

MAC Report	
Application for a Maritime Area Consent (MAC) under Section 79 of Maritime Area Planning Act 2021, as amended (the Act)	
Application Details	
MAC Applicant:	Electricity Supply Board (ESB)
MAC Reference No:	MAC240061
Location:	Carrickmines to Poolbeg, Co. Dublin
Date Application received:	02 December 2024
Proposed Maritime Usage:	Electricity Supply Board (ESB) has applied for a MAC for the installation of electric cables within the near-shore area of Dublin Bay between Blackrock Park and Shellybanks, Poolbeg. The proposed works include the installation, operation, and maintenance of an electricity transmission circuit.
Recommendation:	To approve the Part Granting of the MAC sought with conditions attached.

Document Control			
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1. Overview

On 02 December 2024 MARA received a Maritime Area Consent (MAC) application under Section 79 of the Maritime Area Planning Act 2021, as amended (the Act) from the Electricity Supply Board (ESB) for the proposed installation, operation and maintenance of an electricity transmission circuit within the near-shore area of Dublin Bay between Blackrock Park and Shellybanks, Poolbeg.

2. Background

The proposed works are part of the *Powering Up Dublin Programme* which involves replacing five 220kV circuits, comprising a total of over 50km of high voltage underground cables, across Dublin. The works specifically relate to the replacement of the existing circuit between Carrickmines and Poolbeg substations (currently operating at 220kV). The proposed route extends from Carrickmines along public roads until it enters the maritime area at Blackrock Park and continues onward to Shellybanks, prior to connecting to Poolbeg substation. The existing cable does not form part of this MAC application.

The purpose of the works is to increase grid capacity to facilitate the transmission of Offshore Renewable Energy (ORE), supporting essential upgrades to ensure the transmission grid is prepared for increased renewable energy connections.

3. Proposed Maritime Usage

The proposed maritime usage involves the installation, operation and maintenance of an electrical transmission circuit within the nearshore area of Dublin Bay. The transmission circuit will connect infrastructure between the Poolbeg Peninsula, Shellybanks and the area surrounding the Blackrock Park. The circuit will comprise a number of electrical cables and fibre-optic monitoring and communication cables which will be laid within a cable corridor between Blackrock Park and Shellybanks as shown on the applicant's proposed MAC map reproduced in Figure 1. Once energized, the circuit will form part of the meshed national electricity transmission network.

The electrical cables are proposed to be buried beneath the seabed, at a depth which is to be confirmed during the detailed design process following the completion of site surveys and a cable burial risk assessment process. The elements of the system which are proposed to be constructed in the maritime area are high-voltage (HV) XLPE (Cross-linked Polyethylene) electrical cables, which will be contained within partial polyethylene (PE) ducting. The Applicant has stated that the cables will be installed using either trenchless or trenched methods. The final install methodologies will be determined during the detailed design process and will be a matter for consideration by the relevant consenting authority during the planning process.

The cable route is proposed to traverse a number of existing assets within the marine environment, namely two Uisce Éireann sewer pipes and the ESAT-2 telecommunications cable, as well as three proposed power cables associated with the consented Codling Windfarm project. The specific crossing arrangements at each location will be subject to agreement with the relevant asset owners and will be

confirmed during the detailed design and planning processes. Further details in relation to overlaps with existing consents is provide in Section 5.3 below.

Following installation, the cables will remain in situ in near shore Dublin Bay as part of the electricity transmission network. The proposed use therefore represents a long-term occupation of the maritime area at depth, with minimal operational or maintenance intervention required within the maritime area.

The MAC area sought by the Applicant is illustrated in Figure 1.

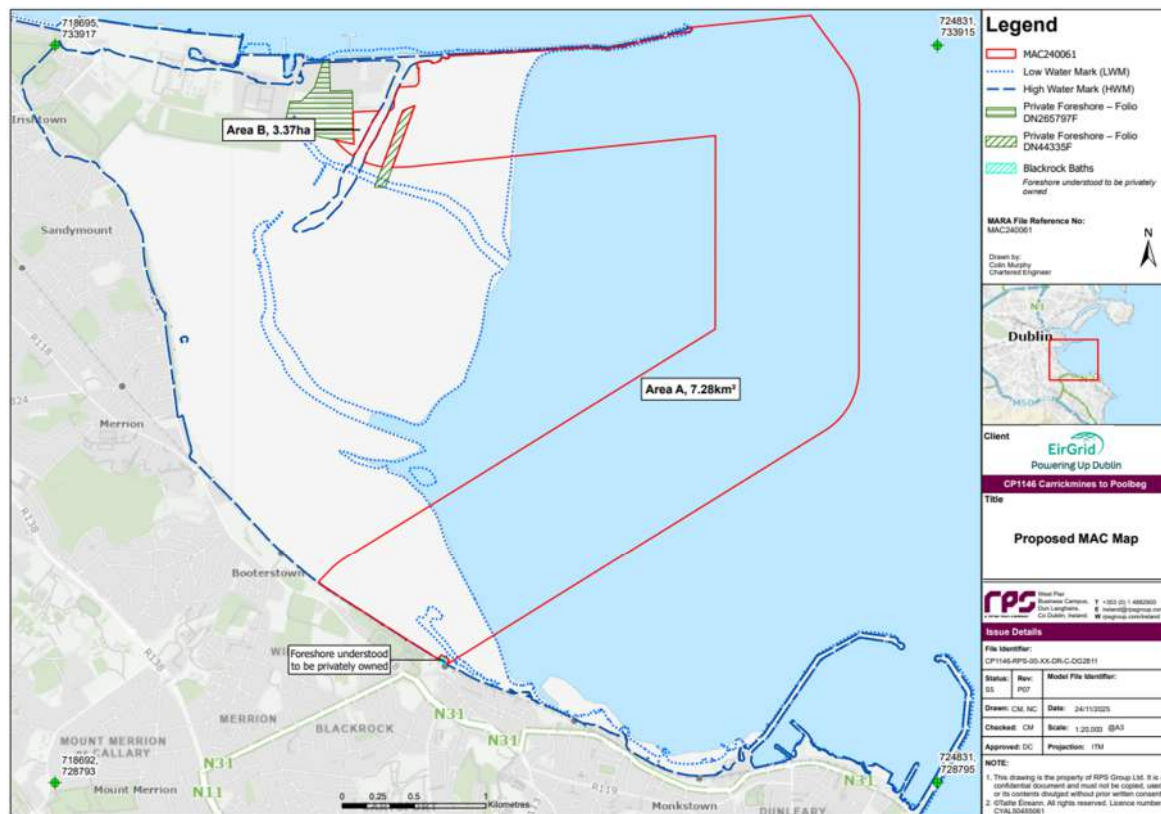


Figure 1: Applicant map of proposed layout of MAC area at Dublin Bay.

The proposed total area to be occupied by the MAC is 731.37Ha, comprising MAC Area A, 728Ha, and Area B, 3.37Ha. Based on the map provided by the Applicant, the proposed MAC area is considered sufficiently wide to accommodate anomalies that may occur during the installation process.

The proposed duration of occupation of the maritime area sought by the applicant is 65 years, corresponding to the anticipated operational lifetime of the cable infrastructure. The Applicant has however stated that:

“The design life of the submarine cable system and associated maritime infrastructure is 30–40 years, in accordance with relevant standards (IEC, DNVGL, and ISO), and is supported by manufacturer data and industry practice. It is expected that the service life will be in excess of this period, however that is dependent on the installation and operation and maintenance of the asset. EirGrid Functional Specifications, for 220kV Submarine Cables (OFS-CAB-100) specifies a

minimum design life for cable systems, including fibre optic cables, all accessories, ducts and ancillary components is 40 years.”

At this stage, there is limited information on the final design criteria, the applicable relevant standards and the selected installation methodology. Further consideration of the proposed MAC term is provided in Section 6.1 below.

4. Site Visit

Joseph McCarthy, Chartered Engineer and Director at McCarthy Browne visited the site on behalf of MARA on 29 January 2026. The inspection took place on public lands only. Access restrictions were in place at the Great South Wall (GSW) on the day of the inspection.

The proposed MAC area is located in the nearshore within Dublin Bay, between the GSW in the north and the Blackrock Park area in the south. As illustrated in Figure 2 below, although there is a significant spatial interaction between the proposed MAC area and the GSW, the MAC boundary does not traverse the GSW, as the GSW structure lies above the High Water Mark (HWM) as defined by the Chief Boundary Surveyor.

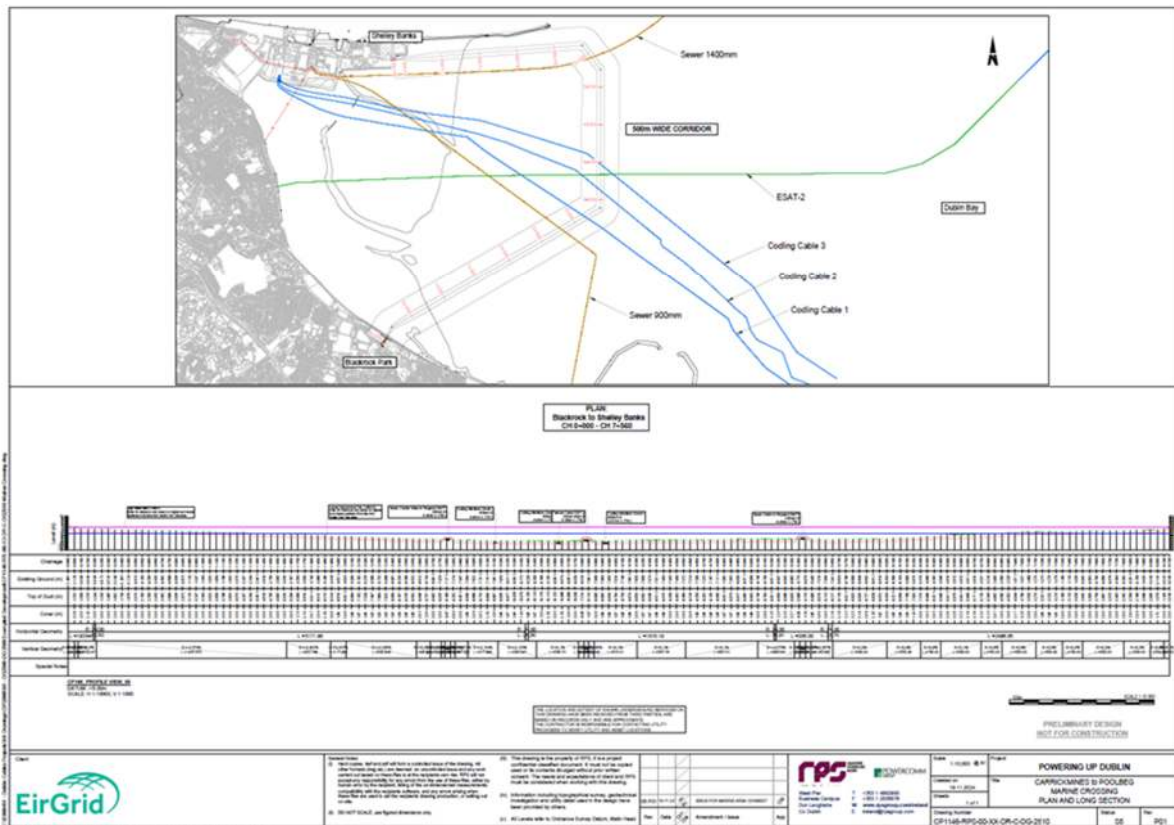


Figure 2: Carrickmines to Poolbeg Marine Crossing Plan and Long Section provided by the Applicant.

Photographs 1 to 3 below detail the character of the area in the vicinity of the proposed works.

No existing infrastructure or occupation was evident on the day of the site inspection that would preclude MARA from granting a MAC for the proposed maritime usage.



Photograph 1: View from Sandymount Strand looking towards Cable landfall at Shellybanks [JM: 29 January 2026].



Photograph 2: View from Blackrock Park looking north towards Poolbeg. Location of cable landing at Blackrock Park [JM: 29 January 2026].



Photograph 3: View from the great south wall looking south towards Blackrock Park. [JM: 29 January 2026].

5. Review of Legislation & Associated Consents

5.1 Applicable Provisions of the Maritime Area Planning Act, 2021 as amended (the Act)

Under the Act, MARA has responsibility for granting MACs.

Schedule 3 and Schedule 4 of the Act specifies maritime usages for which a MAC is not required, including where the proposed maritime usage falls under the remit of another enactment, is navigation or fishing, is a licensable activity under Schedule 7 or where the activity is to be undertaken on private land. The proposed maritime usage is not considered to fall under those listed under Schedule 3 or 4 of the Act.

The Applicant has stated that the proposed maritime usage and the subject of this application, requires development permission. In accordance with Section 75(1) of the Act, a MAC is required before an application for development permission can be lodged with the relevant consent authority.

Accordingly, the subject of this application is considered to fall under Section 75(1) of the Act.

5.2 Ownership

A search was undertaken of both the Land Registry and MARA's GIS database on 30 January 2026 for any document granting or affecting rights to land in order to ensure that there are no conflicts of interest with the MAC area being applied for as outlined on the Applicant's proposed MAC Map (Figure 1).

A Deed of Title (DPC/0/0833) held by Dublin Port Company was identified which relates to lands purchased by Dublin Port Company from the Pembroke (Fitzwilliam) Estate on 03 November 1962. The maritime area, the subject of this Deed of Title, overlaps with the proposed MAC area as detailed in Figure 3.

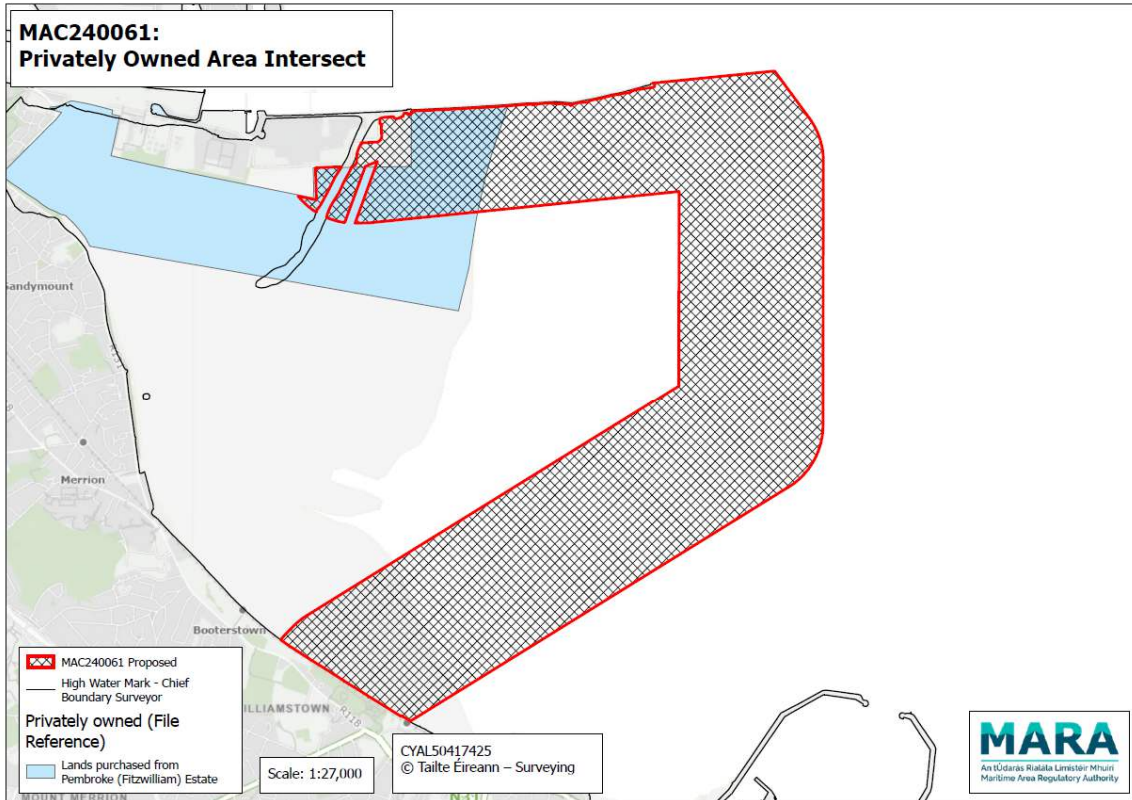


Figure 3: Privately owned maritime areas which overlap with the proposed MAC area.

The entire Area B and part of Area A (northwest section) as proposed by the Applicant overlap Deed of title (DPC/0/0833). MARA considers the above identified maritime area subject of the Deed of Title (DPC/0/0833) to be privately owned. In accordance with Section 99(3)(b) of the Act, Part 4 of the MAP Act shall only apply to that part of the maritime area which is in state ownership. Accordingly, a MAC cannot be issued on privately owned maritime area. Considering the above it is recommended that a MAC is part-granted for that portion of the maritime area, within the MAC area as applied for, which is in state ownership. The recommended MAC area to be part granted is detailed on the map provided in Section 7 of this report.

5.3 Existing Consents & Authorisations

A search of the MARA’s GIS database was undertaken on 02 February 2026 for spatial overlap between the proposed MAC area, and any existing foreshore authorisations and MARA licences and consents.

Excluding private maritime area as referred to in Section 5.1, the proposed MAC area overlaps with the following existing foreshore consents, MACs and Maritime Usage Licences (MULs) as detailed in Table 1 below.

Table 1: Summary of Overlapping maritime authorisations and foreshore authorisations				
File Reference Number	Applicant/ Holder	Consent Type	Maritime Usage	Status
2022-MAC-003 and 004	Bray Offshore Wind Limited and Kish Offshore Wind Limited	MAC	ORE windfarm (overlaps - cable corridor)	Consented. Expires 23/12/2067.
2022-MAC-006	Codling Wind Park, Limited (CWPL)	MAC	ORE windfarm (overlaps infrastructure corridor)	Consented. Expires 23/12/2067.
MAC20230009	Iarnród Éireann (IÉ)	MAC	Coastal protection	Application with MARA
MUL230034	CWPL	MUL	Marine environmental surveys	Consented. Expires 23/02/2029
MUL240010	EirGrid PLC	MUL	Site investigation	Application with MARA
MUL240023	Iarnród Eireann	MUL	Geotechnical and geophysical site investigation surveys, ecology and marine archaeology surveys to inform design options for the proposed East Coast Rail Infrastructure Protection Projects (ECRIPP)	Licensed. Expires 22/10/2031.
FS004469	Dublin City Council	Licence	Laying, using and maintaining a submarine pipeline	Consented. Expires 30/12/2035
FS004500	Dun Laoghaire Rathdown County Council	Licence	Laying a sewage pumping main	Consented. Expires 31/12/2087
FS004587	BT Ireland	Licence	Submarine communication cable	Consented. Expires 15/08/2034
FS007134	ESB	Licence	Site investigation application for windfarm	Undetermined
FS007188	RWE Renewables Ireland Ltd	Investigative Licence	Site investigation application for windfarm	Consented. Expires 13/01/2028
FS007283	Banba Wind Limited	Investigative Licence	Site investigation application for windfarm	Undetermined
FS007330	Réalt na Mara Offshore Windfarm	Investigative Licence	Site investigation application for windfarm	Undetermined

FS007367	RPS Consulting UK & Ireland	Investigative Licence	Site investigation application for windfarm	Undetermined
FS007472	Mac Lir Offshore Wind Limited	Investigative Licence	Site investigation application for windfarm	Undetermined
FS007546	CWPL	Investigative Licence	Site investigation application for windfarm	Consented. Expires in 12/05/2028

Maritime Area Consent 2022-MAC-003 and 004, held by Bray Offshore Wind Limited and Kish Offshore Wind Limited, is for the development, operation and decommissioning of the Dublin Array and Kish Bank and Bray Bank offshore wind farms and associated cable corridors. The subsidiary area proposed for transmission infrastructure under 2022-MAC-003 and 004 partially overlaps with the proposed MAC area. MACs 2022-MAC-003 and 004 was granted on a non-exclusive basis and co-existence with the proposed maritime usage the subject of this application is considered possible. No conflict is therefore considered to exist, however it is recommended that a condition is included in any MAC which may issue requiring the holder to consult with the holder of 2022-MAC-003 and 004 in advance of undertaking the permitted maritime usage.

Maritime Area Consent 2022-MAC-006, held by CWPL, is for the development, operation and decommissioning of an offshore windfarm. The subsidiary area proposed for transmission infrastructure under 2022-MAC-006 partially overlaps the proposed MAC area. MAC 2022-MAC-006 was granted on a non-exclusive basis and co-existence with the proposed maritime usage the subject of this application is considered possible. No conflict is therefore considered to exist, however it is recommended that a condition is included in any MAC which may issue requiring the holder to consult with the holder of 2022-MAC-006 in advance of undertaking the permitted maritime usage.

Maritime Area Consent MAC20230009 is an application, submitted by Iarnród Éireann (IÉ), to MARA seeking authorisation for the construction, use, operation and maintenance of the (ECRIPP scheme between the Merrion Gates and Seapoint Beach, Co Dublin. The maritime usage proposed under MAC20230009 partially overlaps the southern nearshore end of the proposed MAC area. MAC20230009 has been sought be on a may or may not be exclusive basis and co-existence with the proposed maritime usage, the subject of this application, is considered possible. It is recommended that a condition is included in any MAC which may issue requiring the holder to consult with the holder of MAC20230009 in advance of undertaking the permitted maritime usage.

Maritime Usage Licence MUL230034, granted by MARA, authorises CWPL, to undertake surveys within the licence area. The surveys are required to inform the detailed design of the proposed wind farm, export cable route, potential operations and maintenance base, land reclamation at the potential onshore substation location and additional buffer zones. As Maritime Usage Licences are issued on a non-exclusive basis and this licence relates to survey activities, co-existence with the proposed maritime usage the subject of this application is considered possible, therefore no conflict is considered to exist.

Maritime Usage Licence MUL240010 is an application, submitted by EirGrid PLC to MARA, seeking authorisation to undertake site investigation works to inform the engineering design and environmental assessments of a proposed electrical cable circuit crossing Dublin Bay (the same proposed infrastructure which is the subject of this MAC application). As Maritime Usage Licences are issued on a non-exclusive basis and this licence relates to site investigation activities, co-existence with the proposed maritime usage the subject of this application is considered possible, therefore no conflict is considered to exist.

Maritime Usage Licence MUL240023, granted by MARA, authorises Iarnród Éireann to conduct marine site investigation works, including geophysical, geotechnical and environmental surveys of the seabed and surrounding waters, to inform the engineering design and environmental assessment for the proposed ECRIPP. As Maritime Usage Licences are issued on a non-exclusive basis and this licence relates to site investigation activities, co-existence with the proposed maritime usage the subject of this application is considered possible, therefore no conflict is considered to exist.

Figure 4 below details the extent of the spatial overlap between the proposed MAC area and existing MACs and MULs.

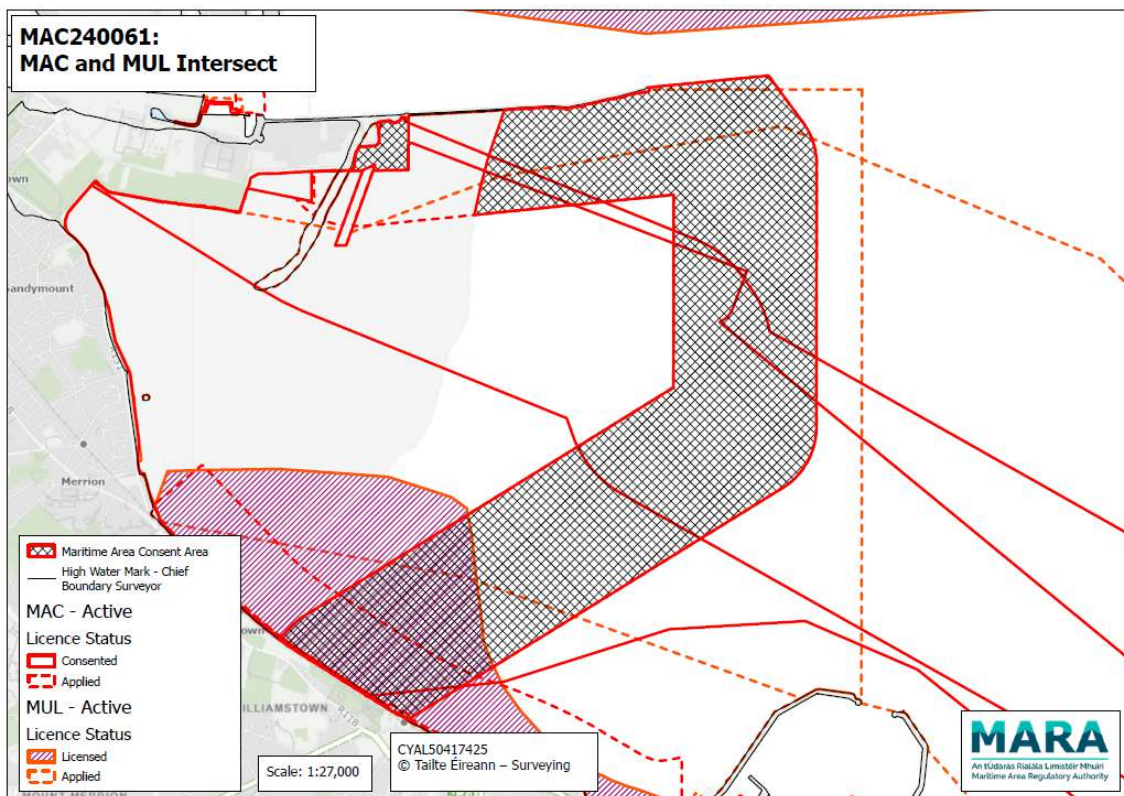


Figure 4: MACs and MULs overlap with the proposed MAC area

Foreshore consent FS004469 is a foreshore licence held by Dublin County Council for the purpose of laying, using and maintaining a submarine pipeline. Foreshore licences are issued on a non-exclusive basis and MARA considers that co-existence with the proposed maritime usage, the subject of this application, is possible. As this foreshore license relates to physical infrastructure, it is recommended

that a condition is included in any MAC which may issue requiring the holder to consult with the holder of foreshore licence FS004469 in advance of undertaking the permitted maritime usage.

Foreshore consent FS004500 is a foreshore licence held by Dun Laoghaire Rathdown County Council for the purposes of laying, using and maintaining a sewerage pumping main. Foreshore licences are issued on a non-exclusive basis and MARA considers that co-existence with the proposed maritime usage, the subject of this application, is possible. As this foreshore license relates to physical infrastructure, it is recommended that a condition is included in any MAC which may issue requiring the holder to consult with the holder of foreshore licence FS004500 in advance of undertaking the permitted maritime usage.

Foreshore consent FS004587 is a foreshore licence held by BT Ireland, for the purposes of laying, using and maintaining a submarine communications cable. Foreshore licences are issued on a non-exclusive basis and MARA considers that co-existence with the proposed maritime usage, the subject of this application, is possible. As this foreshore license relates to physical infrastructure, it is recommended that a condition is included in any MAC which may issue requiring the holder to consult with the holder of foreshore licence FS004587 in advance of undertaking the permitted maritime usage.

Foreshore consent FS007188 is a foreshore licence held by RWE Renewables Ireland Ltd for the undertaking of site investigations to investigate the stability of the soil and to provide an understanding of ground conditions to refine the foundation design for an offshore windfarm development. As foreshore licences are issued on a non-exclusive basis and this licence relates to site investigation activities, co-existence with the proposed maritime usage the subject of this application is considered possible. No conflict is therefore considered to exist.

Foreshore consent FS007546 is a foreshore licence held by CWPL for the undertaking of site investigations and surveys in relation to the Codling Bank offshore windfarm. As foreshore licences are issued on a non-exclusive basis and this licence relates to site investigation activities, co-existence with the proposed maritime usage the subject of this application is considered possible. No conflict is therefore considered to exist.

Foreshore records FS007283, FS007134, FS007330, FS007367 and FS007472 relate to applications for a site investigation for offshore windfarms. These applications have not progressed with Foreshore Section and therefore do not require further consideration.

The Marine Institute's Ireland's Marine Atlas database¹ was searched on 03 February 2026 for spatial overlap between the proposed MAC areas and any Department of Agriculture Food and the Marine (DAFM) foreshore authorisations for aquaculture sites. No existing DAFM foreshore authorisations, or applications for the same were identified as overlapping the proposed MAC application areas.

In summary, no existing MACs, MULs, foreshore authorisations (including those for aquaculture) or applications for the same were identified as overlapping the proposed MAC application area which would impede MARA in granting a MAC for the proposed maritime usage.

¹ <https://atlas.marine.ie/>

5.4 Development Permission

The Electricity Supply Board have stated that the proposed works require development permission. The Applicant has indicated that they intend to apply for development permission should they be successful in obtaining a MAC for the proposed project. No application for development permission has been made in advance of seeking a MAC from MARA.

Owing to the nature and scale of the proposed works, it is considered reasonable that the MAC Holder (if successful in obtaining a MAC) should submit a valid application for development consent to the relevant planning authority within 18 months of issuance of a MAC.

The Applicant in their development permission application to the relevant planning authority is required to include a Rehabilitation Schedule detailing how the Applicant proposes to rehabilitate the maritime area in accordance with Part 4, Chapter 8 of the Act.

6. Assessment

6.1 Schedule 5

The MAC application was submitted on 02 December 2024, the appropriate fee paid on 02 December 2024 and reviewed for completeness on 17 December 2024. An incomplete application notification was issued on 17 December 2024, with supplementary documentation/information received on 17 January 2025. The application was deemed complete by MARA on 26 February 2025.

Requests for additional information were issued on 22 October and 19 November 2025 under Section 79(3) of the Act and the associated responses received relating to matters for general and technical assessment on 04 November and 01 December 2025.

Schedule 5 of the Act sets out the criteria to which MARA must have regard when assessing a MAC application. This report sets out the assessment undertaken pursuant to Section 5 of the Act. The assessment is summarised in Table 2 below.

Table 2: Synopsis of the assessment of the application with regard to the requirements of Schedule 5			
Schedule 5 Requirements		Synopsis	Assessment
1.	The nature, scope and duration of the occupation of the maritime area concerned for the purposes of the proposed maritime usage.	Details of the proposed maritime usage, including the nature scope and duration are described in Sections 3 & 4 above. While the Applicant has sought a maximum MAC term of 65 years, the final design criteria of the cable has not yet been decided. The design life of submarine electrical cable systems and associated maritime infrastructure is typically in the range of 30–40 years, based on relevant international standards and industry practice, with the potential for longer service life subject to installation method, operation and maintenance. Considering the nature of the works and allowing time for obtaining planning permission, procurement of a works contractor, construction and decommissioning, with proper maintenance and repair, a MAC Term of 45 years would seem reasonable.	Partially Satisfied

		<p>The proposed maritime usage is considered satisfactory, having regard to the nature and scope. The proposed maritime usage is considered partially satisfactory having to the duration sought. Accordingly, it is recommended to part grant a MAC for a shorter MAC term than that sought, as outlined above.</p>	
<p>2.</p>	<p>Whether the proposed maritime usage is in the public interest.</p>	<p>The Applicant stated in their application that <i>“the proposed project is necessary to strengthen the electricity transmission grid to ensure continued reliability of electrical supply and to enable the transmission of 80% of Ireland’s electricity from renewable sources by 2030, in accordance with the target set out in the Government’s Climate Action Plan 2024 and Energy Security in Ireland to 2030 requirements. To achieve this target, 5GW of offshore wind, 9GW of onshore wind, and 8GW of solar power needs to connect to the grid by 2030 and it is a government objective to ensure a ‘fit-for-purpose’ electricity grid that supports Ireland’s energy and climate ambition through delivery of grid infrastructure. This objective is identified in multiple Government policy documents, including the Climate Action Plan 2024 which identifies in Section 12.4.1 that a “key measure” to achieve 2030 targets is the need to “deliver a flexible system to support renewables and demand”, and the National Maritime Planning Framework which supports improved transmission infrastructure in ORE Policy 1 & 10 and Transmission Policy 1. The Proposed Works are essential upgrades to ensure the transmission grid is ready for increased renewable energy sources being connected.”</i></p> <p>The Applicant also stated that <i>“As the proposed project relates to increasing grid capacity and flexibility, it is essential enabling infrastructure for existing and proposed renewable generation projects to access the Irish electricity system. As such it aligns with key objectives of the European Green Deal and the Renewable Energy Directive (RED III) [EU-2023/2413] which sets binding renewable energy targets and ensures that development and permitting of renewable generation and development of the electricity grid are prioritised, providing in Article 16f that the “planning, construction and operation” of renewable energy plants and “the connection of such plants to the grid, the related grid itself” itself are presumed as being in the overriding public interest when balancing certain legal interests. This signals the wider EU policy support for renewable energy development including its enabling infrastructure. It also aligns with the Security of Supply Directive [EU-2005/89/EC] and key actions of the REPowerEU Plan.”</i></p> <p>The Applicant indicated that while the proposed project does not have a direct public use element of the proposed project, it will be integrated into the electricity network. Consequently, it will supply significant energy users and contribute to the distribution network that powers homes and businesses.</p> <p>The proposed maritime usage is considered satisfactory, having regard to the public interest.</p>	<p>Satisfactory</p>

3.	The location and spatial extent of the occupation of the maritime area concerned for the purposes of the proposed maritime usage.	<p>The total MAC area as applied for by the ESB is 731.37Ha, comprising MAC Area A of 728Ha, and Area B of 3.37Ha as illustrated in Figure 1.</p> <p>Based on the searches undertaken, private maritime area was identified that would preclude the granting of a MAC across the entirety of the area applied for by ESB. As illustrated in Figure 3 of this report, the MAC area as applied for overlaps with a Deed of Title (DPC/0/0833) relating to lands purchased by Dublin Port Company from the Pembroke (Fitzwilliam) Estate which MARA considers to be a privately held part of the maritime area. It is therefore recommended to part grant the MAC to exclude that part of the maritime area which is deemed to be in private ownership.</p> <p>Accordingly, the total MAC area recommended to be granted is 671.23Ha. MAC Area A proposed by the Applicant is split by the above referenced private maritime area. In addition, the entire of Area B as proposed overlaps above the private maritime area and therefore is not recommended to be granted. Accordingly, For the purpose of MAC Area recommended to be granted, Area A sought proposed by the Applicant is to subdivided into MAC Area A comprising 661.27Ha, and MAC Area B comprising 9.96Ha, excluding private maritime areas illustrated in Figure 5 (Proposed MAC Map) in Section 7. This corresponds to an overall cable length of 7,450 Linear Metres.</p> <p>In addition, a review was undertaken of existing MAC, MUL and foreshore authorisations overlapping with the MAC area. Several existing consents were identified which have been considered in detail in Section 5.3 above. Accordingly, it is recommended that conditions are included in any MAC which may issue requiring the holder to engage with the relevant consent holders in advance of undertaking the permitted maritime usage to ensure the proposed MAC activity does not cause disruption to the existing maritime usages. (See Section 9 for further details.)</p> <p>The proposed maritime usage is therefore considered partially satisfactory having to the location and spatial extent concerned. Accordingly, it is recommended to part grant a MAC excluding the part of the maritime area that is privately owned, as outlined above.</p>	Partially Satisfied
4.	Guidelines issued under Section 7 which are relevant to the proposed maritime usage.	No such guidelines have been published to date.	Not applicable

5.	Whether the Applicant is a fit and proper person (within the meaning of Schedule 2) to be granted a MAC, both at the time the application is made and at the time that the MAC application concerned is determined by the MARA.	<p>A detailed review and assessment of the information provided by the Applicant has been completed. Based on the assessment set out in Table 3 below, Section 6.3 and the Financial Capability Assessment (FCA) as set out in the Ernst & Young (EY) report dated 11 June 2025, it is considered that the Applicant satisfies the fit and proper person requirements.</p> <p>As required by Schedule 6, Part 2 of the Act, it is a condition of all MACs that the Holder shall continue to be a fit and proper person within the meaning of Schedule 2 of the Act for the Term of the MAC.</p>	Satisfactory
6.	Whether the Applicant is tax compliant, both at the time the application is made and at the time that the MAC application concerned is determined by the MARA.	The Applicant submitted Tax Registration Number and Tax Clearance Access Number (TCAN) which was used to view the Applicant's tax clearance certificate. Based on the review of the tax clearance certificate, the Applicant is considered tax compliant.	Satisfactory
7.	In the case of any maritime usage relating to offshore renewable energy (within the meaning of section 100), the consistency of the MAC application concerned with the development plans of the transmission system operator (within the meaning of section 100).	Not applicable	Not Applicable
8.	The National Marine Planning Framework (NMPF).	<p>Based on a review of the application, MARA has had regard to the National Marine Planning Framework (NMPF) and it is considered that the proposed project aligns with the overall objectives of the NMPF, including the energy – offshore renewable, energy – transmission, economic and social objectives set out therein.</p> <p>It is considered that the proposed project aligns with the following economic, social and key sectoral policy objectives of the NMPF: -</p>	Satisfactory

		<ul style="list-style-type: none"> • Co-existence Policy 1 - Proposals should demonstrate that they have considered how to optimise the use of space, including through consideration of opportunities for co-existence and co-operation with other activities, enhancing other activities where appropriate. • Infrastructure Policy 1 - Appropriate land-based infrastructure which facilitates marine activity (and vice versa) should be supported. Proposals for appropriate infrastructure that facilitates the diversification or regeneration of marine industries should be supported. • Transmission Policy 4 - Where possible, opportunities for land-based, coastal infrastructure that is critical to and supports energy transmission should be prioritised in plans and policies. • Offshore Renewables Policy 10 - Opportunities for land-based, coastal infrastructure that is critical to and supports development of ORE should be prioritised in plans and policies, where possible. <p>In the application, the Applicant states that the proposed project is consistent with the environmental objectives of the NMPF.</p> <p>The proposed works constitute development which require planning permission and environmental assessment of the proposed maritime usage, which is undertaken at development permission stage by the relevant planning authority. This above assessment does not prejudice any consideration and determination that the relevant Planning Authority may make in relation to the NMPF when considering the Planning Application for this development.</p> <p>Based on the above, MARA is satisfied that the proposed works align with the above overall objectives and policy objectives of the NMPF.</p>	
9.	The extent and nature of the preparatory work already undertaken by the Applicant towards ensuring the efficacious undertaking of the proposed maritime usage the subject of the MAC application concerned should the Applicant be granted a MAC in respect of such usage.	<p>The Applicant has stated that:</p> <ul style="list-style-type: none"> - A feasibility study was completed in 2024 to identify the proposed cable corridor and confirm the viability of the proposed cable crossing. - Terrestrial routes to the marine crossing have been developed. - Site investigations including utility and geotechnical surveys have been commissioned. The scope of these surveys includes boreholes at proposed cable landfalls to confirm viability of construction methods. <p>In addition, schematic design details have been provided with the application.</p> <p>Having regard to the above, the extent of the preparatory works undertaken are considered acceptable for a project of this scale and nature.</p>	Satisfactory

10.	The extent and nature of stakeholder engagement undertaken by the Applicant in respect of the proposed maritime usage.	<p>The Applicant stated that “<i>Stakeholder engagement in respect of the Proposed Works has been undertaken by EirGrid. As part of the stakeholder engagement, it was made clear that the works would be carried out by ESB and/or its contractors. The Proposed Works, as part of the Powering Up Programme, have followed EirGrid’s Framework for Grid Development. This Framework comprises an end-to-end six step process which applies to all EirGrid’s grid development projects. At each step in the process, a series of activities are carried out to inform, engage, and consult with stakeholders and facilitate their participation in the project development process.</i>”</p> <p>The Applicant provided details of Stakeholder consultation, which commenced in 2022, and included:</p> <ul style="list-style-type: none"> • Webinars; • Dublin Energy Citizens Roadshows; • Business Forum and Community Forums; • Publication of a range of technical and other reports; and • 8-week public consultation between 28 March to 23 May 2023 (including publication of leaflets, Public Information Events and Community Liaison Clinics. <p>The Applicant also stated that “<i>stakeholder engagement included specific marine stakeholders such as: Dublin Port and Dublin City Council; interested coastal and marine bodies; recreational organisations, utility and service providers, other developers within the south Dublin Bay marine area as well as residents and business along Dublin’s coastline and in the wider area. Given the location of the proposed crossing, Dublin Port is an important stakeholder and there has been ongoing collaboration with them to facilitate the Proposed Works.</i>”</p> <p>Having regard to the above, the extent and nature of the stakeholder engagement undertaken is therefore considered acceptable for a project of this scale and nature.</p>	Satisfactory
11.	Where a competitive process referred to in section 93 or 103 is used, the outcome of such process.	Not applicable	Not applicable
12.	Any additional criteria specified, for the purposes of this paragraph, in regulations made under section 80(2).	No such regulations have been made to date.	Not applicable

6.2 Fit & Proper Person Assessment

Schedule 2(2) of the Act sets out the criteria to which MARA shall have regard in determining whether the relevant person is “fit and proper” to be granted and to hold a MAC. The assessment of whether the Applicant is a fit and proper person within the meaning of Schedule 2(2) is set out in *Table 3* below.

Table 3: Schedule 2(2) Fit & Proper Person			
Fit & Proper area for assessment		Synopsis	Assessment
(a)	letters of reference;	As set out in Section (g) below, the Applicant has demonstrated clear evidence of their expertise and technical capability in successfully delivering projects of a similar scale. No letters of reference were provided.	Satisfactory
(b)	that the relevant person, or any other person concerned, stands convicted of— (i) an indictable offence under this Act or an offence in another state equivalent to an indictable offence, (ii) an indictable offence under an enactment prescribed for the purposes of this clause, or (iii) an offence involving fraud or dishonesty;	As part of the FCA, the Applicant was assessed against these criteria and it was concluded that no information or details were identified which indicate that such offences or disqualifications apply.	Satisfactory
(c)	if the relevant person is a body corporate, whether any of its directors has a declaration under section 819 of the Act of 2014 made against him or her or is deemed to be subject to such a declaration by virtue of Chapter 5 of Part 14 of that Act, or is subject to or deemed to be subject to— (i) a disqualification order, within the meaning of Chapter 4 of Part 14 of the Act of 2014, whether by virtue of that Chapter or any other provision of that Act, or	As part of the FCA, the Applicant was assessed against these criteria and it was concluded that no information or details were identified which indicate that such offences or disqualifications apply.	Satisfactory

	(ii) a disqualification outside the State to like effect which corresponds to a disqualification order within the meaning of Chapter 4 of Part 14 of the Act of 2014;		
(d)	if the relevant person is an individual, whether he or she is adjudicated bankrupt or is subject to proceedings for a declaration of bankruptcy or becomes an arranging debtor;	As part of the FCA, the Applicant was assessed against these criteria, and it was concluded that no information or details were identified which indicate that such offences or disqualifications apply.	Satisfactory
(e)	if the relevant person is a body corporate, whether it— (i) has commenced a voluntary winding-up or is subject to a winding-up order or is subject to proceedings for such an order, (ii) is subject to the appointment of a receiver or examiner, or (iii) has proposed a compromise or arrangement that is sanctioned under section 453(2) of the Act of 2014 or section 201(3) of the Act of 1963;	As part of the FCA, the Applicant was assessed against these criteria and it was concluded that no information or details were identified which indicate that such offences or disqualifications apply.	Satisfactory
(f)	if the relevant person is a body corporate incorporated under the law of another state— (i) whether an event which corresponds to an event referred to in clause (c) has occurred in relation to any of its directors, or (ii) whether an event which corresponds to an event referred to in clause (e) has occurred in relation to the body corporate;	As part of the FCA, the Applicant was assessed against these criteria, and it was concluded that no information or details were identified which indicate that such offences or disqualifications apply.	Satisfactory

(g)	whether the relevant person, or a person acting for or on behalf of the relevant person in the relevant person's capacity as such, has (or has access to), or continues to have (or have access to), as the case may be, the requisite technical knowledge or qualifications, or both, to undertake the proposed maritime usage, or continue to undertake the maritime usage, as the case may be;	Assessment of the technical capability of the Applicant to deliver the proposed maritime usages the subject of the MAC application is detailed in Section 6.2.1 below. The ESB are considered to have the requisite technical knowledge and qualifications to undertake the proposed maritime usage.	Satisfactory
(h)	<p>whether the relevant person is likely to be in a position to meet, or continue to meet, as the case may be, any financial commitments or obligations that the MARA reasonably considers will be entered into or incurred by the relevant person—</p> <p>(i) in undertaking the proposed maritime usage, or in continuing to undertake the maritime usage, as the case may be, or</p> <p>(ii) in ceasing to undertake the proposed maritime usage or the maritime usage, as the case may be;</p>	<p>A FCA report 11 June 2025 has been prepared by external financial consultants, EY, who assessed the Applicant's financial capability to carry out the proposed maritime usages. Based on the results from the financial capability tests and the information submitted, it is considered that the Relevant Person is viewed as passing the assessment.</p> <p>Due to the commercial sensitive nature of a company's finances, details of the assessment are not included herein.</p> <p>The Applicant is considered likely to be in a position to meet financial commitments associated with the proposed maritime usage and MAC.</p>	Satisfactory
(i)	<p>the previous performance of the relevant person when granted—</p> <p>(i) a MAC,</p> <p>(ii) a development permission,</p> <p>(iii) a licence, or</p> <p>(iv) an authorisation (howsoever described) under the Act of 1933.</p>	MARA has undertaken a review of MACs (including associated development permission under MARA's remit for enforcement), maritime usage licences and foreshore authorisations held by the Applicant. Based on the review, MARA is not aware of any non-compliances with these consents, there are no enforcement actions pending and there are no outstanding debts owed.	Satisfactory

6.2.1 Technical Capability Assessment (TCA)

Based on the information supplied by the Applicant, the TCA for this application has been carried out on the basis that the proposed project is a Schedule 10 project. This determination is for the purposes of TCA only and does not prejudice the planning process as it should be noted that the ultimate arbiter of whether a project is Schedule 10 or not is An Coimisiún Pleanála.

Applicant's Corporate Project Experience:

The minimum criteria under the TCA test relating to the Applicant's corporate project experience are:

- (a) 12-months continuous experience at the **development** (design and consenting) stage for a project of a similar scale and nature.
- (b) 12-months continuous experience at the **construction** stage for a project of a similar scale and nature.
- (c) 12-months continuous experience at the **operation and maintenance** stage for a project of a similar scale and nature.

The Applicant has submitted details of three cables projects of a similar scale and nature for assessment which demonstrate in excess of 12 months continuous experience at each stage.

Development Stage

ESB was responsible for route and site selection, technical design, securing planning permission and other statutory consents, and ensuring compliance with regulatory requirements for three major transmission infrastructure projects, including the Glangow–Raffeen 220 kV Subsea Cable Project (1995–2011), the Moneypoint–Kilpaddocke 220 kV Subsea Cable Project (2008–2010), and the Grousemount Wind Farm and Ballyvouskill–Coomataggart 110 kV Cable Connection Project (2013–2016). The Glangow–Raffeen project involved a 4.6 km submarine crossing of Cork Harbour linking Ringaskiddy on the eastern side to Corkbeg on the western side. The Moneypoint–Kilpaddocke project comprised two 220 kV cable circuits connecting Kilpaddocke 220 kV station in County Kerry to Moneypoint 400 kV station in County Clare via combined land and submarine cables. The Grousemount project delivered ESB's largest onshore wind farm (114 MW), consisting of 38 wind turbines, supported by a 110 kV underground cable connection linking Ballyvouskill 220/110 kV substation in County Cork to the newly constructed Coomataggart 110 kV substation within the wind farm in County Kerry.

Construction Stage

For the construction stage, ESB (the Applicant) referenced 3 major electricity infrastructure projects including subsea cable and renewable energy developments, with ESB responsible for all post-planning stages, including project management, tendering and contractor appointment, site supervision, safety management, commissioning oversight, and community liaison. The Glangow–Raffeen 220 kV Subsea Cable Project (2011–2012) was constructed by NKT/JD Contractor. The Moneypoint–Kilpaddocke 220 kV Subsea Cable Project (2015–2017), delivered by Prysmian Group, which involved installing two

submarine cable circuits (six operational phases and two spare phases, totaling approximately 21 km) using high-pressure water jetting to trench and lay cables typically at depths of 1.0–1.5 m, increasing to 2.0 m within the shipping channel. The Grousemount Windfarm (114 MW) and the Ballyvouskill to Coomataggart 110 kV cable connection project (2017–April 2020), appointing a construction consortium including Siemens Gamesa, Carey's, Kirby's, and NKT; works commenced in 2017 with advanced civil construction of the on-site 110 kV substation and underground cable connection, followed by wind turbine component delivery and installation in 2019.

Operation and Maintenance Stage

For the operation and maintenance stage, ESB (the Applicant) referenced 3 major electricity infrastructure projects. The Glangow–Raffeen 220 kV Subsea Cable Project (2012–present), together with another 220 kV subsea cable installation across Cork Harbour linking Aghada and Raffeen, forms part of critical transmission infrastructure connecting approximately 876 MW of generating capacity from ESB's Aghada generating station and the Bord Gáis plant at Whitegate to the Irish transmission grid. Similarly, the Moneypoint–Kilpaddock 220 kV Subsea Cable Project (2017–present) comprises subsea cables that form part of the meshed transmission system owned and maintained by ESB, supporting integration of generation assets within ESB's portfolio. In addition, the Grousemount Windfarm (114 MW) and the Ballyvouskill to Coomataggart 110 kV cable connection project (operational since April 2020) provides renewable energy generation and grid connectivity, with the associated transmission infrastructure also incorporated into ESB's meshed transmission network and operated and maintained by ESB.

Based on the information submitted by the Applicant, in the past 10 years, the Applicant has been involved in the development, construction and operation of numerous subsea cable installation projects and the Applicant has provided a comprehensive description of their role in delivering these projects.

In conclusion, the Applicant has satisfied the essential criteria in relation to previous corporate project experience (development, construction, operation and maintenance stages) and has demonstrated more than 12 months continuous experience for each stage.

Proposed Project Delivery Teams Experience:

The minimum criteria under the TCA test relating to the Applicant's corporate project experience are:

- (a)** 10 years of experience with marine projects of a similar scale and nature with experience gained at the development and construction stages of the reference project.
- (b)** 10 years of experience with other projects of a similar scale and nature (including terrestrial projects) with experience gained at the development and construction stages of the reference project.
- (c)** 10 years of experience of the Irish Planning system delivering projects of a similar scale and nature (including terrestrial projects).

The Applicant has listed five team members in Appendix Tec B Table 1 of the application form and provided information and CV's in relation to all team members. All CVs were fully reviewed as part of the assessment and the evidence provided demonstrates an experienced Senior Project Delivery Team consisting of five members. Between them, the five team members assessed had an aggregate of at least 58 years of development and construction experience in similar projects, at least 18 years' experience of other projects and at least 41 years' experience of the Irish planning system. Therefore, ESB has satisfied the Project Delivery Teams Experience criteria requirements (Marine Projects, Other Projects and Planning).

Delivery Timelines: The Applicant has completed Table 1 in Appendix Tec C: Delivery Timelines which outlines the key milestone delivery timelines and demonstrates how the project will progress from submission of the planning application, to signing of the main contractor agreement to planned maintenance activities. On the basis of the information provided, the Applicant has demonstrated a realistic understanding of the complexities and probable timeframes of developing a project of this scale and nature in an Irish context.

TCA Conclusion: Following an assessment of the full suite of documentation provided by the applicant, MARA's considers that the ESB have satisfied all of the criteria under the TCA element of the Fit and Proper Test. Accordingly, MARA considers that the Applicant has the requisite technical knowledge and qualifications to undertake the proposed maritime usage.

6.3 Rehabilitation Schedule

Under section 96(1) of the Act, it is required that the holder of a MAC shall, before the expiration of the MAC, rehabilitate that part of the maritime area the subject of the MAC.

In accordance with Section 75(5) of the Act, as for MAC applications made to MARA on the basis of Section 75(1) of the Act, the Applicant is required to attach a Rehabilitation Schedule to their associated application for development permission.

6.4 Section 83 – Nature of Use

Section 83(1) of the Act requires MARA in the granting of a MAC to specify whether the specific part of the maritime area the subject of that MAC is for exclusive use or not. Section 83(1) provides MARA discretion and flexibility to specify the nature of the use (i.e. exclusive, non-exclusive or may/may not be exclusive).

The Applicant has sought that the MAC be granted on a non-exclusive basis. Having regard to the nature and lifecycle of the proposed maritime usage, it is considered that the granting of exclusive use is not merited, particularly having regard to co-existence and co-operation objectives of the NMPF. Accordingly, it is recommended that the MAC is granted on a “non-exclusive” basis in accordance with Section 83(1)(b) of the Act.

7. Proposed MAC Map (for Illustration purposes only)

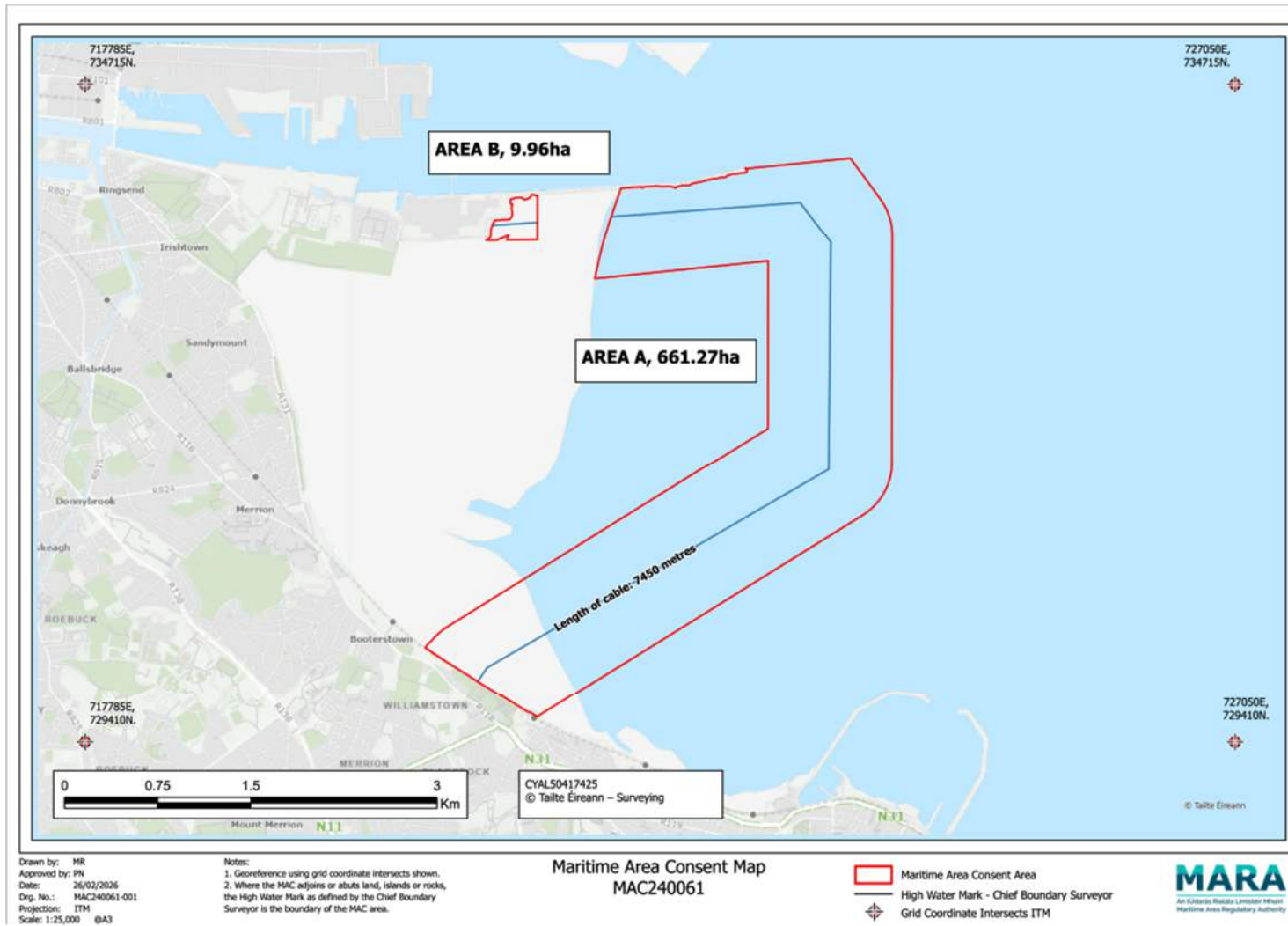


Figure 5: Maritime Area Consent Map MAC240061

8. Levy

An annual MAC levy has been calculated based on the project type and proposed MAC area in accordance with MARA's MAC levy framework, as set out below.

MAPA Levy Framework Part:	A: Nearshore
Category/Class:	Cables, pipelines and ducting
Applicable Rate:	Base Annual Charge of €321.14 up to 75 LMs + €4.28 per LM for the next 22,165 LMs, €2.14 per LM for the next 22,240 LMs, €1.07 per LM for the next 22,240 LM's and €0.535 per LM for the remaining LM's.
Linear Metres (LM)	7450.00 LM
Calculation:	$€321.14 + (€4.28 * (7,450.00 - 75.00))$
Levy due:	€31,886.14

The MAC levy has been calculated as €31,886.14 per annum. All levies are indexed to the Harmonised Index of Consumer Prices (HICP), applied on an annual basis.

9. Discussion

Based on the assessments undertaken contained herein, it is considered that the subject MAC application complies with all the necessary requirements of Part 4 of the Act, with particular regard to Schedule 5 criteria, where relevant and appropriate, with the exception of Schedules 5(1) and 5(3).

The proposed MAC area has been assessed to overlap private maritime area. Schedule 3(3) and Schedule 4(5) of the Act precludes "any maritime usage to the extent to which it is undertaken on a privately owned part of the maritime area" from requiring a MAC. Section 99(2) of the Act specifies that "no part of the maritime area shall be treated at any time as privately owned land unless the part is land whose owner is, or is deemed to be, registered under the Registration of Title Act 1964." Accordingly, MARA may not consent to the sections of the proposed MAC area that are deemed to be privately held. Having regard to the above, it is recommended to part grant the proposed MAC to exclude the private maritime areas.

The Applicant requested a MAC term of 65 years. Having regard to the nature and lifecycle of the proposed maritime usage, it is considered that the granting of 65 years is not merited due to limited information on the final design and installation methodology under consideration. Accordingly, it is recommended that the MAC is part granted for a term of 45 years.

The above consideration has been made subject to the following recommended terms and conditions:

a. Terms

MAC Term:	45 years
Consent Area:	That part of the maritime area marked red on the MAC Map.
MAC Map Title:	Maritime Area Consent Map MAC240061
Permitted Maritime Usage:	Installation, operation, and maintenance of an electrical transmission circuit, including all associated decommissioning, demolition, rehabilitation and any other works required on foot of any development permission relating to the infrastructure.
Nature of Usage:	Non-Exclusive
Date by which application for Development Permission must be submitted (subject to Phasing Schedule where applicable):	18 months from date of grant of MAC.
The minimum number of days in which the MAC Holder shall provide the Grantor advance notice in writing of the Holder's intention to commence the Permitted Maritime Usage.	14 Days

b. Conditions and Reasons for Conditions

Section 82 of the Act specifies that MARA may attach to a MAC one or more conditions which fall within the types of conditions specified in Part 1 of Schedule 6 of the Act. All conditions contained in Schedule 6; Part 2 are deemed to be attached to a MAC.

The standard suite of MARA conditions reflecting the contractual and statutory relationship that will exist with a grant of consent are also recommended. Reasons for these conditions are set out in the enclosed Section 81(7)(b) Minded to Notice.

Following assessment of this MAC application, a number of additional specific conditions and the reasons for these conditions to be attached to the MAC, are recommended below. Discussion in relation to each recommended condition is also provided.

- **Condition 23.1 Stakeholder Engagement Plan:**

Prior to the date by which the application for Development Permission must be submitted in accordance with the requirements of condition 5.1, the Holder shall consult with the holders of the itemised foreshore authorisations and MACs in order to ensure that any potential disruption to the permitted maritime usages consented under these authorisations are managed:

- a. FS004587;*
- b. FS004500;*
- c. FS004469;*
- d. 2022-MAC-003 and 004;*
- e. 2022-MAC-006; and*
- f. MAC20230009.*

Records of all engagements and consultations held and agreements reached, if any, shall be maintained by the Holder and made available to the Grantor if requested.

- **Reason:** *To ensure the orderly undertaking of the proposed maritime usage.*

ESB provided unsolicited information on 21 November 2025, confirming that ESB Networks do not carry Property Insurance for any of the transmission/distribution network assets, including cabling. These assets are self-insured and, as such, ESB cannot provide evidence of the cover as required under this clause. ESB have requested that the standard insurance condition of the MAC be amended to allow for the option of self-insurance.

ESB provided information and evidence within their unsolicited information to demonstrate their ability to self-insure. Details of this information has not been included herein due to the commercially sensitive nature of this information.

Having regard to the supplementary information submitted by ESB, MARA are satisfied that the self-insurance arrangements in place by the ESB are sufficient. Accordingly, the standard insurance condition is amended as follows (bold text denotes insertions and strikethrough text denotes deletions further to the original proposed condition):

12. INSURANCE

12.1 Without prejudice to the Holder's liability to indemnify the Grantor which shall be unlimited (and others as specified in condition 11), the Holder shall, prior to the commencement of occupation of the Consent Area:

(a) insure (**which includes the Holder's self-insurance arrangements**) and keep insured (either ~~with~~ an insurance office licensed to operate in the State or which has received authorisation to operate in the State in accordance with Article 14 of Directive 2009/138/EC in the joint names of the Grantor and the Holder, **or alternatively at the Holder's discretion, through a self-insurance arrangement**), in the full reinstatement cost thereof or in the sum not less than the estimated maximum loss amount as determined by a suitably qualified and experienced independent consultant (to be approved from time to time by the Grantor or his surveyor and including an inflationary factor) the Consent Area and all structures and chattels thereon and the fixtures and fittings therein (if any) against loss or damage by the Insured Risks, including demolition and site clearance expenses, architects' and other fees and taxes in relation to the reinstatement of the Consent Area, and where available on the market such policy to include a non-invalidation clause acceptable to the Grantor (such joint policy or policies, if required, to contain a non-vitiation clause whereby subject to the terms, conditions, limitations of the policy or policies, any non-disclosure, mistake or misrepresentation of a material fact by the Holder gives sufficient reason for the insurer to prove the insurance policy to be void, the Grantor will not be denied the protection of the policy);

Reason: To mitigate against risk to the Grantor and the State in the event of insolvency or incapacity on the part of the Holder where insurable.

10. Conclusion & Recommendation

Following a detailed assessment of all information on file, it is considered that the proposal complies with all the necessary requirements, subject to the parts of the proposed MAC area which are privately held being excluded and the part granting of a MAC term of 45 years. Accordingly, it is recommended to issue a Section 81(7)(b) Minded to Notice, as enclosed, informing the Applicant that MARA is minded to part grant a Maritime Area Consent subject to the proposed conditions attached to the MAC. It is recommended to allow the Applicant 21 days from the date of issue of the Minded to Notice to submit supplementary material in relation to the reasons for the conditions as per Section 81(7)(b)(ii).

Once a final determination is made by MARA, the Applicant(s) will be notified and MARA will publish a notice on its website as soon as practicable thereafter.

Signed: Paul Brennan Position: MAC Manager

Signed: Meysam Rezaeifar Position: Marine Advisor