

Montrose Port Authority

Marine licence application for Berth 6 bed levelling

Statement of Need

In the 10 years since the rock armour revetment and pontoon were installed at the eastern end of Berth 6, material has gradually built up on the revetment. It has now reached a point where it is affecting the viability of the pontoon, so bed levelling is proposed to locally redistribute the accumulated material. If the bed levelling is not carried out (i.e. the 'do nothing' scenario), the pontoon will ground out on the seabed at low water, which is likely to render it unusable and/or unsafe.

Bed levelling to redistribute material within the Berth 6 area is considered the most appropriate dredging option. It ranks favourably on the waste hierarchy as it negates the need for 'disposal': material is not removed, it is retained/redistributed within the berth where there is sufficient capacity for it to remain. Bed levelling removes the need for any onward transport of dredged material by road or sea.

Other options considered and discounted include:

- Land reclamation/beach recharge: not a sensible option for such a small volume of material.
- Deposition at sea: mobilising a dredger capable of sailing to a sea deposit site would be prohibitively expensive for such a small volume of material. Deposition at sea ranks poorly on the waste hierarchy as it is classed as disposal.
- Landfill: landfill sites must cope with large volumes of domestic and industrial waste. Dredged material is relatively inert by landfill standards, so disposal at a landfill site is not necessary or recommended unless it is contaminated, which it is not in this case. Material would need to be taken by road, which would be an unnecessary journey. Disposal to landfill ranks poorly on the waste hierarchy.