



Department  
for Environment  
Food & Rural Affairs

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## **Marine Licensing**

### **Consultation on a revision to marine licensing fees and charges**

**September 2013**

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# 1. Purpose of the document

The purpose of this consultation is to seek your views on proposals to revise the fees structure for marine licensing as operated by the Marine Management Organisation (MMO) on behalf of the Secretary of State.

The current fees are set out in the [Marine Licensing \(Application Fees\) Regulations 2011](#) which are made under Sections 67(3) and 316(1) (b) of the Marine and Coastal Access Act 2009 (MCAA). Subject to this consultation the aim is for the new fees structure to come into effect in April 2014.

This consultation applies to English waters and the offshore areas of Wales and Northern Ireland where the Secretary of State is the licensing authority.

Please consider the following questions below:

**A. Do you have any comments on the Government's approach to charging for issuing of marine licences?**

**B. Do you have comments on the effectiveness of the current charging system?**

**C. Do you have comments on the details of the Government's proposals?**

**D. Do you have comments on the proposed transitional arrangements?**

**E. Do you have comments on the estimates of costs and benefits; do you have alternative evidence related to the data or assumptions used in the analysis?**

## 2. The consultation process

### Who will be affected by these proposals?

2.1 This consultation document is directed at anyone interested in the way activities that take place at sea are regulated. This consultation is of particular interest to you if you are involved with the following activities:

- Deposits of substances or objects;
- Removing objects and substances from the seabed;
- Dredging;
- Constructing, altering and improving works.

2.2 We expect this consultation to be of interest to business, operators and individuals that carry out these activities and conservation bodies and environmental groups that are concerned about their effect on the marine environment, navigational matters and human health. Many other people and groups are also concerned about what takes place on our coasts and in the seas around us and may therefore have an interest in these proposals.

### Timing and duration of this consultation

2.3 Since the proposals have been discussed with stakeholders during the development stage, the consultation period has been reduced to 8 weeks. It ends on 19 November 2013.

2.4 In line with the Government's policy of openness, the information you submit may be made available to other parties. If you do not consent to this, you must clearly request that your response be treated as confidential. Any confidentiality disclaimer generated by your IT system in e-mail responses will not be treated as such a request. You should be aware that there may be circumstances in which we will be required to communicate this information to third parties on request in order to comply with our obligations under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004.

### Glossary

MMO	Marine Management Organisation
MCAA	Marine and Coastal Access Act 2009
Marine licence	Licence issued under part 4 of the Marine and Coastal Access Act
Exemptions Order	Marine Licensing (Exempted Activities) (Amendment) Order 2013
CEFAS	Centre for Environment, Fisheries and Aquaculture Science

## 3. Introduction

### The Marine and Coastal Access Act 2009 and Marine licensing

3.1 The MCAA is designed to help the United Kingdom (UK) to achieve clean, healthy, safe, productive and biologically diverse oceans and seas. The new licensing system, which came into effect in April 2011, aims to facilitate the sustainable use of the UK marine environment so that economically beneficial activities within the marine environment such as construction, deposits (e.g. of sediment), removals (e.g. of marine aggregates), and dredging can be permitted whilst minimising negative environmental effects and avoiding interference with navigation.

3.2 Under the MCAA certain marine licensing functions are given to the “appropriate licensing authority”, which, for example, is the Secretary of State in English waters. These functions in England, which include charging for issuing of marine licences, have been delegated by Order to the Marine Management Organisation (MMO), a non-departmental public body set up under the MCAA.

3.3 Section 66 of the MCAA lists those types of activity that are licensable. These include deposits (e.g. disposal of dredged material), removals (e.g. extraction of sand and gravel), dredging (e.g. navigational dredging of ports and berths), construction (e.g. harbour works) and incineration (banned under international law). Certain specific activities are then exempted from the requirement for a licence either within the MCAA itself or through secondary legislation. The MMO issued 437 licences during 2012/13. A number of new exemptions, where the risks to the environment or safe navigation have been assessed as being minimal, took effect from 6 April 2013.

3.4 Licensable activities are assessed for any potential impacts before being consented. Certain licensable marine activities may need to undergo an environmental impact assessment (under the Marine Works (Environmental Impact Assessment) Regulations 2007 (as amended<sup>1</sup>) or an appropriate assessment (under the Habitats Regulations<sup>2</sup>) in order to comply with EU Directives. In granting a marine licence the licensing authority can include conditions necessary to ensure that the activity does not cause harm.

3.5 From April 2014, all navigational dredging will require a marine licence with the exception of de minimis dredging. The Marine Licensing (Exempted Activities)

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<sup>1</sup> The Marine Works (Environmental Impact Assessment) (Amendment) Regulations 2011

<sup>2</sup> The Conservation of Habitats and Species Regulations 2010

(Amendment) Order 2013 has exempted de minimis maintenance dredging activity that equates to less than 500m<sup>3</sup> (or less) of material dredged a maximum of three times in a year (1,500m<sup>3</sup> in total). This is subject to certain conditions, for example to take account of potential cumulative effects. The MMO is also working to limit the impact on operators by developing simplified and accelerated procedures for small-scale dredging or dredging covered by an approved Maintenance Dredging Protocol. Implementing those types of streamlined licensing procedures will benefit applicants by reducing the number of hours spent on casework by the MMO, reducing costs to applicants.

## The current charging system

3.6 The Marine Licensing (Application Fees) Regulations 2011 set out the charges which currently apply. Licence application fees are broken down into a tiered system:

- Tier 1: fixed fees for projects intended to be dealt with in an accelerated manner because the activities involved are predictable. There are two bands within this tier; Tier 1a fee £158 and Tier 1b fee £450. Selection of the band is driven by the type of activity.
- Tier 2: fixed fees for projects which are relatively more complex and unpredictable. There are three bands within Tier 2 which are driven principally by the capital cost of a project. See Table 1 below:

**Table 1: Current marine licence fees for tier 2 projects**

Tier	Capital cost of project	Current marine licence fee
2a	< £1m	£2,700
2b	£1m - <£5m	£4,500
2c	>£5m	£7,200

- Tier 3: fees are established on the basis of an hourly charging rate (currently £80 an hour). This is because the time needed to deal with the application is variable, even between two projects relating to a comparable type and scale of activity.

The MMO also has a service providing pre-application advice at the request of the applicant. This is charged at the same hourly rate as for tier 3 licences.

3.7 The MMO's charging structure for marine licensing introduced in April 2011, set out to recover 90% of recoverable costs and deal with cross subsidisation issues. The level of cost recovery is far less than anticipated (currently 60%) and the remainder is met by grant aid provided by a Government subsidy. Cross subsidisation issues also remain (where one group of applicants are subsidising the fees of another).

3.8 The financial analysis to support the April 2011 fees revision which established the hourly rate of £80 had limited amounts of data relating to time spent on cases. The impacts of these reduced data are explained in paragraphs 3.9 to 3.12.

3.9 On the lowest fixed fee tier of the existing licence application fees structure (tier 1a and 1b), the MMO consistently under-recovers the costs of processing the cases. This is because the average amount of caseworker time is greater than was expected when the fees were set.

3.10 On tier 2 fixed fee application cases, the MMO can over-recover costs on some cases, taking less time to process than expected, and under-recover on others. The criteria that allocate applications to the tier 2 fee bands are solely based on the project capital cost, and the range of the cost is very broad, resulting in variable levels of effort required to make the consenting decision. For example, currently a project with a capital cost of £10,000 pays the same fee as a project costing £999,999, but larger projects are more complex and take more caseworker effort. This can lead to cross subsidisation issues.

3.11 Data analysis indicates that cases that require an Environmental Statement under the Marine Works (Environmental Impact Assessment) Regulations 2007 (as amended) or are subject to an Appropriate Assessment under the Habitat Regulations take significantly more effort to make a determination. Under the current fees structure these cases can be processed as a fixed fee and therefore the costs of processing are under recovered.

3.12 Finally the financial analysis used to develop the existing fees structure significantly overestimated the number of hours that would be chargeable to applicants on an hourly basis (ie tier 3 cases). The result was that the number of chargeable hours was less than required to achieve full cost recovery. The detailed caseworker time recording and effort data available for this fees revision should ensure that the more accurate cost recovery is possible.

3.13 Section 4 sets out the details of the proposed new licensing system and how the issues outlined above are being addressed.

## **Red Tape Challenge and Focus on Enforcement review**

3.14 The marine licensing system has been reviewed under the Government's Red Tape Challenge and a Focus on Enforcement (FoE) review on marine coastal development conducted by the Better Regulation Executive. Comments from stakeholders included some concerns about marine licensing fees:

- the level of charges are too high and charging bands too wide;
- large fees are a deterrent to the upkeep and maintenance of assets;
- licence fees could be made more proportionate to the likely risk.



In response Defra and the MMO undertook to consult on a revision to the fees and charges regulations that would improve alignment to actual costs and the introduction of powers to recover costs for licence variations and post-consent monitoring.

## **Consultation on Marine Licensing Applications - charges for monitoring and for varying licences**

3.15 The Government has separately consulted on proposals to make an Order under section 4 of the Public Bodies Act 2011 to change the MMO's charging powers so that it will be able in future to charge for licence variations and monitoring costs associated with all marine licences.<sup>3</sup> The power to recover the costs of post consent monitoring enables the MMO to grant longer licences through the inclusion of conditions to monitor the environmental impacts and removing the need to re-submit licence applications more regularly. Similarly, having the powers to recover the costs of variations benefits the licence holder by removing the need to resubmit a new application whenever changes that are within the scope of the original application are required.

3.16 It is proposed that the level of the fee for monitoring and variations would be included in the Order and be based mainly on the MMO's revised hourly charge for marine licensing work. A consultation on charges for monitoring and varying licences ended on 5 September 2013.

3.17 For completeness the fee structure described in this consultation includes proposed fees for variations and monitoring.

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<sup>3</sup> Section 67 of the MCAA contains powers to charge for marine licensing applications. However, the powers to charge are not as wide as they were in the older licensing system – i.e. under Part 2 of the Food and Environment Protection Act 1985 – which the MCAA replaces. In particular, the powers in the newer Act do not allow the MMO to recover costs incurred in monitoring sites where licensable activity is taking place, reviewing monitoring reports required from licensing holders, and in varying existing licences. An Order made under section 4 of the Public Bodies Act 2011 would rectify this by providing the MMO with powers to charge for these licensing functions.

## 4. Proposed new marine licensing fee structure

### Rationale for intervention

4.1 The rationale for intervention is essentially twofold. First, the MMO is only currently recovering around 60% of its costs with the result that the shortfall has had to be subsidised by grant in aid provided by central Government. Second, the MMO's experience of operating the current fee structure is that there is a risk that certain fixed tier applications cross-subsidise other applications. Intervention is required to improve cost recovery in keeping with the Government's policy that those who carry out an activity should bear its full cost and to address the cross subsidisation.

### Policy Objectives

4.2 The Government's objectives for a revision of the marine licensing fees are therefore to:

- ensure that the administration of marine licensing is as efficient as possible, in order to minimise burdens on applicants whilst protecting the environment and human health and preventing interference with other marine users;
- fully recover the costs of administering marine licences, whilst avoiding excessive burdens on smaller projects;
- remove the risk of cross-subsidy between applicants, so that applicants do not risk paying more than the actual cost of processing their application;
- provide transparency and certainty - the MMO wishes to provide marine licence applicants, particularly small and medium sized enterprises, with a clear view of what their costs are likely to be.

**A. Do you have any comments on the Government's approach to charging for issuing of marine licences?**

**B. Do you have comments on the effectiveness of the current charging system? (paragraph 3.6)**

### Improvements in the efficiency of marine licensing

4.3 As a first step the MMO has introduced a range of efficiency measures both to reduce the burden on licence applicants and to increase the rate of cost recovery. These build on measures already taken by the Government and the MMO to improve licensing, such as the introduction of new exemptions and longer licences for on-going activities such as dredging.

The efficiency measures introduced by the MMO included:

- **Fast track licensing:** in March 2013 the MMO began trialling a new 'fast track' licensing process. This process is applied to certain activities where both consultation with primary advisors and the Centre for Environment, Fisheries and Aquaculture Science (CEFAS) could be replaced by the use of standard conditions. There is no longer any need for the MMO or the applicant to provide public notification of the activity taking place. Applying this new process significantly reduces the time required to process applications. Fast track licensing is currently applied to two types of activities and the MMO is continuing to work with its primary advisors and CEFAS to identify more activities for fast tracking.
- **Case validation and tier allocation process improvements:** ensuring that applications are complete, reducing the time required from the case worker.
- **Free time enquiries:** The initial enquiry from a potential applicant will be limited to questions around use of the online computer systems, whether a marine licence is required and simple generic guidance which does not go into case specifics. To assist in this, the MMO will improve the 'Frequently Asked Questions' guidance on the MMO internet.
- **Improved case officer time utilisation:** By implementing improvements in ways of working, the burden on caseworkers from non-casework administration will reduce. This will enable caseworkers to increase the proportion of time spent on casework.

4.4 The MMO currently operates at around 60% cost recovery. After implementing all of the proposed new efficiency measures, and assuming that the MMO will in future have the powers to recover the costs of monitoring and varying licences, the rate of cost recovery would improve to around 90%, leaving a potential £0.33m/year funding gap.

4.5 The MMO will also be able to process the significant increase in licence application caseload from navigational dredging without a corresponding significant increase in the recoverable cost base.

4.6 The efficiency measures being implemented by the MMO are consistent with the Government's commitment to drive efficiency and reduce fees charged to business. If the MMO did not introduce efficiencies the recoverable costs of the Licensing function could be around £3.9m/year. However if the benefits of the efficiencies and improved delivery are taken into account the annual costs are forecast to be around £3.5m/year which is a theoretical saving of 10%.

4.7 However efficiency improvements alone would not deal with all cross subsidisation issues between applicants as the current tiered fee structure would remain.

4.8. The proposed new fees and efficiency measures should achieve cost recovery of around 96% of recoverable costs per year with the remaining 4% subsidised by the Government.

## Proposed new fees and charges

4.9 The proposed revised fees structure, summarised in Annex 1, is based on the principle of hourly charging. This is intended to ensure that applicants do not pay more than the actual costs of processing their application for a marine licence.

4.10 The hourly rate is proposed to be £94 (compared with the current £80) which is an 18% increase. The increase in hourly charge reflects the more accurate estimation of number of chargeable hours (paragraph 3.12) and the need to move to a higher cost recovery rate. The MMO has measured its recoverable cost base in accordance with HMT Managing Public Money (Annex 6.2 – elements to cost in measuring fees). MMO costs include staff costs, such as National Insurance contributions and pensions, direct overheads, (eg. training, evidence commissioning and IT systems) and accommodation overheads.

4.11 Whilst hourly charging will apply in all cases (other than dredged material disposal site monitoring), it is proposed that a range of maximum fee ceilings will be applied for “fast track” or “routine” applications. The purpose of the ceilings is to limit the impact on smaller projects where that would result in significant increases in fees and/or would represent an excessive cost in relation to the size of the project. The loss in income to the MMO would be made up by Government subsidy (approximately £130k annually), not by other marine licence applicants.

4.12 A fast track case is a case which can be determined within 3.5 hours. It costs the MMO an average of £329 (3.5 multiplied by the proposed hourly rate £94). The maximum fee ceiling will be set at £175 per application (compared with £158 for projects currently processed under tier 1a), thus requiring an average subsidy of £154. Examples of current fast track licensable activities are burials at sea and scaffolding, and the MMO is reviewing further activities that can be included in future. Full cost recovery in these cases would nearly double the present charge.

4.13 “Routine” projects are those that do not meet the fast track criteria and are not classed as being ‘complex’ or having unpredictable characteristics. A range of five maximum fee ceilings will be set for routine projects with capital costs up to £1m. Table 2 sets out the estimated average subsidy per case. The percentage cost recovery would increase with larger projects until the £1m ceiling is reached. The higher rates of subsidy for smaller projects are designed to limit the cost of a licence compared to the overall value of a project so as not to act as a deterrent to small businesses.

**Table 2: Cost recovery and maximum ceiling fees for routine projects**

Routine Project Cost (less than)	Predicted number of cases in each category	Predicted casework hours	Full Cost Recovery Fee	Proposed Fee Ceiling	Under Recovery per case (Public Subsidy)	% Cost Recovery
£5,000	14	10.00	£907.00	£450.00	(£457.00)	50%
£20,000	14	14.00	£1,266.00	£700.00	(£566.00)	55%
£50,000	14	18.00	£1,626.00	£1,400.00	(£226.00)	86%
£200,000	36	26.25	£2,386.00	£2,200.00	(£186.00)	92%
£1,000,000	64	30.50	£2,776.00	£2,700.00	(£76.00)	97%

4.14 All other applications will be treated as “complex projects”. These will include:

- Projects with capital costs of over £1m;
- Projects requiring an environmental impact assessment or assessment of potential effects on a Marine Protected Area
- Other projects where it is not possible to predict with confidence the likely effort required (for example unusual projects or combinations of projects)

4.15 It is expected that navigational dredging and disposal projects will, unless they are fast track projects, be treated as “complex” projects and therefore they will be hourly charged. This is because the number of hours required to process such licences cannot be easily predicted. However, the MMO is implementing a number of measures to limit the cost of marine licensing on maintenance dredging activities including longer licence lengths and fast track or accelerated procedures for smaller operations or operations covered by an approved Maintenance Dredging Protocol.

### Travel to meetings

4.16 The proposed new structure includes removing the “free” travel to offsite case meetings. The intention is not to reduce open dialogue but to seek alternatives so that the down-time of travelling is replaced with time spent on casework. In the first instance applicants will be invited to the MMO offices in Newcastle or make use of electronic conferencing facilities.

4.17 A number of options have been considered and the preferred approach is to charge on a casework per hour basis up to a maximum ceiling equivalent to three hours casework per attending caseworker per return journey. This method recovers a contribution towards the cost of the casework time spent travelling to the meeting and the travel expenses. Introduction of the ceiling prevents penalising applicants due to the geographic location of the MMO based in the North East of England.

## **Variations and monitoring charges**

4.18 The MMO is seeking to charge for licence variations and monitoring. The MMO's ability to recover the cost of processing variations and the time spent monitoring post consent reports (for non-EIA projects) will depend on powers being obtained through an Order under the Public Bodies Act 2011 (see paragraph 3.15). The proposed fee would be charged principally on a casework hour basis, consistent with the rates proposed in this consultation paper, and be included in the Order. The MMO would apply maximum ceilings to defined categories of variation and monitoring.

## **C. Do you have comments on the details of the Government's proposals?**

### **Transitional arrangements**

4.19 It is inevitable that there will be a number of marine licence applications submitted under the current fees system that will be awaiting determination by the MMO when the revised fees structure comes into effect in April 2014.

4.20 The Government proposes that the following transitional arrangements will apply:

- An application must have been accepted as fully completed (ie. all required information provided to process it) by the MMO in order for these transitional rules to apply.
- For outstanding applications being processed under tiers 1 and 2 of the current system and which are currently subject to a fixed charge, the fee would be the lower of the amounts calculated under the current and new systems (since in some cases the new fee structure would result in a decrease in the fee).
- For outstanding applications being processed under tier 3, the time to determine a licence is currently based on an hourly rate of £80. From the date the new regulations come into force the revised hourly rate of £94 will apply to all on-going casework.

4.21 A clear communication package will be in place well in advance of the new fees coming into effect. All new and ongoing cases will be contacted and informed of the fees transition. In addition all hourly charged cases ongoing at the fees transition date will be provided with an assured summary of casework hours spent up to that date to provide a clear end point before transition onto new fees.

## **D. Do you have comments on the proposed transitional arrangements?**

## 5. Costs and benefits

5.1 As previously stated the proposals outlined in section 4 will enable the MMO to achieve 96% cost recovery.

5.2 The additional costs to applicants are due to changes in the fees charged. See Annex 1 for a full list of the revised charges.

5.3 There are not expected to be any additional time costs to applicants. The improvements in case allocation systems, which are in place, are likely to make it clearer to applicants why cases are allocated, reducing time and questions from applicants. Applicants are likely to benefit from faster processing times from the MMO. This benefit is already being demonstrated through the MMO's performance data which are available on their website. In 2011/2012, approximately 74% licence determinations took place within 13 weeks. Following implementation of the efficiency improvements, the MMO is now achieving over 90% licence determinations completed in 13 weeks.

5.4 Applicants include private industry as well as public bodies. Based on the number of applications in past years, (combined with future projections for navigational dredging), there are assumed to be 1784 licence applications per year. This means that the number of businesses and public bodies affected will be less than this, depending on the numbers making multiple licence applications. Based on the past year's split between the numbers of applications relating to private industry and the number relating to public bodies, 82% of applications are assumed to be from private industries.

5.5 The increase in caseload and income to the MMO from the navigational dredging and variations and monitoring cases have been taken into account when calculating the costs and benefits. Efficiencies and improved processing by the MMO means that this higher caseload is processed using the same amount of staff time and more hours are allocated as chargeable.

5.6 Some applicants will be affected by an increase in fees. These increases are likely to result in total estimated additional fees of:

- **£0.11m per year** additional fees due to the increase in hourly charge from £80 per hour to £94 per hour and a reallocation of complex cases (£0.09m/year private).
- **£0.09m per year** fees charged to applicants (relating to MMO case worker travel, previously uncharged). This will fall to industry / public bodies of all sizes (£0.07m/year private);
- The fee 'ceiling' limits the increase in fees on smaller companies carrying out routine applications.

**E. Do you have comments on the estimates of costs and benefits; do you have alternative evidence related to the data or assumptions used in the analysis?**



## ANNEX 1

<p>Marine Licence Applications Fees</p>
<p>Marine Licence applications will be charged on a casework hour basis using the following rates: MMO Casework fee £94.00 per hour Cefas assessment fee<sup>4</sup> £86.00 per hour Applications that meet the qualifying criteria for fast track cases will be charged hourly with a maximum fee ceiling of £175.00. Applications that meet the qualifying criteria for routine cases will be charged hourly with a maximum ceiling related to the scale of the project. Routine project costing less than £5,000.00 will have a ceiling of £450.00 Routine project costing less than £20,000.00 will have a ceiling of £700.00 Routine project costing less than £50,000.00 will have a ceiling of £1,400.00 Routine project costing less than £200,000.00 will have a ceiling of £2,200.00 Routine project costing less than £1,000,000.00 will have a ceiling of £2,700.00 All other applications will be charged per hour (or part thereof) basis with no maximum ceiling.</p>
<p>Fees allocation criteria</p>
<p>Fast track applications are defined activities that do not require consultation with advisors and do not require advertising in local press. Currently burials at sea and scaffolding. Current on-going project work by MMO will define new activities to be added.</p>
<p>Routine applications require predictable levels of effort. For a project to be classed as routine: The project does not require compliance with the Environmental Impact Assessment Directive, Habitat Directive or parts of the Marine and Coastal Access Act relating to Marine Conservation Zones; The project application is not novel or unique to the MMO (because such projects do not have any data to predict the level of effort with any certainty); The project is not a dredging and disposal application (other than one that meets the criteria for fast tracking); The project is not for a combination of activities that make predicting levels of effort uncertain. The project cost is not greater than £1,000,000.</p>

<sup>4</sup> Section 67(5) of the Marine and Coastal Access Act 2009 provides the Secretary of State the power to charge a fee towards the reasonable expenses of an investigation, examination or test, which is necessary or expedient to enable the determination of a licence.

<p>Travel to offsite case meetings will be charged on all applications that require an MMO representative to attend a meeting outside of MMO offices. The rationale for charging for travel is that the down time and expense is linked to the requirement to attend a meeting on the specific case. Return journeys will be charged at the MMO fee per hour of £94.00 to a maximum fee ceiling equivalent to three hours casework (£282.00) per attending caseworker.</p>
<p>Marine Licence Variations Fees</p>
<p>Marine licence variations will be charged on a casework hour basis using the following rates:  MMO Casework fee £94.00 per hour  Cefas assessment fee £86.00 per hour  Variations for administrative changes that do not require the MMO to consult advisors will have a ceiling of £50.00  Variation that are not administrative and do not require the MMO to consult advisors will have a ceiling of £200.00  Variations that are within the scope of the original licence and require a predictable amount of MMO time and advisor time will have a ceiling of £500.00  All other variations, including all variations to licences that were charged hourly at application, will be charged on a per hour (or part thereof) basis with no maximum ceiling.</p>
<p>Fee payable for monitoring compliance with marine licences</p>
<p>A fee for monitoring compliance with the conditions of a marine licence will be charged on a casework hour basis using the following rates:  MMO Casework fee £94.00 per hour  Cefas assessment fee £86.00 per hour  MMO casework refers to any activity required to ensure compliance with a licence condition. This includes reviewing monitoring reports or carrying out site visits.</p>
<p>Dredged material disposal site monitoring</p>
<p>Monitoring the environmental conditions of sites used for the disposal of dredged material. For example a fee calculated by multiplying the annual tonnage of material disposed at sea by the fee rate of £0.01.  The fee payable each year could be capped at a maximum amount of £15,000.</p>