Dumping at Sea
Annual Environmental Report (AER)

2025

Permit Register Number:	S0012-03
Permit Holder:	Port of Waterford
Address:	3rd Floor Marine Point, Belview Port, Waterford
Location of Loading:	Belview, Cheekpoint Lower Bar, and Duncannon Bar
Location of Dumping:	2.5km southwest of Hook Head

Declaration

I, Ian Moriarty, Deputy Harbour Master, confirm that by ticking the box below, all the information provided in this report is truthful, accurate and complete to the best of my knowledge and belief.

In addition, I confirm that all monitoring and performance reporting and summarised herein is available for inspection by the EPA.

Tick here ☑

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1. Introduction

This report covers the Annual Environmental Report (AER) prepared by the Port of Waterford Company as required by the Dumping at Sea Permit S0012-03, which was granted on the 14th of January 2020.

The loading and dumping of materials was carried out through 2 campaigns during the year by Trailer Suction Hopper Dredger, "Shoalway". A bed-levelling unit, the "Fastnet Sound", was also employed as part of the main campaigns to increase productivity of the suction dredge plants.

Plough dredging was also employed during the year on nineteen separate occasions.

2. Summary of Loading and Dumping at Sea Activities

- Port of Waterford's Dumping at Sea Permit was DaS Permit S0012-03 and was valid from 14.01.2022 through to 31.12.25.
- There is a closed period for plough dredging from 01st of March to 30th June at sites other than Cheekpoint Upper, Cheekpoint Lower, and Cheekpoint Harbour Access. There is no closed period for TSHD dredging.
- There is an exclusion zone around a wreck within the Duncannon Channel as follows: "the exclusion zone extends to 250m North and 100m South (total 350m N-S) and 40m East and 60m West (total 100m E-W) of the centre point 52° 11.563'N 006° 56.407'W.
- The dates on which plough dredging and dredging by TSHD occurred are reproduced in the table in Section 5.
- The total quantity of dredge material dumped at the approved dumpsite during 2025 was 433,914t.
- Loading took place in the licence areas at Belview, Cheekpoint Lower Bar, Passage East Shoal, and Duncannon.
- Disposal took place at the approved disposal site approx. 2.5km southwest of Hook Head.
- Suspended solid monitoring was undertaken during the course of plough dredging activities. Please see separate report in **Appendix 3** which shows that operations were compliant with the conditions of the Permit.
- No non-compliances were issued during the year.
- On March 26th 2021, Technical Amendment A was issued. The amendment changed Condition 3.4 as follows: "All plough dredging activities at Cheekpoint, including plough dredging sites at Cheekpoint Upper, Cheekpoint Lower and Cheekpoint Harbour Access shall be undertaken during spring tide periods only throughout the year. Plough dredging, at all plough dredging sites other than those at Cheekpoint, shall be prohibited during the Closed Period specified in Schedule A.5 Closed Period of this permit."

3. OSPAR Dumping Report

Please note **S0012-03 OSPAR RETURN 2025** is attached as **Appendix 1.**

Eighteen sediment samples from representative locations around Belview Port, the Suir Estuary, and Waterford Harbour, were analysed for granulometric and chemical composition in 2023. The sampling programme was developed and conducted by the applicant in consultation with the Marine Institute. Sediments in the outer harbour consist mainly of sand, while those in the inner harbour range from muddy sand to gravely muddy sand.

Material analysis indicates that the sediments in the Suir Estuary/Waterford harbour are essentially clean.

4. Register of Loading and Dumping at Seas activities

Date	Vessel	Loading Area	Amount Dumped	Type
02.01.2025 – 06.01.2025	Fastnet Sound	a) Cheekpoint Lower Bar b) Cheekpoint Access	Infill occurred 840t	Plough
17.01.2025 – 20.01.2025	Fastnet Sound	a) Cheekpoint Lower Bar b) Cheekpoint Access	Infill occurred 420t	Plough
01.02.2025 – 05.02.2025	Fastnet Sound	a) Cheekpoint Lower Bar b) Cheekpoint Access	Infill occurred 98t	Plough
15.02.2025 – 19.02.2025	Fastnet Sound	a) Cheekpoint Lower Bar b) Cheekpoint Access	Infill occurred Infill occurred	Plough
02.03.2025 – 06.03.2025	Fastnet Sound	a) Cheekpoint Lower Bar	Infill occurred	Plough
16.03.2025 – 26.03.2025	Shoalway	a) Cheekpoint Lower Bar b) Duncannon Bar c) Belview	43,377t 211,363t 14,439t	TSHD
15.04.2025 – 19.04.2025	Fastnet Sound	a) Cheekpoint Lower Bar b) Cheekpoint Access	Infill occurred Infill occurred	Plough
28.04.2025 – 02.05.2025	Fastnet Sound	a) Cheekpoint Lower Bar b) Cheekpoint Access	Infill occurred Infill occurred	Plough
14.05.2025 – 18.05.2025	Fastnet Sound	a) Cheekpoint Lower Bar b) Cheekpoint Access	11,640t 518t	Plough
28.05.2025 – 01.06.2025	Fastnet Sound	a) Cheekpoint Lower Bar b) Cheekpoint Access	405t Infill occurred	Plough

13.06.2025 –				
17.06.2025	Fastnet Sound	a) Cheekpoint Lower Bar b) Cheekpoint Access	Infill occurred Infill occurred	Plough
26.06.2025 –				
01.07.2025	Fastnet Sound	a) Cheekpoint Lower Bar b) Cheekpoint Access	Infill occurred Infill occurred	Plough
14.07.2025 –				
18.07.2025	Fastnet Sound	a) Cheekpoint Lower Bar b) Cheekpoint Access	Infill occurred Infill occurred	Plough
12.08.2025 –				
16.08.2025	Fastnet Sound	a) Cheekpoint Lower Bar b) Cheekpoint Access	8,247t 1,173t	Plough
25.08.2025 –				
29.08.2025	Fastnet Sound	a) Cheekpoint Lower Bar b) Cheekpoint Access	Infill occurred 698t	Plough
09.09.2025 –				
13.09.2025	Fastnet Sound	a) Cheekpoint Lower Bar b) Cheekpoint Access	Infill occurred 32t	Plough
23.09.2025 –				
27.09.2025	Fastnet Sound	a) Cheekpoint Lower Bar b) Cheekpoint Access	4,605t 221t	Plough
08.10.2025 –				
12.10.2025	Fastnet Sound	a) Cheekpoint Lower Bar b) Cheekpoint Access	Infill occurred Infill occurred	Plough
23.10.2025 –				
16.11.2025	Shoalway	a) Cheekpoint Lower Bar b) Duncannon Bar c) Belview d) Passage East Shoal	51,318t 94,882t 8,193t 10,342t	TSHD
05.12.2025 –				
10.12.2025	Fastnet Sound	a) Cheekpoint Lower Bar b) Cheekpoint Access	Infill occurred 240t	Plough
19.12.2025 –				
23.12.2025	Fastnet Sound	a) Cheekpoint Lower Bar b) Cheekpoint Access	Infill occurred Infill occurred	Plough

5. Vessel Track Record Data

Please see attached **Appendix 2** of Daily Progress Reports (DPR) detailing date/time and position of the start/end of TSHD loading/dumping activities. The file runs in chronological order.

Daily Progress Reports for plough dredging are also included. These should be compared with the vessel's track data for an overall picture. An extract of the vessel's track data from 02nd January 2025 is included for reference purposes and all track data is available for inspection at the Port's office in Marine Point.

6. Reported Incidents Summary

Date & Time	Location of Incident	Incident Details	Impact	List of Authorities Contacted	Corrective Action	Success of Corrective Action	Incident Closed Y/N
NIL							

7. Complaints Summary

Date of Complaint	Nature of Complaint	Response made to Complainant	Complaint Closed Out Y/N
No complaints were received during 2025.			

8. Monitoring Summary

Monitoring of suspended solids was carried out before, during, and after all ploughing campaigns conducted from January to December. Please see the summary on this in **Appendix 3**.

9. Accident and Emergency Response

Documented Risk Assessments & Emergency Response Procedures are retained on file at the Port of Waterford's office in Marine Point.

10. Bathymetric Surveys

Appendix 4 contains all pre and post bathymetric surveys required by the Permit.

11. Alternative re-use summary

The following alternatives to sea disposal were examined:

- **Land Reclamation/Improvement** -- The availability of potential suitable areas where new lands can be created, land ownership and land access issues make this option unsuitable for the Port of Waterford. In addition, the impact of any reclamation is substantial as it may destroy any habitats on the bed or intertidal areas and the presence of protected European sites will deem any proposed reclamation unfeasible.
- **Beaches** – The Port has considered the use of its maintenance dredge material at a variety of local beaches such as Duncannon, Passage East, and Woodstown. Even though there has been some erosion due to severe stormy weather in the past, there is presently no demand to expand / refurbish these beaches for recreational purposes.
- **Coastal protection using Geotube** – This option was explored, however technical issues such as high flow rate of the River Suir, the depth of placement (>11m), and the impact an impermeable marine structure had on the rock armour specification required could not be overcome.
- **Manufactured Topsoil** -- Following examination of this option, it was found that for the Port of Waterford, the proposed alternative dredge material management technique was not a feasible option due to insufficient demand, unclear legislative standard for waste designation, technical characteristics of available dredging plant, potential increase in CO_2 emissions, and an increase in dredging cycle time and cost.
- **Aggregate Industry** -- This option is not deemed feasible until, at least, the market demand for aggregates has increased locally.
- **Sediment Cell Maintenance** -- This is not a feasible option for the Port of Waterford, as the narrow estuary does not allow for a disposal site to be selected from within the sediment cell which would not result in the material returning immediately to the port area from which it was dredged.

Following assessment of the above options, it was deemed that disposal at sea, at the historic disposal site, was the most appropriate method for the disposal of material from the Port of Waterford. This is largely due to the current disposal site providing adequate performance logistically, economically, and environmentally, to the satisfaction of all the stakeholders. Despite the above finding, alternative options to disposal at sea will continue to be investigated by the Port of Waterford, with the goal of implementing the best social, economic and environmental dredge material management process possible.