

Marine Licence Application for Dredging and Sea Disposal

Version 1.0

Marine (Scotland) Act 2010

Acronyms

Please note the following acronyms referred to in this application form:

BPEO	Best Practicable Environmental Option
MHWS	Mean High Water Springs
MMO	Marine Mammal Observer
MPA	Marine Protected Area
MS-LOT	Marine Scotland – Licensing Operations Team
PAM	Passive Acoustic Monitoring
SAC	Special Area of Conservation
SNH	Scottish Natural Heritage
SPA	Special Protection Area
SSSI	Site of Special Scientific Interest
WGS84	World Geodetic System 1984

Explanatory Notes

The following numbered paragraphs correspond to the questions on the application form and are intended to assist in completing the form. These explanatory notes are specific to this application and so you are advised to read these in conjunction with the Marine Scotland Guidance for Marine Licence Applicants document.

1. Applicant Details

The person making the application who will be named as the licensee.

2. Dredging Contractor Details

The person whose activities produce the substance(s) or object(s) to be dredged and/or intended for sea disposal (e.g the dredging contractor).

3. Agent Details

Any person acting under contract (or other agreement) on behalf of any party listed as the applicant and having responsibility for the control, management or physical deposit or removal of any substance(s) or object(s).

4. Payment

Indicate payment method. Cheques must be made payable to: The Scottish Government.

Marine licence applications will not be accepted unless accompanied by a cheque for the correct application fee, or if an invoice is requested, until that invoice is settled. Target timelines for determining applications do not begin until the application fee is paid.

5. Application Type

Indicate if the application is for a new dredging site or a site that has previously been dredged. Provide the existing or previous consent/licence number, expiry date and quantity (in wet tonnes) dredged under the consent/licence up to a stated date if applicable.

6. Dredging and Sea Disposal Details

- (a) Give a brief description of the dredging and sea disposal operation.
- (b) Provide the proposed start date of the project. The start date will not be backdated, since to commence a project for which a licence has not been obtained will constitute an offence, which may result in appropriate legal action. A licence is normally valid for the duration of the project but not exceeding 3 years. If a project will not be completed before a marine licence lapses, it will be necessary for licence holders to re-apply for a further licence to continue any ongoing work at least 14 weeks prior to the expiry date of the licence. **Target duration for determination of a marine licence application is 14 weeks.**
- (c) Provide the proposed completion date of the project.

- (d) Describe the location of the proposed works. Include a list of the latitude and longitude co-ordinates (WGS84) of the boundary points for each dredge site area. WGS84 is the World Geodetic System 1984 and the reference co-ordinate system used for marine licence applications. Co-ordinates taken from GPS equipment should be set to WGS84. Coordinates taken from recent admiralty charts will be on a WGS84 compatible datum. Ordnance survey maps do not use WGS84.

Example: For positions read from charts the format should be as in the example: 55°55.555'N 002°22.222'W (WGS84). The decimal point specifies that decimals of minutes are used and the datum is stated explicitly. If seconds are used then the format should be as in the example: 55°55'44"N 2°22'11"W (WGS84).

It is important that the correct positions, in the correct format, are included with this application, as any errors will result in the application being refused or delayed.

To supplement your application, please provide a suitably scaled extract of an Ordnance Survey Map (1:2,500 scale but not more than 1:10,000) or Admiralty Chart which must be marked to indicate:

- the full extent of the works in relation to the surrounding area;
- latitude and longitude co-ordinates defining the location of the works;
- the level of MHWS;
- any adjacent SAC, SPA, SSSI, MPA, Ramsar or similar conservation area boundary.

Drawings and plans will be consulted upon. If they are subject to copyright, **it is the responsibility of the applicant to obtain necessary approvals to reproduce the documents and to submit suitably annotated copies with the application.**

- (e) Provide details of the proposed disposal site for the dredged substance(s) or object(s) and, if necessary, any alternative disposal site(s) considered. In determining whether to grant a marine licence, MS-LOT will take into account any site nominated by the applicant. However, should this site be unsuitable, the nearest suitable disposal site for the dredged substance(s) or object(s) will be identified. Should you wish to establish a new site, please provide details in a covering letter with your application and MS-LOT will contact you to discuss your proposal before your application is determined. The cost of any site investigations to identify any new disposal site will normally be the responsibility of the applicant.
- (f) Indicate if any part of the works (dredging or sea disposal site) are located within the jurisdiction of a statutory harbour authority and provide details of the statutory harbour authority where relevant.
- (g) Provide a full method statement. The method statement must include details such as the rate of dredging, timing of the operation and order of the areas to be dredged.
- (h) Provide assessment of the potential impacts the works may have, including interference with other uses of the sea. Please include details of areas of concern e.g designated conservation areas, such as a SAC, SPA, SSSI, MPA or Ramsar site and shellfish harvesting areas. Further guidance on designated conservation areas can be obtained from SNH at this website: <http://gateway.snh.gov.uk/sitelink/index.jsp> and guidance on shellfish harvesting areas can be obtained from <http://www.foodstandards.gov.scot/> with regards to the Shellfish Waters Directive (2006/113/EC) which has parameters set to protect the water quality in which edible shellfish are grown.

Applicants should also be aware of the need to pay due regard to coastal and marine archaeological matters and attention is drawn to Historic Scotland's Operational Policy Paper HP6, "Conserving the Underwater Heritage".

Any application for beach replenishment works must be cross checked as to whether the proposed site is a designated bathing water site. If so, all physical works should ideally be done outwith the Bathing Water Season (1st June to 15th September). Further guidance on the Bathing Waters Directive (2006/7/EC) can be obtained from <http://apps.sepa.org.uk/bathingwaters/>.

Where there are potential impacts from the works, please provide details of proposed mitigation, such as use of MMOs or PAM, in response to potential impacts.

7. Details of Substance(s) or Object(s) to be Dredged

Information is required for each dredge site area listed in section 6 (d). please provide the following information:

Name of Dredge Area: For example Approach Channel or West of South Quay.

Type (Maintenance or Capital): **Maintenance dredge** applies to an area that has been dredged more than once and either annually or on a regular basis and was last dredged with the past 7 years; and a **Capital dredge** applies where an area/depth is being dredged either for the first time, or which has not been dredged within the past 7 years.

For capital dredging operations, a pre-dredge survey and sediment chemical analysis report will be required by MS-LOT prior to the issue of a sea disposal licence. Please contact MS-LOT for details in relation to specific projects. For maintenance dredging operations sites that have not been chemically analysed for more than 3 years, pre-dredge chemical analysis will be required to be undertaken. In addition to those samples analysed by the applicant, sediment sub-sample(s) must be submitted to MS-LOT as check monitoring may be required.

Estimated Specific Gravity: Indicate the specific gravity of the substance(s) or object(s) to be dredged from each dredge area.

Depth: Indicate the maximum depth (in metres) below the current seabed level, to which it is expected dredging is to be carried out, for each dredge area.

Quantity to be Dredged per Year (wet tonnes): Indicate the quantity of substance(s) or object(s) to be dredged (per year) from each dredge area. The quantity must be provided in wet tonnes.

8. Physical Composition

Indicate the approximate proportions as a percentage for each size range against each of the dredge site areas listed in section 6 (d) which are expected to be removed.

9. Details of Substance(s) or Object(s) Quality

Please indicate whether the substance(s) or object(s) from any of the areas to be dredged have been chemically analysed within the past 3 years. If yes, please provide details (locations, dates, results) on a separate sheet. If no, please provide justification. For capital projects, you are required to have representative sediment samples analysed at a laboratory of choice (see MS-LOT Pre-dredge Sampling Guidance document at <http://www.gov.scot/Topics/marine/Licensing/marine/Applications/predredge> for analytical requirements. This is liable to extend the time required to consider your application as **marine licence applications will not be determined without provision of this chemistry data.**

As part of the application determination process, you are required to carry out an assessment of the chemical and physical characteristics of the substance(s) or object(s) to be deposited at sea and potential effects upon the marine environment. It is your responsibility to show that the substance(s) or object(s) are suitable to be considered for sea disposal. This assessment should form part of your BPEO.

Under section 27(2) of the Marine (Scotland) Act 2010, the licensing authority has an obligation to consider the availability of practical alternatives when considering applications involving disposal of substance(s) or object(s) at sea. All applications for sea disposal must be supported by a detailed assessment of the alternative options - BPEO assessment. This must include a statement setting out the reasons why deposit of the substance(s) or object(s) at sea is the preferred option and applications will not be considered unless they are accompanied by such an assessment. All options in the BPEO must be explored fully (as per the guidance documents) otherwise your form and BPEO are liable to be returned to you, thereby delaying processing of the application.

As part of the licence conditions, you are likely to be required to take representative samples of the dredged substance(s) or object(s) during the dredging/sea disposal operations for analysis by MS-LOT. In such cases, samples must be taken at specified locations and depths and placed in containers which will be provided. The

samples must then be returned to MS-LOT at the Marine Laboratory Aberdeen. This process enables MS-LOT to fulfil its obligations under international conventions.

10. Details of Vessel(s) Undertaking Dredging and Sea Disposal

Provide the vessel name, vessel type (e.g cutter-suction) and name and address of all vessel operators to be used for dredging and sea disposal operations. If vessel details are not available at the time of application, please indicate this on the form as these details will be required prior to licence issue.

11. Noise Monitoring

Under the Marine Strategy Regulations (2010), there is now a requirement to monitor loud, low to mid frequency (10Hz to 10kHz) impulsive noise. Activities where this type of noise is produced include seismic airguns, other geophysical surveys (<10kHz), pile driving, explosives and certain acoustic deterrent devices. Where noisy activity is being undertaken, you must complete an initial registration form for the noise registry which allows you to provide details on the proposed work. Completion of a 'close-out' form, which allows licensees to provide details of the actual dates and locations where the activities occurred, is also required within 12 weeks of the completion of the 'noisy' activity or, in the case of prolonged activities such as piling for harbour construction or wind farms, at quarterly intervals or after each phase of foundation installation.

These forms can be downloaded from:

<http://www.scotland.gov.uk/Topics/marine/science/MSInteractive/Themes/noise-reduction>

Marine licence applications will not be accepted until this form has been completed and submitted.

12. Statutory Consenting Powers

Please describe in the answer to this question what (if any) statutory responsibilities you (or your client) have to consent any aspect of the project.

13. Scotland's National Marine Plan

Scotland's National Marine Plan has been prepared in accordance with the EU Directive 2014/89/EU, which came into force in July 2014. The Directive introduces a framework for maritime spatial planning and aims to promote the sustainable development of marine areas and the sustainable use of marine resources. It also sets out a number of minimum requirements all of which have been addressed in this plan. In doing so, and in accordance with article 5(3) of the Directive, Marine Scotland have considered a wide range of sectoral uses and activities and have determined how these different objectives are reflected and weighted in the marine plan. Land-sea interactions have also been taken into account as part of the marine planning process. Any applicant for a marine licence should consider their proposals with reference to Scotland's National Marine Plan. A copy of Scotland's National Marine Plan can be found at: <http://www.gov.scot/Publications/2015/03/6517/0>

Indicate whether you have considered the project with reference to Scotland's National Marine Plan and provide details of considerations made including reference to the policies that have been considered. If you have not considered the project with reference to Scotland's National Marine Plan please provide an explanation.

14. Consultation

Provide details of all bodies consulted and give details of any consents issued including date of issue.

15. Associated Works

Indicate whether the application is associated with any other marine projects (e.g. land reclamation, or marine/harbour construction works etc). If this is the case, provide reference/licence number for the related marine projects.

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It is the responsibility of the applicant to obtain any other consents or authorisations that may be required.

Under Section 54 of the Marine (Scotland) Act 2010, all information contained within and provided in support of this application will be placed on a Public Register. There are no national security grounds for application information not going on the Register under the 2010 Act.

Public Register

Do you consider that any of the information contained within or provided in support of this application should not be disclosed:

(a) for reasons of national security; YES NO

(b) for reasons of confidentiality of commercial or industrial information where such confidentiality is provided by law to protect a legitimate commercial interest? YES NO

If **YES**, to either (a) or (b), please provide full justification as to why all or part of the information you have provided should be withheld.

WARNING

It is an offence under the Act under which this application is made to fail to disclose information or to provide false or misleading information.

Target duration for determination is 14 weeks. Please note that missing or erroneous information in your application and complications resulting from consultation may result in the application being refused or delayed.

Marine licence applications will not be accepted unless accompanied by a cheque for the correct application fee, or if an invoice is requested, until that invoice is settled. Target timelines for determining applications do not begin until the application fee is paid.

Declaration

I declare to the best of my knowledge and belief that the information given in this form and related papers is true.

Signature [Redacted]

Date

Name in BLOCK LETTERS

Application Check List

Please check that you provide all relevant information in support of your application, including but not limited to the following:

- Completed and signed application form
- Maps/Charts
- Co-ordinates of the boundary points of the area of harbour jurisdiction (if you are a statutory harbour authority)
- Method Statement
- BPEO Assessment
- Analytical chemistry data (for capital projects)
- Transportation plan (dredger route to and from disposal site – if required)
- Additional information e.g. photographs, consultation correspondence
- Noise Registry – Initial Registration Form (if applicable)
- Payment (if paying by cheque)

1. Applicant Details

Title: **Mr** Initials: **A** Surname: **Humphreys**

Trading Title (if appropriate): **Group Harbour Master**

Address: **Stena Line, Belfast Way, Loch Ryan Port, Cairnryan, Scotland DG9 8RG**

Name of contact (if different):

Telephone No. (inc. dialing code): [Redacted]

Email: [Redacted]

Statutory Harbour Authority? YES NO

If **YES**, please provide a list of the latitude and longitude co-ordinates (WGS84) of the boundary points of the area of harbour jurisdiction using Appendix 01 Additional Co-ordinates form if necessary.

2. Dredging Contractor Details (if any)

Title: **Mr** Initials: **P** Surname: **Mitchell**

If the Dredging Contractor is the Applicant shown in section 1 please tick the box

Trading Title (if appropriate): **UK Dredging**

Address: Queen Alexandra House
Cargo Road
Cardiff
South Wales
CF10 4LY

Name of contact (if different):

Telephone No. (inc. dialing code): **02920 835205**

Email: [Redacted]

3. Agent Details (if any)

Title: **Ms** Initials: **E** Surname: **Mungo**

Trading Title (if appropriate): **Principal Marine Consultant**

Address: **ABPmer, Quayside Suite, Medina Chambers, Town Quay, Southampton, SO14 2AQ**

Name of contact (if different):

Telephone No. (inc. dialing code): **+44 23 8144 9804**

Email: [Redacted]

4. Payment

Enclosed Cheque

Invoice

Contact and address to send invoice to:

Applicant

Agent

Other

If **OTHER**, please provide contact details:

Title: **Mrs**

Initials: **J**

Surname: **Lock**

Address: Stena Line Ltd
Accounts Payable SE-405 19 Gothenburg
Sweden
VAT No: GB404517186

Email: **invoice@stenaline.com**

5. Application Type

Is this application for a new dredging site or a site that has previously been dredged:

New Site Previously Dredged Site

If an **PREVIOUSLY DREDGED SITE**, please provide the following:

Consent/Licence Number	Expiry Date	Quantity (wet tonnes) dredged under consent/licence as at (date)
MS-00009930	14 Dec 2025	31,152 as at 16 July 2025.

6. Dredging and Sea Disposal Details

(a) Brief description of the dredging and sea disposal operation:

The proposed dredge involves maintenance dredging of the approach channel, berth and swinging area up to a maximum depth of the capital dredge completed in 2011 of 7.5m. All dredging will be subject to tidal conditions and the precise timing of the dredge programme is yet to be determined. The dredging will use a combination of a TSHD, Backhoe Dredger and a Bed Leveller. For the purpose of this licence application, it is proposed to deposit the dredged material at the 'North Channel Scotland' (MA010) site. This site is currently used for the deposit of dredge material under licence MS-00009930.

This marine licence application is for a licence to replace the existing dredge licence for this site (Licence Number: MS-00009930 which expires on 14 December 2025).

(b) Proposed start date (Target duration for determination of a marine licence application is 14 weeks):

15 December 2025 or date of issue of licence

(c) Proposed completion date:

3 years after issue of licence

(d) Location of Dredging:

Loch Ryan Port approach channel, berth pocket and swinging area.

Latitude and Longitude co-ordinates (WGS84) defining the extent of all dredge areas (continue on Appendix 01 Additional Co-ordinates form if necessary):

Dredge Area A

Latitude										Longitude										
5	4	°	5	9	.	0	9	1	' N	0	0	5	°	0	2	.	2	1	7	' W
5	4	°	5	9	.	0	7	0	' N	0	0	5	°	0	2	.	3	9	6	' W
5	4	°	5	9	.	3	6	3	' N	0	0	5	°	0	2	.	8	9	8	' W
5	4	°	5	9	.	4	0	0	' N	0	0	5	°	0	2	.	8	8	0	' W
5	4	°	5	9	.	4	9	9	' N	0	0	5	°	0	2	.	8	8	0	' W
5	4	°	5	9	.	6	7	0	' N	0	0	5	°	0	3	.	0	9	9	' W

Dredge Area B

Latitude										Longitude									
		°			.				' N				°			.			' W
		°			.				' N				°			.			' W
		°			.				' N				°			.			' W
		°			.				' N				°			.			' W
		°			.				' N				°			.			' W
		°			.				' N				°			.			' W

Dredge Area C

Latitude										Longitude									
		°			.				' N				°			.			' W
		°			.				' N				°			.			' W
		°			.				' N				°			.			' W
		°			.				' N				°			.			' W
		°			.				' N				°			.			' W
		°			.				' N				°			.			' W

Dredge Area D

Latitude										Longitude									
		°			.				' N				°			.			' W
		°			.				' N				°			.			' W
		°			.				' N				°			.			' W
		°			.				' N				°			.			' W
		°			.				' N				°			.			' W
		°			.				' N				°			.			' W

Dredge Area E

Latitude										Longitude									
		°			.				' N				°			.			' W
		°			.				' N				°			.			' W
		°			.				' N				°			.			' W
		°			.				' N				°			.			' W
		°			.				' N				°			.			' W
		°			.				' N				°			.			' W

(e) Name of Disposal Site and Oslo Code:

North Channel Scotland MA010

Latitude and Longitude co-ordinates (WGS84) defining the extent of disposal site (continue on Appendix 01 Additional Co-ordinates form if necessary):

Latitude										Longitude										
5	4	°	5	4	.	0	0	0	' N	0	0	5	°	1	8	.	5	0	0	' W
		°			.				' N				°			.				' W
		°			.				' N				°			.				' W
		°			.				' N				°			.				' W

(f) Is any part of the works (dredging or sea disposal site) located within the jurisdiction of a statutory harbour authority?

YES NO

If YES, please specify statutory harbour authority:

Stena Line Ports (Loch Ryan) Ltd

(g) Method statement including rate of dredging, timing of the operation and order of the areas to be dredged (continue on separate sheet if necessary):

The dredging works will be initially undertaken by a Trailer Suction Hopper Dredger (TSHD) to remove the material and a grab dredger at the berth pockets if the TSHD is not able to operate in the confined area. The dredgers will be able to remove circa 1,400 wet tonnes of material every 4-6 hours during a campaign. This is based on the hopper size of the dredger and the time taken to dredge the material and transit to and from the disposal site. There is sufficient depth of water for the dredger to operate at any state of tide resulting in a maximum dredge campaign of between 1 and 2 weeks per year. The dredging will be organised at commercially expedient intervals to maximise efficiency of the operations.

The TSHD is a sea-going self-propelled vessel equipped with one or two suction pipes, designed to remove bed sediment along side of the vessel. A drag head is fixed at the lower end of the suction pipe, which is then trailed along the bottom of the seabed. Suction is provided by a pump, which lifts the material off the seabed and discharges the mixture of material and water into the hopper well. Overflowing of the hopper will take place but only insofar as it is necessary to obtain an effective load. The grab dredger is a self-propelled vessel which has a mounted excavator unit and a hopper. This vessel is used to dredge areas that the drag head of the TSHD cannot reach.

Once loaded, the TSHD and/or grab dredger will sail to the disposal ground where the material will be deposited using a bottom discharge method. To prevent the formation of significant high spots, the dredger will continue sailing at reduced speed whilst dumping. During both types of dredging activity, a bed leveler may be used to move material into a accessible area for dredging, and/or to smooth the bed after dredge extraction. Dredging operations will be supported by regular bathymetric surveys to target the dredging in the correct locations and at the correct depth.

During dredging, overflow of sediments will be limited as far as possible, consistent with efficient operation of the vessel. This will minimise the sediment disturbance, thus reducing the potential for increased turbidity and siltation of the local seabed. At the disposal site, the impact to the seabed morphology will be mitigated by ensuring that the dredged material is deposited over the full area of the disposal ground.

Regular inspection of door seals and checks for leakage is undertaken by the dredge contractor with the aim of avoiding sediment loss during the transport phase from the dredge to disposal location. In higher sea states, loading of the hopper will be reduced to minimise spillage over the vessel overflow weir, caused by the motion of the vessel. All contractors will operate according to good practice guidelines and take all precautions to avoid fuel and oil spills during dredging operation. This will minimise the risk of spills and therefore, the overall potential impact on water quality.

Good practice and muting devices will be used on all equipment whenever possible to minimise noise.

(h) Potential impacts the works may have (including details of areas of concern e.g designated conservation and shellfish harvesting areas) and proposed mitigation in response to potential impacts (continue on separate sheet if necessary):

Suspended Sediments and Siltation: The effects of most concern that arise from the dredging and disposal operation will be due to the loss of sediment into the water column and its subsequent movement away from the immediate dredge site. Information from the ES for the original capital dredge has been used as the basis for the assessment of this impact, adjusting for the different volume of sediments to be dredged and disposed of in the currently proposed maintenance dredge. Based on the small dredge volume of the proposed dredge, it has been estimated that about 4,000 tonnes (dry weight) of relatively uncontaminated sediment (see sampling results) will be disturbed into the water column during the current dredge and released during dredger overflow. Due to the type of sediment which will be disturbed and the relatively low rate of currents, it is anticipated that a low percentage of material will be dispersed away from the immediate dredge site. The proposed spoil deposit ground is located about 20km from Loch Ryan at the northern extremity of Beaufort Dyke. The depth of the site (between 100 m and 200 m), nature of the sediments and the tidal flows indicate that most of the deposited material is likely to be retained at, or close to, the disposal site. Maximum suspended sediment concentrations will be immediately below the dredger whilst overflowing, to improve the sediment load, are expected to reach about 500 – 800mg/l near the bed, thus causing high turbidity levels around the dredger whilst dredging. Outside the immediate dredge area enhanced suspended sediment concentrations are not expected to reach 10mg/l which is considered to be lower than would occur due to wave activity during a storm. During disposal the material will be released over a 5 – 10 minute period. The majority of this material will fall directly to the sea bed resulting in near bed suspended sediments of circa 3,000 mg/l. The significant depth at the disposal site and the contained nature of Beaufort's Dyke means that there will be minor dispersal of this sediment and the majority of material will settle in close proximity to or in the disposal site. The overall impact of increased suspended sediments and siltation is considered to be insignificant.

Water and Sediment Quality: The disturbance of sediments during dredging and disposal can remobilise contaminants, which are absorbed to the finer sediment particles and create oxygen depleting substances. However, the low level of contamination, low organic content and the localised nature of the redeposition or disposal are considered to have an insignificant/minor significant impact on water quality which will be of a temporary nature during the period of the dredge and disposal. Remobilisation of nutrients and reduced water quality from accidental spills during the development or from the dredger in transit is also unlikely to be insignificant with normal good practice employed for the dredging operations.

Marine Ecology: The dredge, by its nature, will permanently remove the benthic communities colonising the subtidal sediments within the area to be dredged. Loch Ryan does not overlap with any internationally or nationally designated sites that have benthic habitats as qualifying features. Recolonisation of the exposed material will occur in the long-term. The overall impact is considered to be of minor significance. Some smothering of benthic communities will occur immediately adjacent to the area to be dredged; however, this is likely to be a temporary and localised impact for the period of the dredge. Recovery of disturbed communities in this substrate is likely to take place within a comparatively short period of time. The impact of siltation on benthic communities is therefore considered to be insignificant. The impact at the disposal site is also considered insignificant, because of the localised extent of smothering and the likely degraded nature of the benthic communities influenced by previous disposals.

Fish and Commercial Fisheries: Disturbance to fish and disruption to fisheries caused by the dredging activity and at the disposal site have been assessed to be insignificant due to the limited extent of impact at each location and the temporary nature of increased suspended sediment concentrations.

Navigation: Navigation will be potentially affected by the dredging process due to vessels moving in close proximity to the approaches of the port, thus increasing the risk for collision with vessels entering or leaving Loch Ryan Port. This impact is considered to be of minor to moderate significance. The impact can be reduced by mitigation measures such as control offer by Local Ports Services (LPS) provided by Loch Ryan Port, the issuing of Notices to Mariners and active communications between LPS and the dredge vessels. Transport to and from the disposal ground is not considered to have a significance effect on navigation, given the existing background traffic levels and the availability of navigable waters.

7. **Details of Substance(s) or Object(s) to be Dredged** (Please provide details for each of the Dredge Areas listed in Section 5 (d) above. Continue on a separate sheet if necessary):

Dredge Area	Name of Dredge Area	Type (Maintenance or Capital)	Harbour bed, Seabed or Estuary bed?	Estimated Specific Gravity	Depth (metres)	Quantity to be Dredged per Year (wet tonnes)
A	Approach channel, berth pocket and swim	Maintenance	Harbour Bed	2.6 - 2.8	0.5 - 1.0 m	100,000
B						
C						
D						
E						

8. **Physical Composition of Substance(s) or Object(s) to be Dredged** (Please provide the approximate proportions as a percentage for each size range against each of the dredge site areas listed in Section 6 (d) above. Continue on a separate sheet if necessary):

Dredge Area	Clay and Silt (< 0.063 mm)	Sand ($0.063 \leq \text{Sand} < 2.0$ mm)	Pebbles, Cobbles & Boulders (≤ 2.0 mm)
A	7.5% (average, see BPEO for more detail)	40% (average, see BPEO for more detail)	52.5% (average, see BPEO for more detail)
B			
C			
D			
E			

9. **Details of Substance(s) or Object(s) Quality**

Have the dredged substance(s) or object(s) been chemically analysed in the last 3 years?

YES NO

10. **Details of Vessel(s) Undertaking Dredging and Sea Disposal** (please note that a marine licence cannot be issued until the vessel details have been confirmed. Continue on a separate sheet if necessary):

Vessel Name	Type of Vessel	Name and Address of Operator
UKD Bluefin	Trailing suction hopper dredger	UK Dredging Queen Alexandra House Cargo Road Cardiff South Wales CF10 4LY
UKD Marlin	Trailing suction hopper dredger	UK Dredging Queen Alexandra House Cargo Road Cardiff South Wales CF10 4LY
UKD Orca	Trailing suction hopper dredger	UK Dredging Queen Alexandra House Cargo Road Cardiff South Wales CF10 4LY
UKD Cherry Sand	Grab Dredger	UK Dredging Queen Alexandra House Cargo Road Cardiff South Wales CF10 4LY
UKD Sealion	Multicat Plough Dredger	UK Dredging Queen Alexandra House Cargo Road Cardiff South Wales CF10 4LY

11. Noise Monitoring

Will loud, low to mid frequency (10Hz to 10kHz) impulsive noise be produced by the project? YES NO

If **YES**, which please indicate the noise generating activities and sound frequencies:

Noise Generating Activity	Sound Frequency (Hertz)
Use of Explosives	
Other (please describe below):	

If you have ticked **YES**, please complete the Noise Registry – Initial Registration form located at: <http://www.scotland.gov.uk/Topics/marine/science/MSInteractive/Themes/noise-reduction>

A marine licence application will not be accepted until this form has been completed and submitted.

12. Statutory Consenting Powers

Do you, or (if appropriate) your client, have statutory powers to consent any aspect of this project?

The Loch Ryan Port (Harbour Empowerment) Order 2009 states:

"7.—(1) The Company may, for the purposes of constructing and maintaining the works and of affording access to the port by vessels from time to time deepen, dredge, scour, cleanse, alter and improve so much of the bed, shores and channels of Loch Ryan as lie within the port limits and within the approaches and the channels leading to those limits and may blast any rock in the area so described and may use, appropriate or dispose of the materials (other than wreck within the meaning of section 255 of the Merchant Shipping Act 1995 (interpretation)(1)), from time to time dredged by it.

(2) The Company shall not lay down or deposit such materials in any place below the level of high water otherwise than in such position and under such conditions and restrictions as may be approved or prescribed by the Scottish Ministers."

However the Marine Licensing (Exempted Activities) (Scottish Inshore Region) Order 2011 states:

"26.—(1) This article applies to any dredging activity carried on in connection with a harbour.

13. Scotland's National Marine Plan

Have you considered the application with reference to Scotland's National Marine Plan? YES NO

If **YES**, provide details of considerations made including reference to the policies that have been considered:

The relevant policies of Scotland's National Marine Plan are described below with details of how the policies have been considered.

GEN 1 General Planning Principle: There is a presumption in favour of sustainable development and use of the marine environment when consistent with the policies and objectives of this Plan.
TRANSPORT 4: Maintenance, repair and sustainable development of port and harbour facilities in support of other sectors should be supported in marine planning and decision making

These principles are relevant to all marine activities, but is especially relevant for the key growth sectors which Scotland specialises in. These include aquaculture and fisheries as food sectors; oil and gas and renewable energy activities; and tourism. Many of these sectors are particularly important in more remote areas of Scotland and are affected by the ports industry.

Dredging is an essential activity to maintain existing shipping channels, establish safe approaches to new ports or open up routes to old ports. Dredged material may be disposed of at licensed marine disposal sites or used for alternative purposes such as land reclamation or coastal nourishment, if suitable, to minimise seabed disposal. The consideration of both dredged navigation channels and disposal sites in marine planning and decision making is important to support safe access to ports and the disposal of dredged material in appropriate locations.

Loch Ryan Port supports various elements of tourism due to its trade as a busy ferry terminal running services to Belfast. It is the busiest passenger port in Scotland with a throughput of approximately 1.7 million passengers in 2023, contributing to the tourism and economy of the local area.

The proposed maintenance dredging is required to maintain accessibility of the port for currently used vessels by maintaining the depths achieved and subsequently maintained after the initial capital dredge in 2011.
GEN 9 Natural heritage: Works must comply with legal requirements for protected areas and protected species; (b) Not result in significant impact on the national status of Priority Marine Features; and (c) Protect and, where appropriate, enhance the health of the marine area.

There are no marine Special Areas of Conservation (SACs), Special Protection Areas (SPAs) or NCMFAs within 5km of Loch Ryan Port. The dredge is carried out in an area of seabed already subjected to regular disturbance given its current function to maintain accessibility of the port and therefore there the proposals to continue this activity meet the requirements of GEN9.

GEN 10 Invasive non-native species. This policy has been considered in relation to the potential for transfer of INNS via dredging vessels arriving from elsewhere (and subsequently returning). UKD its own Biosecurity Plan which includes a risk assessment of activities (e.g. discharge of ballast water and sediment) and the required biosecurity measures in place for each vessel and activity. UKD will follow the Biosecurity Plan to minimise the risk of planned activities establishing new pathways and to prevent the spread of INNS. UKD will follow The Code of Practice on Non-Native Species for Scotland where applicable.

If **NO**, please provide an explanation of why you haven't considered the National Marine Plan?

14. Consultation

List all bodies you have consulted and provide copies of correspondence:

As detailed in the Marine Scotland Guidance on Marine Licensable Activities subject to Pre-Application Consultation, this marine activity is not subject to the requirement for pre-application consultation.

15. Associated Works

Provide details of other related marine projects, including reference/licence numbers (if applicable):

No related marine projects