting of the MAC for exclusive use of pontoons and an artificial beach would preclude the use of that part of the maritime area for any other usage. As detailed in Section 6.3, while it is reasonably foreseeable that the Applicant may be required or may seek to exclude access to the MAC area on a temporary basis, it is considered that granting of exclusive use for the full term of the MAC is not merited. Accordingly, it is recommended to part grant the MAC sought on a “may or may not be exclusive” basis and that any short term/ temporary exclusive use should only be permitted where use on an exclusive basis is required and provided for under another authorisation or enactment.

The above consideration has been made subject to the following recommended terms and conditions:

a. Terms

MAC Term:	45 years
Consent Area:	That part of the maritime area marked red on the MAC Map.
MAC Map Title:	Maritime Area Consent Map MAC260007; Drawing Number: MAC260007-001; Date: 13/05/2026
Permitted Maritime Usage:	The construction, use, operation and maintenance of berthing infrastructure and an artificial beach area, including all associated decommissioning, demolition, rehabilitation and any other works required on foot of any development permission relating to the infrastructure.
Nature of Usage:	May/May Not be Exclusive
Date by which application for Development Permission must be submitted:	18 months from date of grant of MAC.
The minimum number of days in which the MAC Holder shall provide the Grantor advance notice in writing of the Holder's intention to commence the Permitted Maritime Usage.	14 Days

b. Conditions and Reasons for Conditions

Section 82 of the Act specifies that MARA may attach to a MAC one or more conditions which fall within the types of conditions specified in Part 1 of Schedule 6 of the Act. All conditions contained in Schedule 6; Part 2 are deemed to be attached to a MAC.

The standard suite of MARA conditions reflecting the contractual and statutory relationship that will exist with a grant of consent are also recommended. Reasons for these conditions are set out in the enclosed Section 81(7)(b) Minded to Notice.

Following assessment of this MAC application, the below specific condition and the reason for the condition to be attached to the MAC, is recommended below. Discussion in relation to the recommended condition is also provided.

- **Condition 23 Navigation Risk Assessment:** The Holder shall implement the control measures as set out in the preliminary Navigation Risk Assessment (Vikingar Navigation Risk Assessment rev 1) (submitted to MARA 24/02/2026) .

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

10. Conclusion & Recommendation

Following a detailed assessment of all information on file, it is considered that the proposal complies with all the necessary requirements. Accordingly, it is recommended to issue a Section 81(7)(b) Minded to Notice, as enclosed, informing the Applicant that MARA is minded to part grant a Maritime Area Consent subject to the proposed conditions attached to the MAC. It is recommended to allow the Applicant 21 days from the date of issue of the Minded to Notice to submit supplementary material in relation to the reasons for the conditions as per Section 81(7)(b)(ii).

Once a final determination is made by MARA, the applicant(s) will be notified and MARA will publish a notice on its website as soon as practicable thereafter.

Signed: Cian Scattergood Position: Manager, MACU

Signed: Robert Roche Position: Marine Analyst, MAC Directorate