



An Roinn Iompair  
Department of Transport

# Office of the Planning Regulator - Implementing Marine Spatial Planning Workshop:

13 June 2024

## Offshore Renewable Energy Facilitation & Ports Policy

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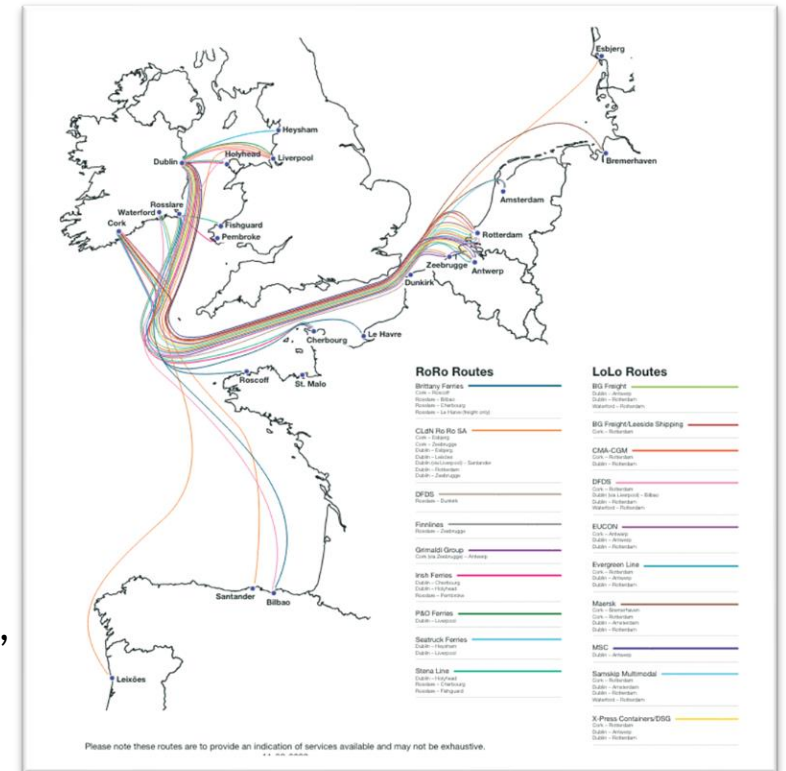
# Offshore Renewable Energy Facilitation & Ports Policy

- Context – Ports Policy & ORE Ports Facilitation
- National Ports Policy 2013
- EU Trans-European Transport Network (TEN-T)
- Policy Statement on the facilitation of ORE by Commercial State Ports in Ireland 2021
- Offshore Wind Delivery Taskforce (OWDT) – Workstream 6
- Review of the National Ports Policy - Ongoing



# Context – Ports Policy

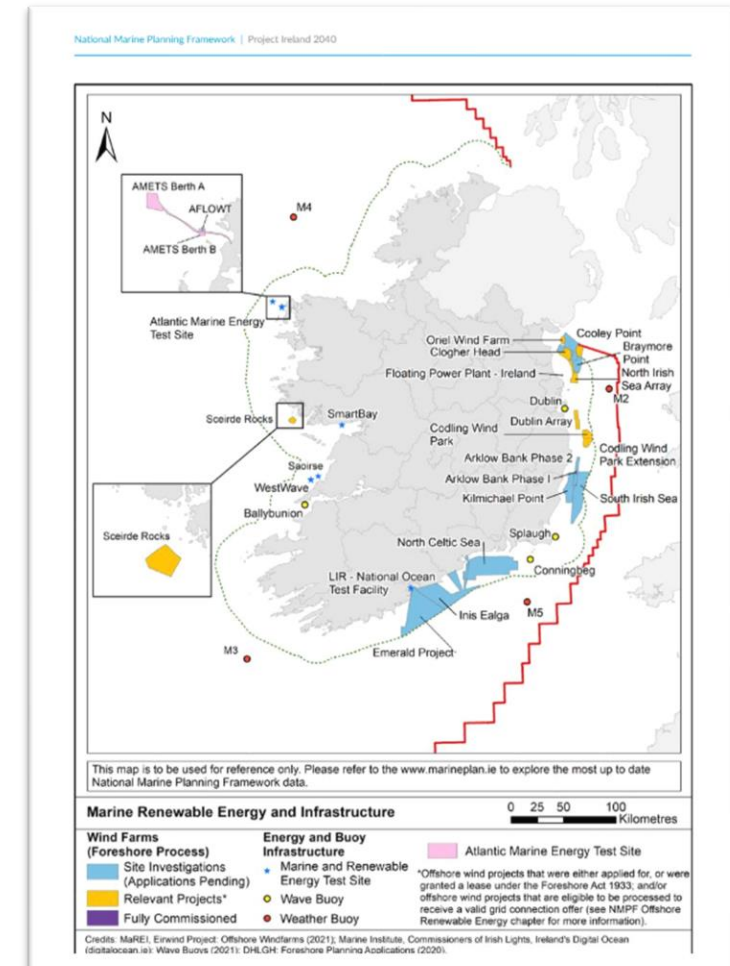
- As an island nation, Ireland's commercial ports are our key international maritime gateways, with at least 90% of Ireland's trade by volume exported and imported by sea.
- National Ports Policy 2013, the National Marine Planning Framework 2020 and the National Development Plan 2021 recognise the importance of ports in connecting Ireland to the rest of the world in terms of trade, transport and tourism, and Ireland must be capable of delivering additional port capacity to meet that demand.
- The importance of maritime capacity and connectivity was highlighted during COVID-19 and Brexit.
- While the primary function of our State ports is to facilitate maritime transport, our ports are more than trading gateways to the world. They are also enablers of other activities. The significant role that ports can play in facilitating the development of the Irish offshore renewable energy sector is widely recognised.





## Context – ORE Ports Facilitation

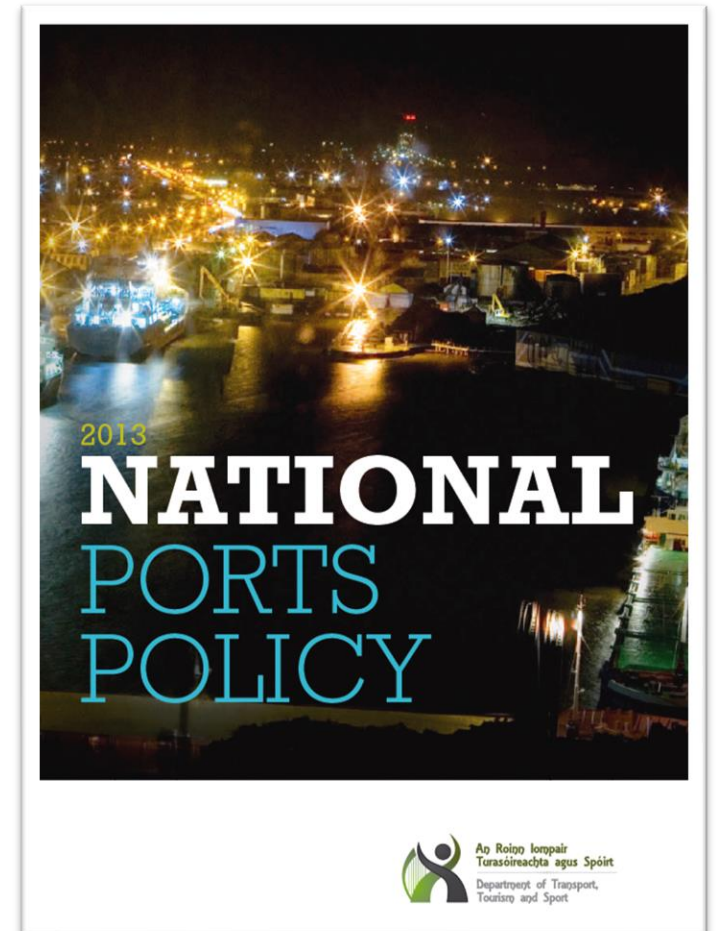
- Ireland has a sea area of 490,000 km<sup>2</sup> which is approximately seven times its landmass. With one of the best offshore renewable energy (ORE) resources globally, there is very significant potential in utilising these resources to generate carbon-free renewable electricity.
- The Programme for Government and subsequent Government Climate Action Plans have set a target of 5GW of (fixed bottom) offshore wind energy generation by 2030, with future potential of at least 30GW of floating offshore wind power in our deeper waters in the Atlantic.
- ORE developments will typically require both large-scale port infrastructure for project deployment and smaller-scale port facilities to provide ongoing operation and maintenance (O&M) services
- A multiport approach will be required to address the needs of the ORE industry to deliver Ireland's 2030 ORE targets and to position Ireland to take advantage of the economic opportunity created by both fixed and floating ORE in Irish waters.
- The location of ports will give operational advantages that reduce costs and delays and de-risk the construction phase of the ORE projects





# National Ports Policy 2013

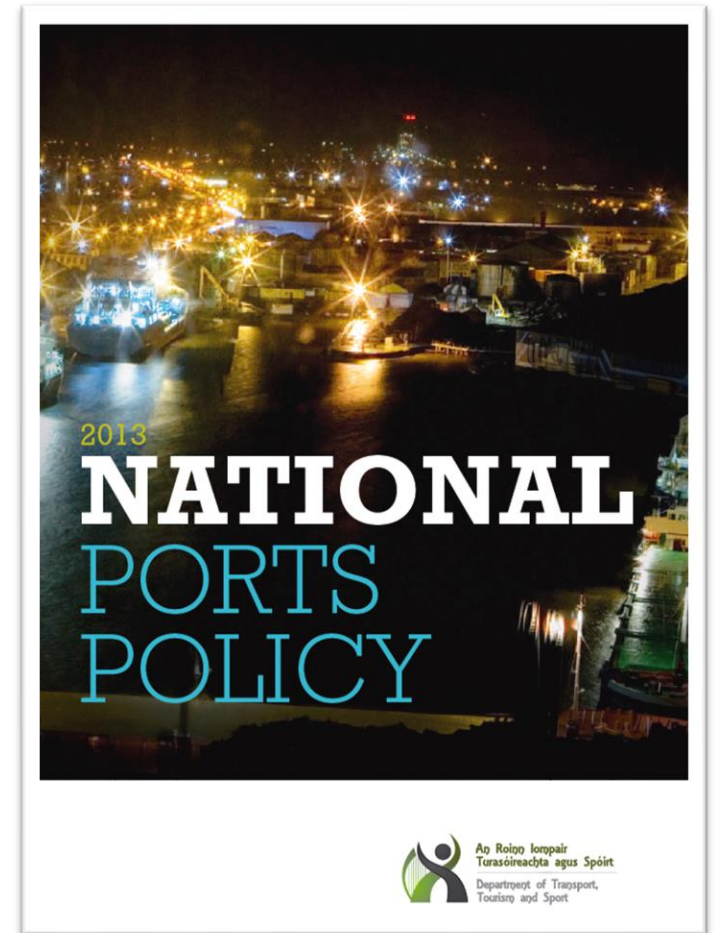
- The core objective of National Ports Policy (NPP) is to facilitate a competitive and effective market for maritime transport services.
- The port governance model in Ireland is one of publicly controlled port authorities with high levels of private-sector involvement in the provision of infrastructure and services.
- National Ports Policy introduced clear categorisation of the commercial ports sector into **Ports of National Significance - Tier 1** (DPC, PoCC, SFPC), **Ports of National Significance - Tier 2** (PoWC, IR-RE) and **Ports of Regional Significance** (Drogheda, Dún Laoghaire, Galway, New Ross, Wicklow – transferred to LA ownership).
- Government expects the Ports of National Significance (Tier 1) to lead the response of the State commercial ports sector to future national port capacity requirements. The Ports of National Significance (Tier 2) have a role to develop additional capacity to aid competitive conditions within the unitised sectors in particular.





## National Ports Policy 2013

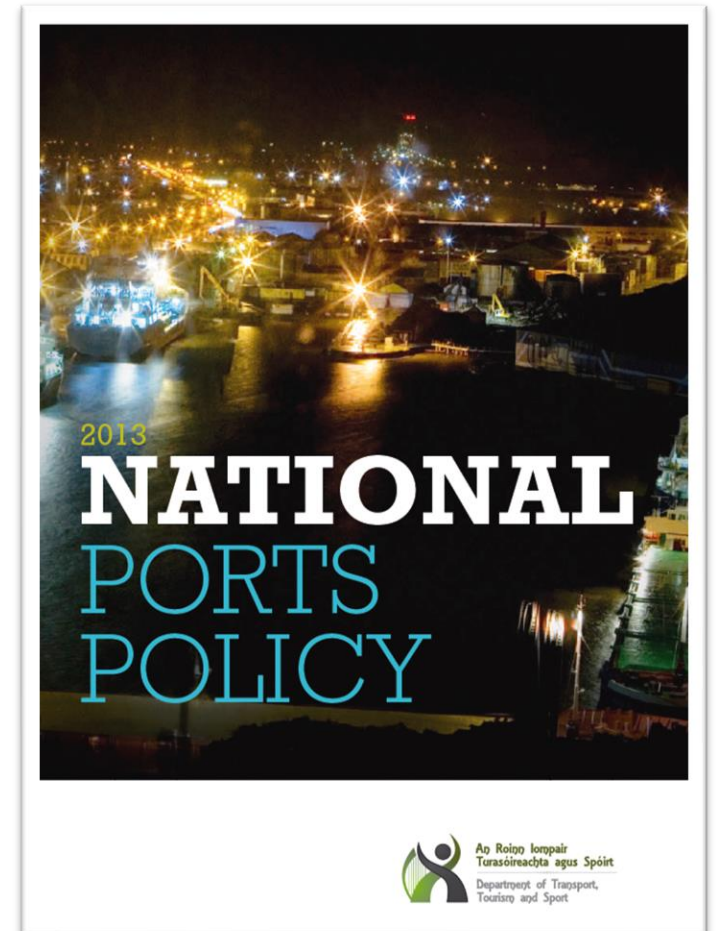
- NPP 2013 outlines the capacity requirements of Irish ports from a national strategic perspective, recognising the significant **organisational, operational and financial resources** that the planning, financing and development of large-scale infrastructure projects may require.
- Ports of National Significance have completed port master planning exercises - engaging with the relevant planning authorities to ensure that port masterplans and relevant planning and development strategies are complementary and consistent.
  - Dublin Port Masterplan 2040 (reviewed 2018)
  - Port of Waterford Masterplan 2020-2044 (Oct 2019)
  - Shannon Foynes Port - Vision 2041 Strategic Review (Sept 2022)
  - Port of Cork Masterplan 2050 (May 2023)
- NPP states that National and Regional Planning Guidelines should recognise the importance of the three categories of ports and allow for their continued development.





## National Ports Policy 2013

- The NPP endorsed **Tier 1 and Tier 2** Ports of National Significance as having the greatest potential in servicing current and future demand in the offshore renewable energy sector.
- The report additionally identified some Ports of Regional Significance as having important potential in terms of servicing future demand in this sector.
- Therefore, while the primary function of Commercial State Ports in Ireland is to facilitate maritime transport, ORE facilitation is nonetheless integral.





## EU Trans-European Network-Transport (TEN-T)

- The European TEN-T network comprises an EU-wide network of rail, inland waterways, shipping routes, roads, ports, airports, and freight terminals, and it sets out the requirements for infrastructure on this network.
- The TEN-T Core Network in Ireland includes the ports of DPC, PoCC & SFPC, and the Comprehensive Network includes PoW & IR-RE.
- All TEN-T Core Network ports must be connected to both the TEN-T core road and rail networks.
- TEN-T ports are eligible to apply for the Connecting Europe Facility (CEF) Fund – including for ORE Ports Facilitation



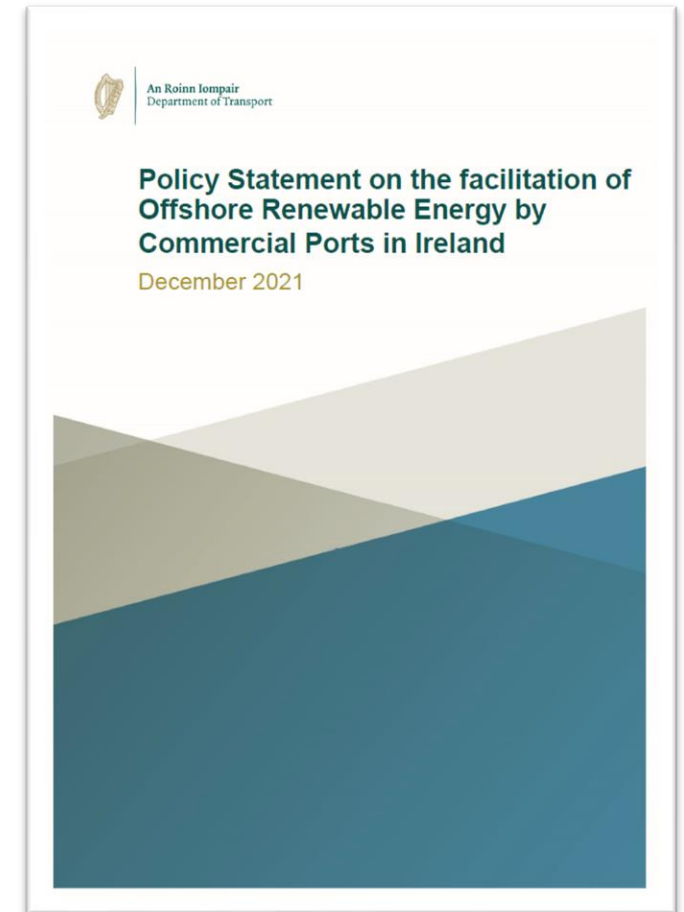
Source:  
<https://ec.europa.eu/transport/infrastructure/tentec/tentec-portal/map/maps.html>





# Policy Statement on the facilitation of ORE by Commercial State Ports in Ireland 2021

- The Department of Transport, in conjunction with the Irish Maritime Development Office (IMDO), carried out an assessment of the options for Irish commercial state ports to facilitate the ORE sector.
- Key recommendation out of the assessment was that: **Multiple port facilities** in Ireland will be required for **ORE Marshalling and Assembly (M&A)** and **Operations and Maintenance (O&M)** operations.
- Dec 2021: Policy statement published to encourage all ports to actively engage with potential development opportunities.
- Set out that eligible TEN-T ports can apply for funding for ORE related port infrastructure under the EU's **Connecting Europe Facility (CEF)**.



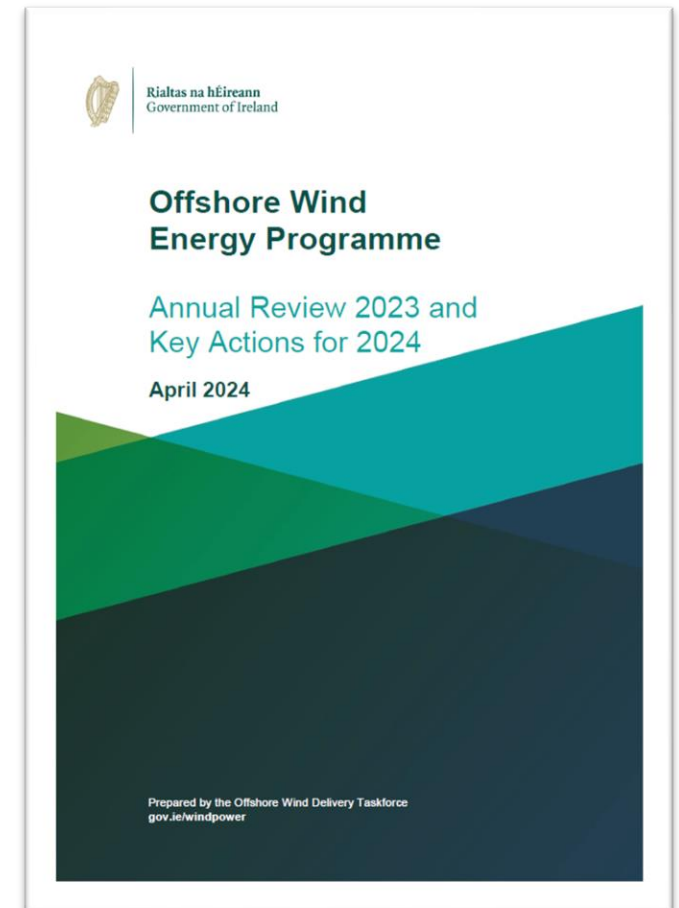


# Offshore Wind Delivery Taskforce (OWDT) – Workstream 6

Ireland's multi-departmental **Offshore Wind Delivery Taskforce** was established in April 2022 by the Minister for the Environment, Climate and Communications to drive delivery of offshore wind targets in the Climate Action Plan, and to mobilise the Irish economy towards realising associated economic and societal opportunities through effective cross-Government collaboration.

The Department of Transport provides regular updates on the actions within our remit, including:

- Engagement with the relevant stakeholders: Ports, Developers, the wider industry, the Irish Maritime Development Office (IMDO), and other government departments in the Taskforce.
- Working towards assisting in ports' ORE infrastructure plans, reviewing business cases and exploring potential financing solutions for ORE port facilitation infrastructure, **through CEF, EIB, and other private forms of funding.**
- Developing Technical Guidance on Navigational Safety, Pollution Control and Emergency Response for Offshore Renewable Energy Installations (OREIs).
- Developing regulatory regime involving legislation and implementation/enforcement for newer types of vessels being used in the offshore service sector (e.g. crew transfer vessels and service operation vessels) and the carriage of industrial personnel on these vessels.





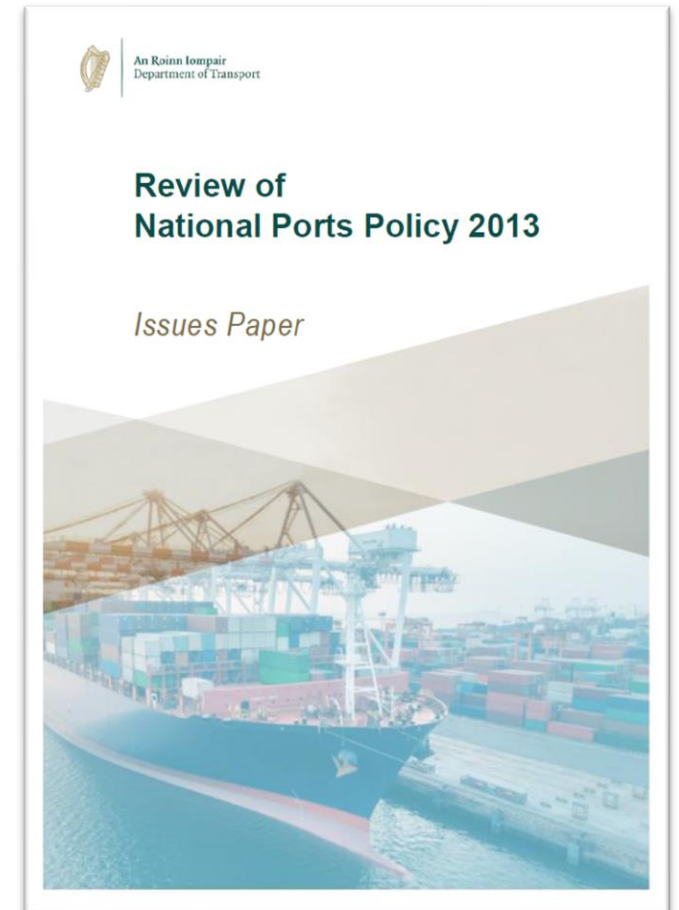
## Review of the National Ports Policy - Ongoing

Review of the 2013 National Ports Policy has begun within the Department of Transport.

A thematic issues paper was published in **October 2023** for public consultation, together with the Executive Summary of the IMDO's Irish Ports Capacity Study (2023).

The Department is now assessing the responses to the issues paper with a view to developing a new National Ports Policy.

- Further public consultation is planned in **Q3 2024** on revised text for the National Ports Policy (which will be subject to SEA/AA/SFRA screening).
- New draft policy to be brought to Government in **Q1 2025**.
- Topics under consideration include: National port capacity, digitization, port governance, climate resilience and ways to support the development of port infrastructure to **facilitate offshore renewable energy**.





**Able Seaton Port, UK**



Green Port Hull, UK



Esbjerg Port, Denmark



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