

MARA

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.	☒
2. Marine environmental surveys for the purposes of scientific discovery or research.	☒
3. Marine environmental surveys for the purposes of site investigation or in support of an application under Part XXI of the Act of 2000.	☐
4. The installation or placement of navigational markers or aids to navigation, or both, not undertaken or authorised by the Commissioners of Irish Lights.	☐
5. The installation of non-permanent platforms, pontoons or slipways.	☐
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.	☐
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.	☒
8. The use of explosives not related to development authorised under the Act of 2000 and not requiring authorisation under any other enactment.	☐
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.	☐
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.	☐
11. The deposit, construction or removal of any mooring not requiring authorisation under any other enactment.	☐
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.	☐
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.	☐
14. A maritime usage specified, for the purposes of this paragraph, in regulations made under section 113(2)."	☐



Select activity type from the list below:

Dredging/Deposits	☒
Energy Infrastructure	☐
ORE Development	☐
Ports	☐
Research	☒
Seaweed	☐
State Infrastructure (Water/Sewage)	☐
State Infrastructure (Other)	☐
Telecoms	☐
Tourism & Recreation	☐

- 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	☒
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	☐
Section 130 application for an existing unauthorised maritime usage	☐

- 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.

N/A

- ii. Date of Issue.

N/A

- iii. Expiration date.



N/A

- iv. Description of Authorised Usage.

N/A

- v. Reason for transition from foreshore authorisation to MUL.

N/A

- 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.

N/A

- ii. Location of unauthorised maritime usage.

N/A

- iii. Date of commencement of unauthorised maritime usage.

N/A



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	William Carrier
Company/Organisation (if Applicable)	SalvOcean 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	85 Great Portland Street
Address line 2	
Address line 3	
City/Town	London
Eircode	W1W 7LT
Applicant Email Address	will.carrier@salvocean.com
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.	N/A
If the Applicant is a non-profit entity, which is a registered charity, the Registered Charity Number	N/A

Attachment 2.1 included (if required).

Yes ☐	No ☐	Not Applicable ☒
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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	William Carrier
Authorised Contact Position	Marine Operations Manager



Email	will.carrier@salvocean.com
Telephone	+44(0) 7840 465821

- 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.

N/A

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).

N/A

- 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.

N/A

- 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.

N/A

- 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.

The proposed project consists of an offshore survey and cargo salvage campaign at the RMS Laconia wreck site within the proposed Marine Usage Licence (MUL) area. All survey and salvage activities are confined to the immediate vicinity of the wreck (and associated equipment deployment footprint) and will be undertaken from a DP-capable salvage/survey vessel. SalvOcean will undertake the works in accordance with MARA (2024) guidance on identifying unexploded ordnance (UXO). Salvage will concentrate on the bow and forward holds, more than 85 meters from the identified shell-cargo stack in the stern/No. 4-5 hold area. Following UXO verification/fuse identification, frond matting will be installed over the exposed UXO/lard-crate area to secure it, promote sediment accumulation and provide in-situ protection without disturbing the ordnance. Standard hydrocarbon/HNS monitoring and waste/contaminated-material controls will continue to apply to the non-UXO salvage works.

- 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 project will involve systematic and sympathetic removal of corroded deck plates, bulkheads and wreck related materials at the bow section of the wreck in order to gain access to the cargo holds. To achieve this, the following classes of usage in Schedule 7 of the MAP Act will be referenced:

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)
2. Marine environmental surveys for the purposes of scientific discovery or research.
3. 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.

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.

SalvOcean estimates an overall duration of 1,258 hours (53 days), including mobilisation, transit, demobilisation, a mid-project crew change and 20% weather downtime. The four offshore operational phases at the wreck site total approximately 32.4 days (Phase I 1 day; Phase II 1 day; Phase III 30 days; Phase IV 0.4 day). A two-year MUL is being sought to provide for weather, vessel availability, seasonality and operational contingencies.



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.

The Zone of Influence (ZOL) is confined to the direct wreck footprint (approximately 155 m x 25 m) and a limited surrounding area for localised resuspension and deposition of sediment and removed wreck materials. A total of 3,875 m² covers the wreck itself and a further 3,875 m² is required for the distribution of materials removed from the wreck which will be placed adjacent. Therefore a total area of 7,750 m² will be subject to this application.

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)'.

MUL260011PA-Chart 1 of 1
MUL260011PA-GIS Shapefile

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 shipwreck lies in the Irish Exclusive Economic Zone (EEZ), 150 miles (~240 km) NW by W of Fastnet, on the Porcupine Bank.

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)'.

The application asks for maps of the area, however these are provided as attachments as per section **3.4 Describe the area of proposed Maritime Usage**. The same map should be used for both points but



please advise if further mapping is required?

Maps provided as per 3.4 B

MUL260011PA-Chart 1 of 1

MUL260011PA-GIS Shapefile

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.

N/A

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.



N/A



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.

N/A

- 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. Is there potential for Annex IV species to be impacted by 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, in accordance with national guidance. 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 ☐

- C. Are you required to apply for a derogation licence under Regulation 54 of the European Communities (Birds and Natural Habitats) Regulations 2011, as amended?

Yes ☐ No ☒

If yes, provide NPWS application reference number or derogation number:

N/A

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	☒
No – is of a class/equals or exceeds a threshold	☐

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 ☐ No ☒

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 ☐ No ☐ Not Applicable ☒

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 is a signatory to the United Nations Convention on the Law of the Sea (UNCLOS) and is therefore required to manage activities within its maritime area in a manner consistent with the protection and sustainable use of marine resources. These obligations are implemented in Irish law through the Maritime Jurisdiction Act 2021, which defines Ireland's maritime zones and establishes the legal framework through



which the State exercises jurisdiction and manages activities within those areas.

UNCLOS establishes the sovereign rights of coastal States within their maritime zones and places obligations on States to protect and preserve the marine environment. In particular, Part XII of UNCLOS requires States to take measures to prevent, reduce and control pollution of the marine environment from both land-based and sea-based sources. These provisions are reflected in Ireland's national legislative framework through the Maritime Jurisdiction Act and related regulatory controls governing activities in the maritime area.

Salvocean's proposed maritime usage is consistent with the obligations of the Irish State under the United Nations Convention on the Law of the Sea (UNCLOS) and the Maritime Jurisdiction Act 2021 (as amended).

The proposed activities will take place at the wreck of RMS Laconia on the Porcupine Bank, approximately 240 km from the Irish coast and within Ireland's Exclusive Economic Zone (EEZ). The activities comprise marine survey and controlled salvage operations confined to the wreck and its immediate vicinity.

The proposed activities recognise Ireland's rights and obligations within its EEZ under UNCLOS, including its jurisdiction in relation to the protection and preservation of the marine environment. Operations will be undertaken in a manner that avoids unnecessary interference with other legitimate uses of the sea, including navigation and fishing, and appropriate maritime safety and navigational requirements will be observed throughout the works.

The project has been designed to minimise risks to the marine environment. The spatial extent of seabed disturbance will be limited to that necessary to undertake the proposed works, and measures will be implemented to minimise sediment disturbance, pollution risk and the accidental release of hydrocarbons, hazardous substances or waste. Waste and recovered materials will be managed appropriately and no uncontrolled disposal of material at sea will occur.

Environmental effects associated with the proposed activities have been considered through the supporting environmental assessments submitted with this application, including Appropriate Assessment Screening Information, Environmental Impact Assessment Screening Information, Annex IV species risk assessment, Natura Impact Statement. In addition the proposed project has been considered in the context of the Water Framework Directive, Marine Strategy Framework Directive and National Marine Planning Framework. Relevant assessments of compliance and conformity with objectives and particulars of each have been prepared and accompany the application.

Accordingly, having regard to the limited spatial and temporal nature of the proposed works and the environmental protection and operational controls that will be implemented, the proposed maritime usage is considered consistent with Ireland's rights, jurisdiction and obligations under UNCLOS and the Maritime Jurisdiction Act.

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.

Salvocean's proposed maritime usage is considered consistent with the achievement of the National Climate Objective as defined in the Climate Action and Low Carbon Development Act 2015 (as amended).

The Climate Action and Low Carbon Development Act 2015 establishes the National Climate Objective, which commits Ireland to achieving a climate-resilient, biodiversity-rich, environmentally sustainable and climate-neutral economy by no later than 2050. The Act also establishes interim targets including a reduction of greenhouse gas emissions by 51% by 2030 and requires public bodies to ensure that their activities and decision-making are consistent with these national climate objectives.

The proposed works comprise a temporary and spatially limited marine survey and salvage campaign at the wreck of RMS Laconia. No permanent infrastructure will be installed, and the proposed maritime usage will not result in any long-term operational energy demand or ongoing greenhouse gas emissions following completion of the works.

Greenhouse gas emissions associated with the proposed activities will arise primarily from the operation and transit of the survey/salvage vessel and associated onboard equipment. These emissions will be temporary and limited to the duration of the proposed campaign. The works will be planned and undertaken efficiently to minimise vessel operating time, unnecessary transit and fuel consumption while maintaining operational requirements and maritime safety obligations.

The proposed maritime usage will not result in any significant maritime area use change or permanent alteration of marine habitats that would be expected to materially affect carbon storage or sequestration. Seabed disturbance will be confined to the wreck and its immediate vicinity and will be limited to that necessary to undertake the proposed survey and salvage activities.

Having regard to the temporary nature, limited spatial extent and absence of permanent operational infrastructure associated with the proposed maritime usage, the project is highly unlikely to materially impede or be inconsistent with the achievement of Ireland's National Climate Objective.

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 proposed maritime usage is considered consistent with the objectives of Ireland's 4th National Biodiversity Action Plan 2023–2030.

The proposed works comprise a temporary and spatially limited marine survey and salvage campaign at the wreck of RMS Laconia. The project has been designed to minimise or eliminate risks of potential adverse effects on the marine environment and biodiversity, with all proposed activities being confined to the wreck and its immediate vicinity.



Potential effects on marine biodiversity associated with the proposed activities, including seabed disturbance, sediment resuspension, underwater noise, vessel activity and accidental pollution, have been considered as part of the environmental assessment of the project. Appropriate controls and mitigation measures have been identified and will be implemented to avoid or minimise associated risks.

The project is supported by an Appropriate Assessment Information Screening Report, an Environmental Impact Assessment Information Screening Report, Natura Impact Statement and an Annex IV Species Risk Assessment; together with assessments addressing requirements and / or objectives of the Water Framework Directive, Marine Strategy Framework Directive and National Marine Planning Framework. These assessments provide for the identification and protection of relevant marine habitats and species and ensure that biodiversity considerations are incorporated into the planning and implementation of the proposed works.

The spatial extent and duration of disturbance will be limited to that necessary to undertake the proposed activities. No permanent infrastructure will be installed, and the works will not result in an ongoing operational footprint following completion of the salvage campaign.

Having regard to the temporary and localised nature of the proposed works, the environmental assessment undertaken and the avoidance, mitigation and pollution-prevention measures that will be implemented, the proposed maritime usage is highly unlikely to result in significant adverse effects on marine biodiversity.

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.

As part of developing Salvocean's project plan, the proposed maritime usage has been considered in the context of relevant national and European strategic and policy objectives, in so far as these relate to the sustainable use of the maritime area, protection of the marine environment, prevention of marine pollution, conservation of marine biodiversity and the acquisition of environmental information to support responsible management of Ireland's maritime area.

The proposed project comprises a detailed re-investigation survey followed by controlled salvage and recovery operations at the wreck of RMS Laconia, located on the Porcupine Bank within Ireland's Exclusive Economic Zone (EEZ). The survey programme will include multibeam echosounder (MBES), sub-bottom profiling (SBP), ROV-based imagery and video, photogrammetry, hydrocarbon leak detection and environmental observations. These investigations will provide data on the condition of the wreck, its immediate seabed environment and the presence or condition of any potentially polluting or hazardous materials.

The project is consistent with the overarching principles of Ireland's National Marine Planning Framework (NMPF), particularly those relating to the sustainable management of the maritime area, protection of the marine environment, marine safety and the coexistence of maritime activities with environmental and other



legitimate uses of the maritime area. Detailed consideration of consistency with the NMPF is provided separately under Section 4.1 of this application.

At European level, the project has been designed having regard to the objectives of relevant EU environmental legislation and policy, including the Marine Strategy Framework Directive, Habitats Directive, Birds Directive and Water Framework Directive. These instruments collectively support the protection of marine ecosystems, maintenance or achievement of good environmental status and the prevention of deterioration of the marine environment. The relevant environmental considerations are addressed in the supporting environmental assessments accompanying this application.

An important consideration in the proposed works is the presence of potentially hazardous or polluting materials associated with the wreck and its historic cargo. RMS Laconia has been submerged since 1917 and has undergone considerable structural deterioration and a number of previous salvage operations. Its recorded cargo included mineral lubricating oil and military material, including shells, fuses, explosives, propellants and ammunition. Progressive corrosion and deterioration of such material have the potential to represent a long-term source of contaminants to the marine environment. Subject to the necessary specialist assessment and regulatory controls, controlled condition assessment of exposed material may therefore aid in managing and controlling the longer-term environmental risk associated with continued deterioration of the wreck and its cargo.

Pollution prevention and environmental protection are incorporated into the proposed operational approach. Hydrocarbon and hazardous and noxious substance monitoring will be undertaken as appropriate during the works, supported by established oil-spill response procedures and waste and contaminated-material handling procedures. Operations will be undertaken in accordance with applicable international maritime pollution-prevention requirements, including MARPOL and relevant ballast-water and anti-fouling requirements.

The project will also generate an updated environmental and physical record of the wreck and surrounding seabed through the proposed MBES, ROV video, photogrammetry and environmental survey programme. Baseline "as found" information will be supplemented by an "as left" survey following completion of the works, providing a documented record of the condition of the site following the proposed activities.

Potential environmental effects associated with vessel activity, underwater noise, seabed disturbance, sediment resuspension, pollution risk and interactions with marine species have been identified and assessed as part of the environmental assessment process. The proposed activities are temporary and spatially restricted, with physical seabed disturbance confined to discrete locations associated with access, recovery, equipment placement and sediment clearance. No permanent infrastructure will remain following completion of the works.

Accordingly, having regard to the controlled and temporary nature of the proposed activities, the environmental survey and monitoring programme, pollution-prevention measures and the potential to reduce longer-term environmental risks associated with deterioration of potentially hazardous wreck materials, the proposed maritime usage is considered compatible with relevant national and European strategic and policy objectives for the sustainable use, environmental protection and responsible management of the marine environment.

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:

William Carrier

Position held:

Marine Operations Manager

Date:

01/09/2026

Signed for and on behalf of the applicant:

W. Carrier



Application Checklist

Complete the below application checklist

Section No.	Document	Required	Submitted
Application Form			
Part 1	Activity in Schedule 7	Yes	☒
Part 2	Applicant Details	Yes	☒
Part 3	Details of Maritime Usage	Yes	☒
Part 4	Marine Planning and Environmental Considerations	Yes	☒
Declaration and Consent	Signed Declaration and Consent	Yes	☒
Application Checklist	Application Checklist	Yes	☒
Supporting Documentation			
1.3	Attachment 1.3 – Existing Foreshore Authorisation(s) wish to transition	Yes (if applicable)	☐
2.1	Attachment 2.1 – List of Directors	Yes (if applicable)	☐
2.4	Attachment 2.4 – Details of Foreshore Authorisation(s)	Yes (if applicable)	☐
2.5	Attachment 2.5 – Details of Other Authorisation(s)	Yes (if applicable)	☐
3.1	Attachment 3.1 – Proposed Maritime Usage	Yes (if applicable)	☒
3.3	Attachment 3.3 – MUL Duration	Yes (if applicable)	☒
3.4	Attachment 3.4 – MUL Map and GIS Shapefiles	Yes	☒
3.5	Attachment 3.5 – Other Maps and Drawings	Yes	☒
3.6	Attachment 3.6 – Private Ownership Details	Yes (if applicable)	☐
4.1	Attachment 4.1 – Compliance with Objectives of NMPF	Yes	☒
4.2	Attachment 4.2 – Designated Marine Area Plan Compliance Details	Yes (if applicable)	☐
4.3	Attachment 4.3 – Appropriate Assessment Screening Report	Yes	☒
4.3	Attachment 4.3 – NIS	Yes (if applicable)	☒
4.4	Attachment 4.4 – Risk Assessment for Annex IV Species report	Yes	☒
	NPWS application or derogation reference number entered on form	Yes (if applicable)	☐
4.5	Attachment 4.5 – Compliance with Objectives of the Water Framework Directive	Yes	☒
4.6	Attachment 4.6 – Compliance with Objectives of the Marine Strategy Framework Directive	Yes	☒
4.7	Attachment 4.7 – Information for EIA screening	Yes (if applicable)	☒



4.8	Attachment 4.8 – UN Convention on the Law of the Sea and the Maritime Jurisdiction Act Compliance Details	Yes (if applicable)	☐
4.9	Attachment 4.9 – National Climate Objective Compliance Details	Yes (if applicable)	☐
4.10	Attachment 4.10 – National Biodiversity Action Plan Compliance Details	Yes (if applicable)	☐
4.11	Attachment 4.11 – National or European strategic or policy objectives Compliance Details	Yes (if applicable)	☐
0.0	Confirmation of Payment of Fee	Yes	☒

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