

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:	National Transport Authority
MAC Reference No:	MAC20230034
Location:	Ringsend to City Centre, Co. Dublin
Date Application received:	15 October 2024
Proposed Maritime Usage:	National Transport Authority has applied for a MAC under Section 79 of the Act for the construction, operation and maintenance of infrastructure associated with the Ringsend to City Centre Core Bus Corridor Scheme. The proposed works include a new bridge across the River Dodder, boardwalks spanning over the River Liffey and the reconfiguration of the existing Scherzer Bridges and the construction of new road bridges at the entrances to St George's Dock and the Royal Canal.
Recommendation:	To approve the Part Granting of the MAC sought with conditions attached.

Document Control			
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1. Overview

On 15 October 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 National Transport Authority (NTA) for the construction, operation and maintenance of infrastructure associated with the Ringsend to City Centre Core Bus Corridor Scheme. The proposed works include a new bridge across the River Dodder, boardwalks spanning into the River Liffey and the reconfiguration of the existing Scherzer Bridges and the construction of new road bridges at the entrances to St George's Dock and the Royal Canal.

2. Background

The proposed *Ringsend to City Centre Core Bus Corridor Scheme* forms part of the wider *BusConnects Dublin* programme being delivered by the NTA to modernise and significantly enhance the capital's bus network. The scheme aims to provide continuous, dedicated bus priority infrastructure between Ringsend/Irishtown and Dublin City Centre, improving journey time reliability, capacity and connectivity for public transport users while supporting wider sustainable transport and climate objectives. It includes the reallocation of road space to create bus lanes where feasible, upgraded cycling and pedestrian facilities, public realm enhancements and traffic management measures. As one of the twelve core bus corridors proposed under *BusConnects*, the Ringsend to City Centre route is intended to support projected population and employment growth in the Docklands and south-east inner city, reduce congestion and emissions, and contribute to an integrated, high-frequency public transport network aligned with national and regional planning policy.

The scheme traverses into the maritime area in five locations along the River Liffey. The proposed infrastructure within the maritime area includes the provision of a new public transport bridge over the River Dodder from Sir John Rogerson's Quay to the R131 East Link Road at Ringsend, two boardwalks located on the North Wall Quay between Samuel Beckett Bridge and Sean O'Casey Bridge and the relocation of two pairs of historical Scherzer Bridges and the construction of new road bridges at St. George's dock and the entrance to the Royal Canal (Spencer Dock). *Figure 1* below details the locations of the proposed infrastructural elements which interface with, and extend into, the maritime area.

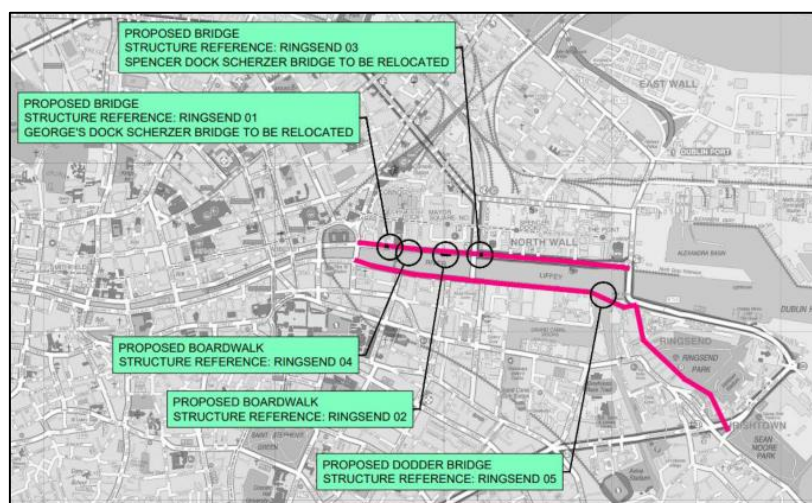


Figure 1 – Location Map of proposed scheme infrastructure within the Maritime Area.

The Ringsend to City Centre Core Bus Corridor Scheme is a proposed road development within the meaning of the Roads Act 1993 (as amended). On 1 August 2024, the Scheme received approval from An Coimisiún Pleanála (ACP) (Board Order ABP-317679-23) under Section 51 of the Roads Act 1993. An approval under Section 51 of the Roads Act is not a development permission within the meaning of the Maritime Area Planning Act 2021.

While a MAC was not required in order to submit an application for approval to ACP under Section 51 of the Roads Act, the NTA will require a MAC for the occupation of the maritime area in advance of the commencement of any works.

3. Proposed Maritime Usage

The MAC area sought by the Applicant is illustrated in Figure 2. The portion of the proposed development which lies within the maritime area is in five separate locations labelled as Areas A through E. The total proposed MAC area as applied for is 1.41 hectares.

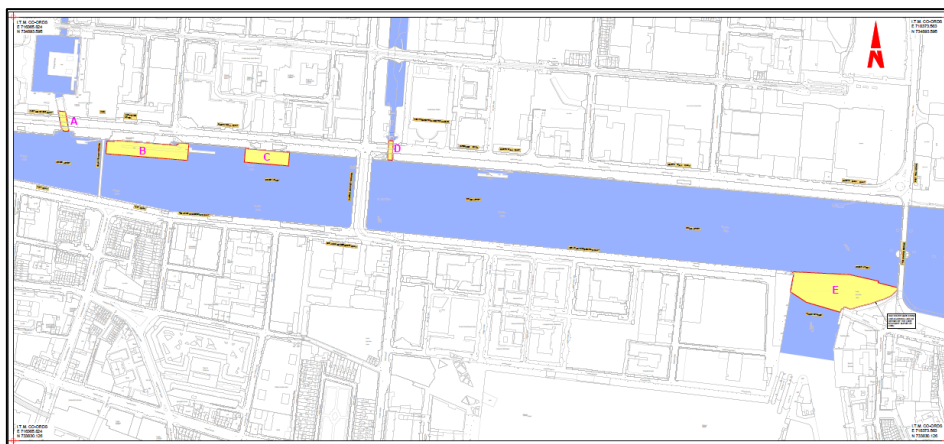


Figure 2 – Proposed MAC areas as applied for by the applicant.

Area A relates to the proposed repositioning of a pair of Scherzer Bridges at George's Dock to either side of the carriageway and repurposing for use as pedestrian/cycle ways. The proposed works within this area also includes the construction of new replacement fixed road bridge (i.e. non-lifting) with associated supports constructed behind the existing quay wall.

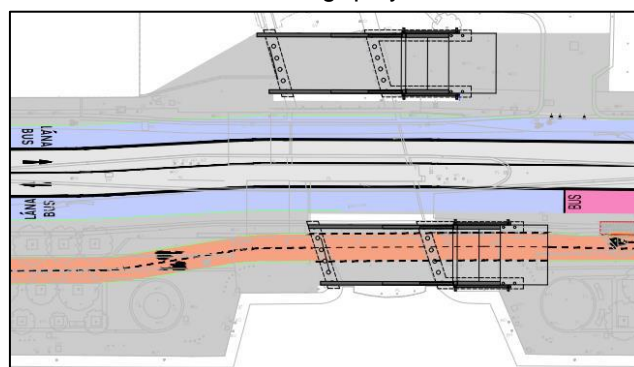


Figure 3 – Proposed relocation of Scherzer Bridges and new bridge at Area A (George's Dock).

Area B relates to the proposed installation of a 111m long x 4.2m wide cantilevered boardwalk overhanging the River Liffey near the junction of *North Wall Quay* and *Excise Walk*. The proposed boardwalk will be supported from the existing quay wall and three steel piles within the maritime area.

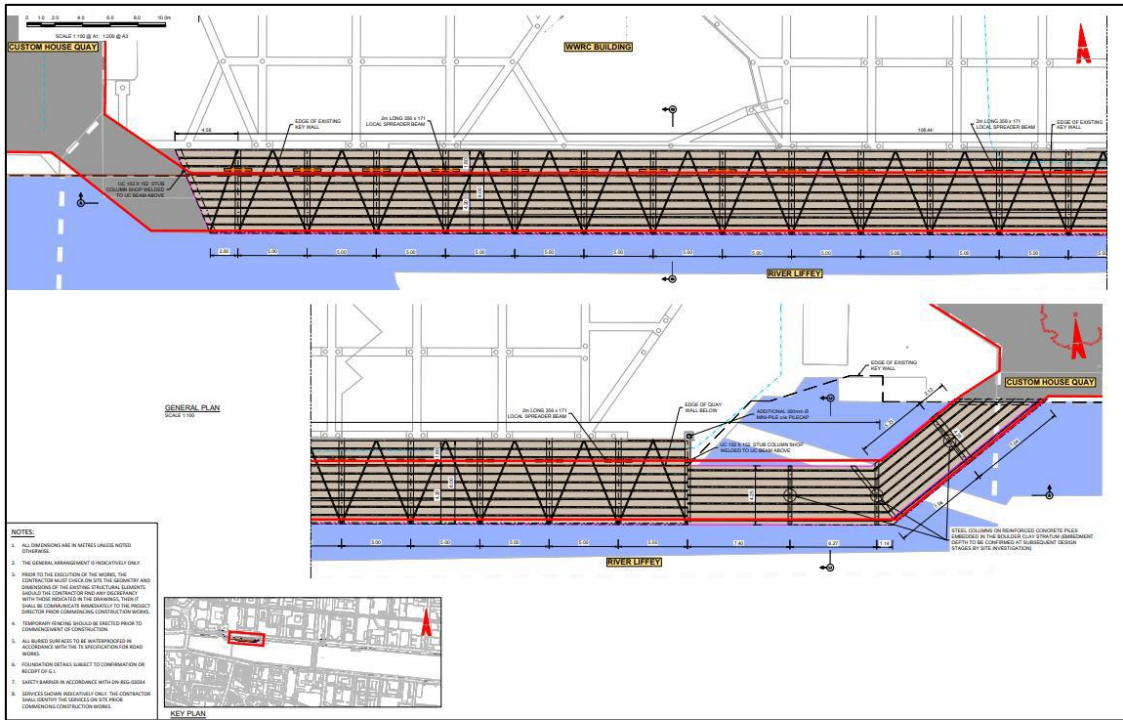


Figure 4 - Plan view of proposed boardwalk structure at Area B.

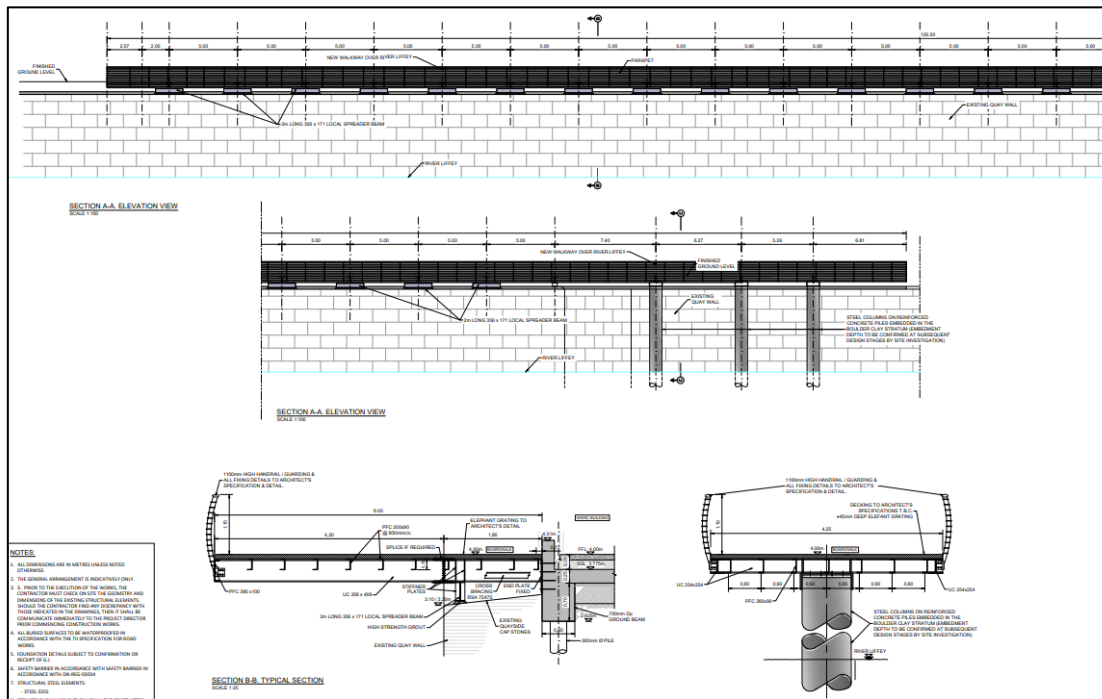


Figure 5 - Elevation and sections of proposed boardwalk structure at Area B.

Area C relates to the proposed construction of a 58m long x 3.2m wide cantilevered boardwalk overhanging the River Liffey adjacent to *Dublin City Council Dockland Office on North Wall Quay*. All associated supports are proposed to be constructed off or behind the existing quay walls.

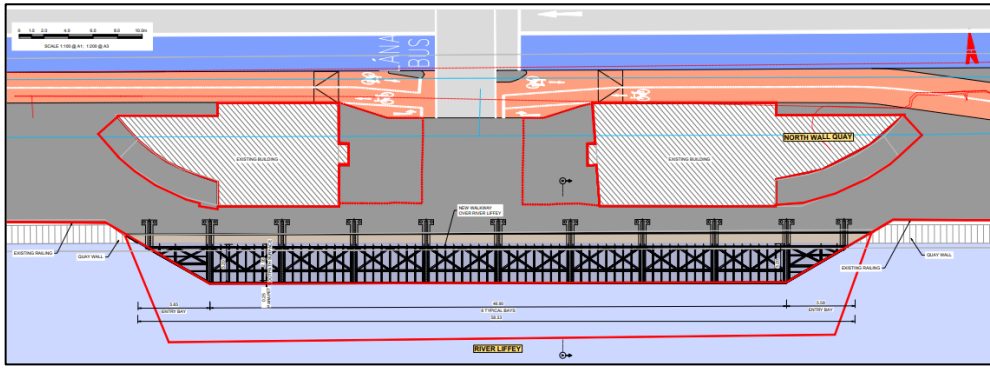


Figure 6 - Plan view of proposed boardwalk structure at Area C.

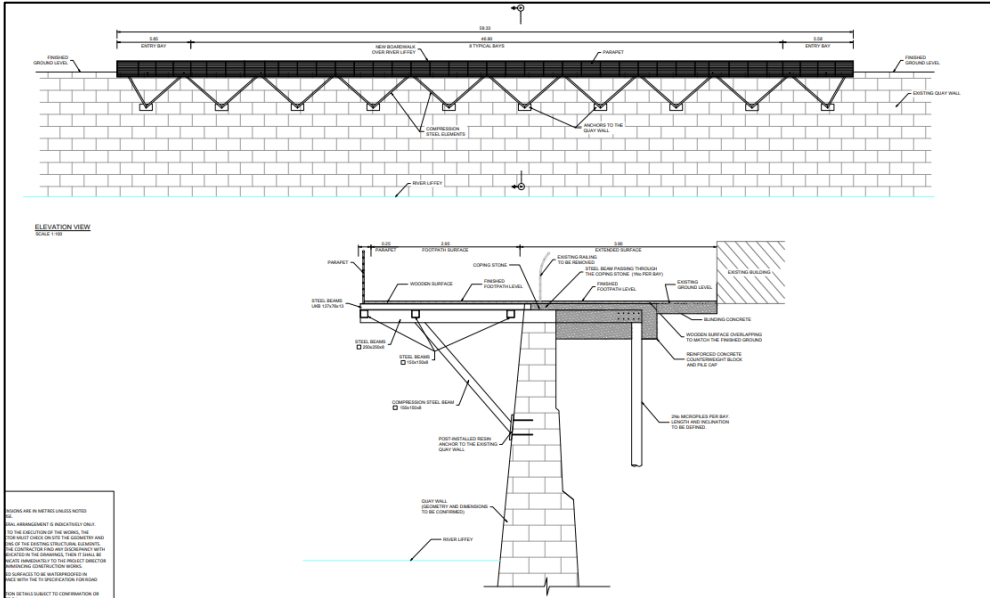


Figure 7 - Elevation and sections of proposed boardwalk structure at Area C.

Area D relates to the repositioning of a pair of *Scherzer Bridges* at *Spencer Dock* to either side of the carriageway and repurposing for use as pedestrian/cycle ways. Removal of the existing pedestrian and cycle bridge to the south and the construction of new replacement 13.5m long x 14.2m wide fixed road bridge (i.e. non-lifting). All associated supports are located behind the existing quay wall.

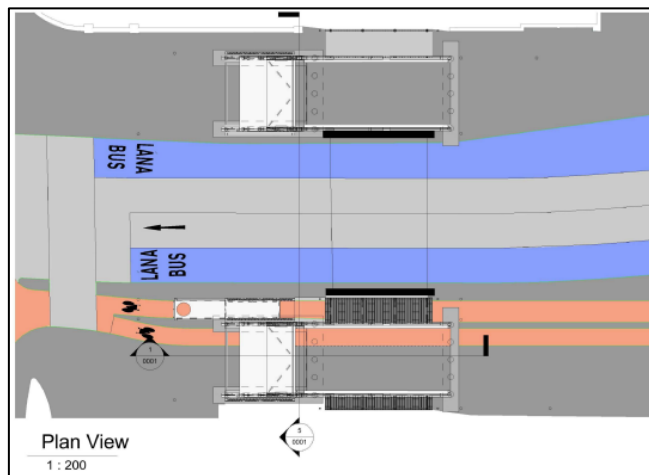


Figure 8 - Proposed relocation of *Scherzer Bridges* and new bridge at Area D (*Spencer Dock*).

Area E relates to the construction of a new public transport triple-span bridge (with an opening western span) across the river Dodder and the reclamation of lands from the maritime area to the west of the Tom Clarke/East Link Bridge. The land reclamation works are proposed to facilitate the construction of a public realm area, a bridge control room and rowing club facilities (including a club building) for the St Patrick's Rowing Club.

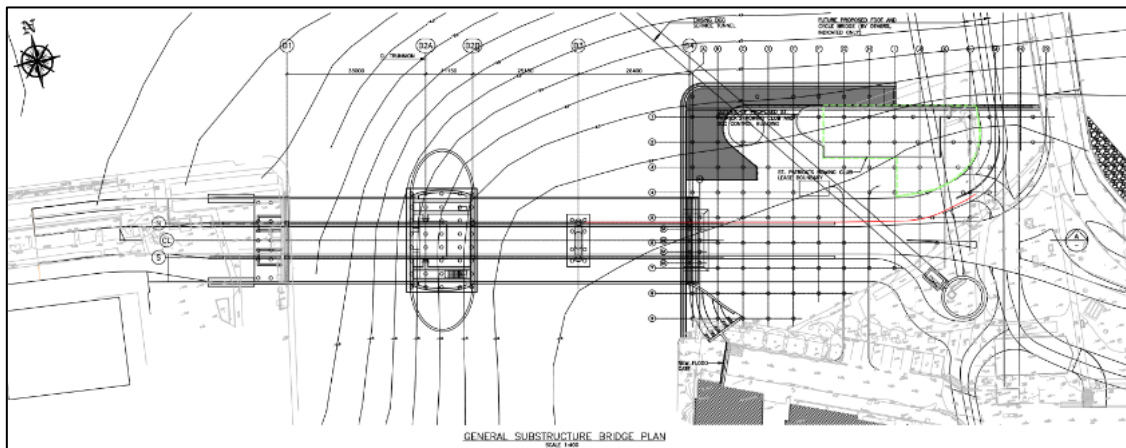


Figure 9 - Plan view of proposed bridge over the River Dodder at Area E.

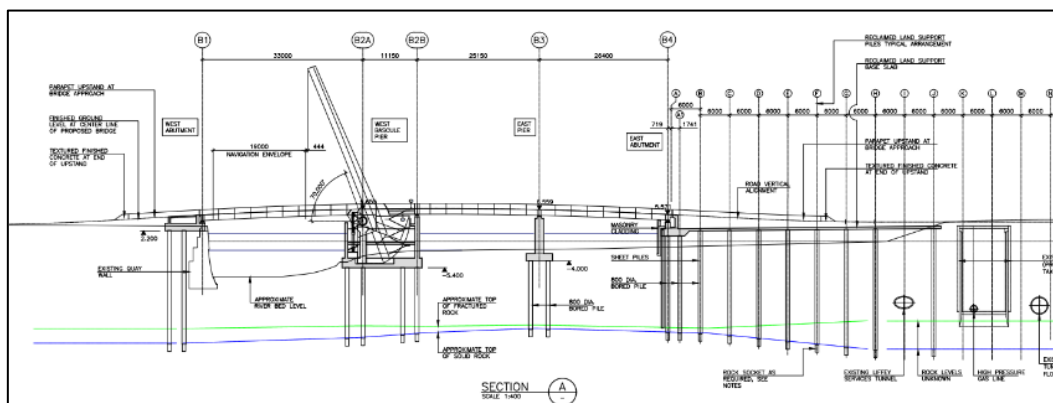


Figure 10 - Sectional view of proposed River Dodder bridge.

No temporary works areas are specifically outlined within the applicant's proposed MAC map. Reference has been made by the applicant to the use of barges for the construction of structures at Area B and Area C for the purpose of installing ground anchors. Reference has also been made to the use of jack up barges for the construction of temporary cofferdams, piling and bridge installation works at Area E associated with the proposed land reclamation and the construction of the proposed River Dodder opening bridge. Adequate space to undertake the proposed construction activities appears to have been allowed for within the MAC areas as applied for.

The Applicant has outlined a design life of 120 years for the new permanent structures.

4. Site Visit

Joseph McCarthy, Chartered Engineer and Director at McCarthy Browne visited the site on behalf of MARA on 29 January 2026.

Multiple accesses and egress points from the Liffey were noted within the proposed works areas on both sides of the river. Berthing and mooring space on the northern quay will be permanently lost at Britain Quay (western abutment of new bridge crossing) on which breakwater pontoons are currently moored. There is a wealth of heritage marine furniture in this location (mooring bollards etc.). The potential for conflict between the proposed boardwalk structure and the Jeanie Johnston pontoons and operations including rescue services was noted.

Section 6 of this report includes an assessment of the above issues noted during the site inspection.

Photographs 1 to 6 detail the character of the site in the vicinity of the proposed works.



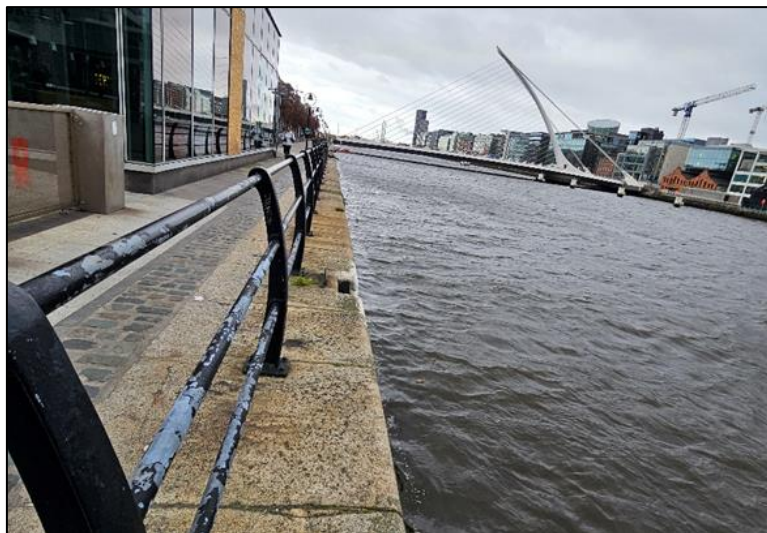
Photograph 1 - Existing access to George's Dock at Area A [J.McC 29/01/2026]



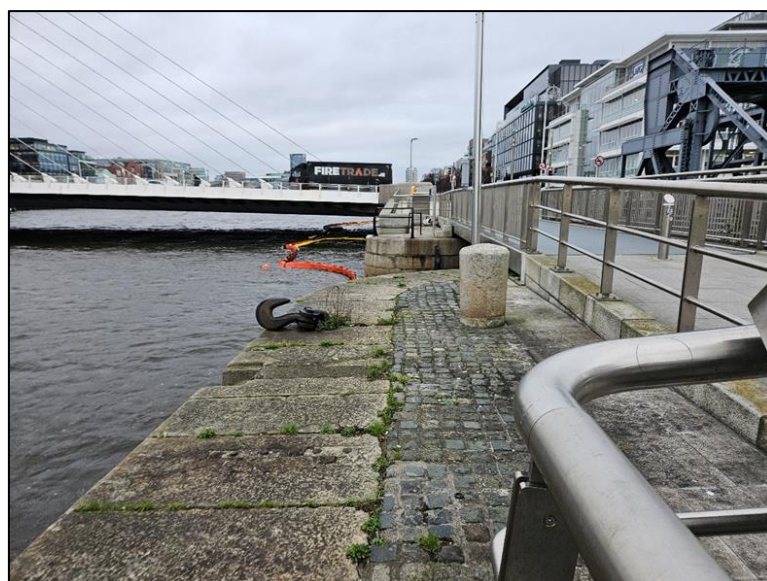
Photograph 2 - Existing Jeanie Johnston pontoons at Area B [J.McC 29/01/2026]



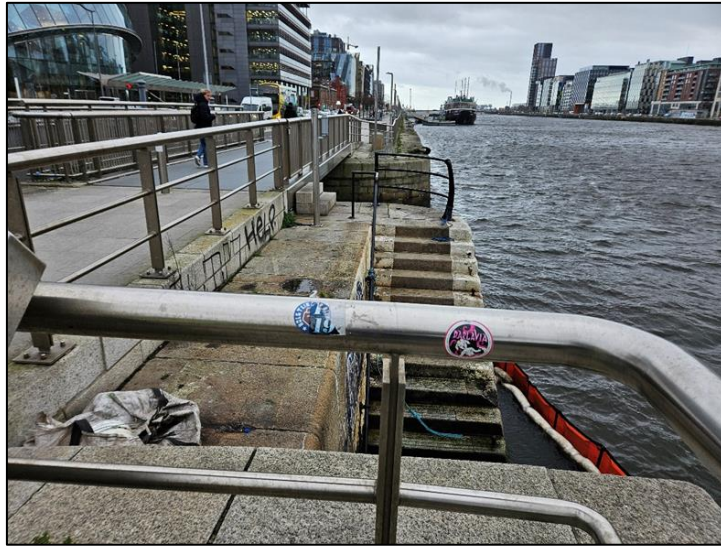
Photograph 3 - Emergency services adjacent to the Jeanie Johnston at Area B [J.McC 29/01/2026]



Photograph 4 - Existing Quay at Area C [J.McC 29/01/2026]



Photograph 5 - Access to Spencer Dock looking west at Area D [J.McC 29/01/2026]



Photograph 6 - Access to Spencer Dock looking east at Area D [J.McC 29/01/2026]



Photograph 7 – Britian Quay looking east across River Dodder at Area E [J.McC 29/01/2026]

With the exception of the berthing infrastructure associated with the Jeanie Johnston famine ship, no other existing infrastructure or occupation, which would materially conflict with the proposed maritime usage, was noted during the site inspection.

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 proposed maritime usage forms part of the *BusConnects Dublin* programme, which is a proposed road development within the meaning of the Roads Act 1993 (as amended). As discussed previously the scheme has already received approval by An Coimisiún Pleanála under Section 51 of the Roads Act. Such approvals do not constitute development permission as defined in Section 2(1) of the MAP Act. In accordance with Section 76 of the Act, a MAC is required for the occupation of that part of the maritime area for any such usage where development permission is not required.

Accordingly, the subject of this application is considered to fall under Section 76, of the Act.

5.2 Ownership

A search was undertaken of the Land Registry on 28 October 2025 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 in the Applicant's proposed MAC Map (Figure 2). Two folios which are registered under the Registration of Title Act 1964 were identified as overlapping parts of the proposed MAC areas as applied for. The identified overlaps are detailed in Figure 11 below.

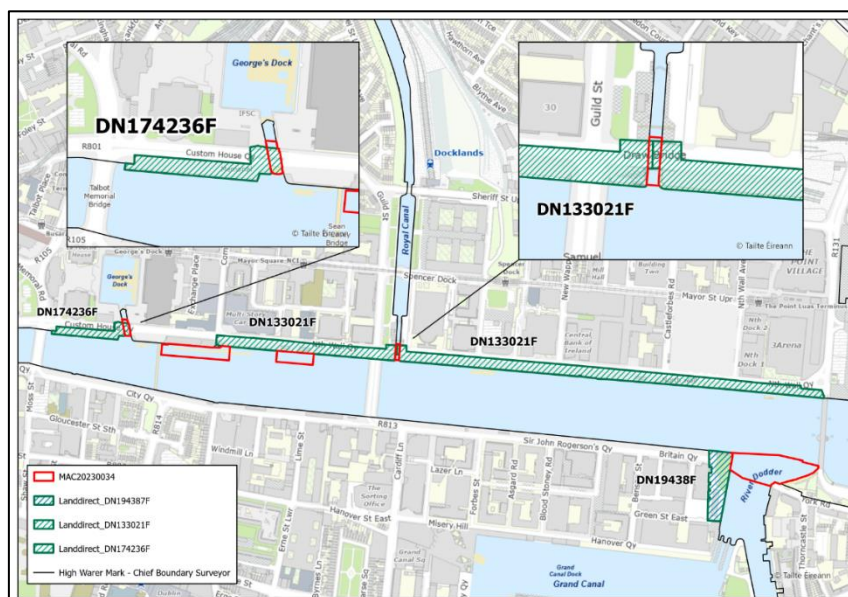


Figure 11 – Overlap between proposed MAC areas as applied for and privately held maritime area.

Folio DN174236F overlaps with the majority of proposed MAC Area A at the Spencer Dock. Folio DN133021F overlaps with proposed MAC Area D at the entrance to the Royal Canal. Both folios are registered as ownership of freehold land by the Dublin Docklands Development Authority (DDDA). The DDDA no longer exists as an active development body. It was formally dissolved in 2016 and responsibility for the planning and development of the Dublin Docklands area transferred to Dublin City Council.

A search was undertaken of MARA's GIS database on 28 October 2025 for any other document granting or affecting rights to land. A statutory declaration made by Dublin Port Company was identified which overlaps part of proposed MAC Area E. The area affected by this Statutory Declaration is detailed in Figure 12 below.

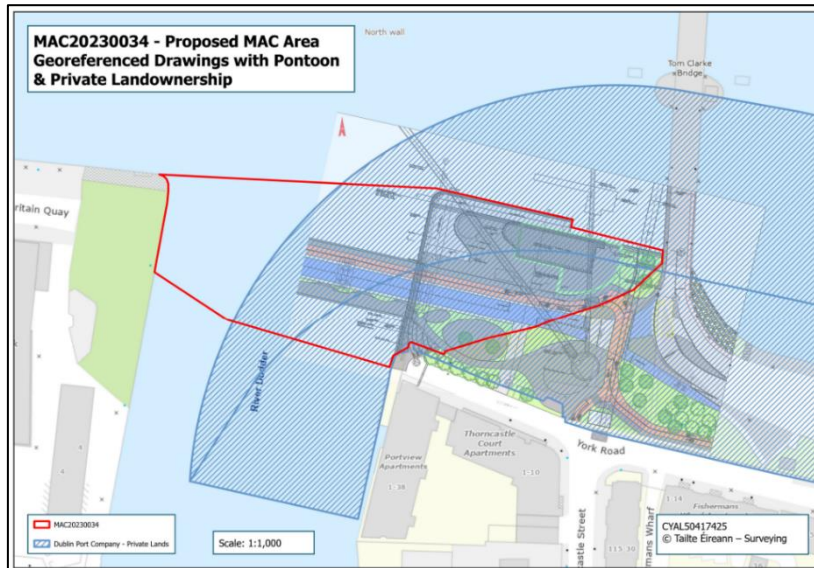


Figure 12 – Overlap of proposed MAC Area E with DPC Statutory Declaration – Plots 5 and 6.

The above Statutory Declaration was reviewed by MARA and it is considered that Dublin Port Company have provided sufficient evidence to demonstrate title over the plots referenced.

Additionally, the applicant submitted evidence to MARA on 06 February 2026 of land acquisitions being undertaken by the NTA via Compulsory Purchase Order (CPO). The deposit maps provided appear to show that the entirety of proposed MAC Areas A to E, as applied for, are the subject of, and are wholly contained within plot areas included in a CPO which has been confirmed by An Coimisiún Pleanála (Board Order ABP-317735-23) dated 1 August 2024.

The confirmed CPO plots relative to the MAC areas as applied for are reproduced in Figures 13-16 below.

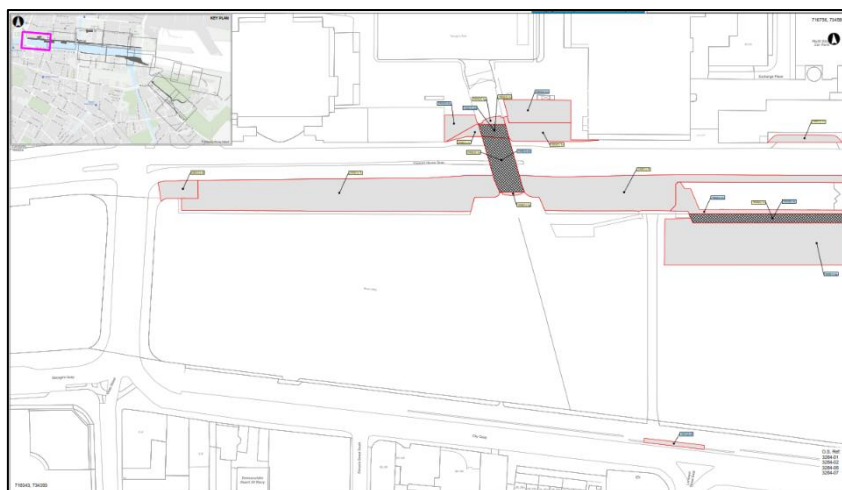


Figure 13 – CPO plots in the vicinity of proposed MAC Area A and B.

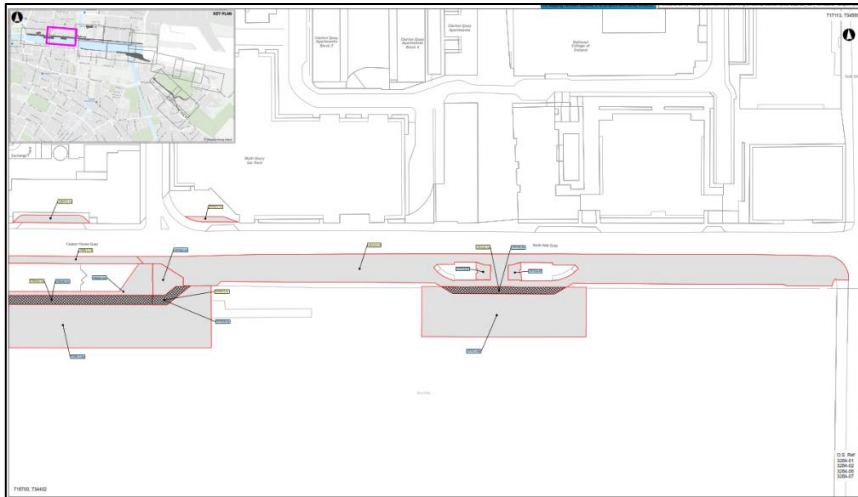


Figure 14 – CPO plots in the vicinity of proposed MAC Area B and C.



Figure 15 – CPO plots in the vicinity of proposed MAC Area D.



Figure 16 – CPO plots in the vicinity of proposed MAC Area E.

It is considered that the identified CPO plots **may** become privately owned in the future should the NTA decide to progress the purchase of these plots. The applicant has not submitted any evidence of transfer

of ownership with their application in respect of these plots (i.e. Notice to Treat, execution of vesting order, evidence of registration of title transfer etc.). MARA therefore considers that the plots in question **should not** be considered as private maritime areas at this stage and therefore do not preclude MARA in granting a MAC over these areas. Should the purchase of these plots progress in the future, the NTA may surrender the MAC by making an application to MARA in accordance with Section 88 of the Act.

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 within state ownership. Accordingly, a MAC cannot be issued on privately owned maritime area. Considering the above registered folios (DN174236F & DN133021F) and the Statutory Declaration by Dublin Port Company in relation to Plots 5 and 6 at the confluence of the River Dodder and the River Liffey, it is recommended that a MAC is part-granted for that portion of the maritime area, within the MAC areas as applied for, which is in state ownership. The recommended MAC areas to be part-granted are 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 to be part-granted and any existing foreshore authorisations and MARA licences and consents.

The proposed MAC, as applied for, overlaps with the following existing foreshore consents, MACs and Maritime Usage Licences (MULs) 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
FS004470	Dublin Docklands Development Authority	Foreshore Lease	Pedestrian Bridge	Expires 01/01/2103

Foreshore lease FS004470 is held by Dublin Docklands Development Authority (now Dublin City Council) for the pedestrian bridge at Custom House Quay. While MARA considers that the Ringsend to City Centre Core Bus Corridor Scheme can co-exist with this existing lease, the exclusive nature of the original grant requires formal third-party consent.

Following a request for engagement, the applicant submitted a letter of no-objection from Dublin City Council dated 26 February 2026. The Council confirmed they have 'no issues or objections' regarding the overlap between the existing bridge authorisation and the proposed MAC area. Consequently, this overlap does not preclude MARA from granting the requested Maritime Area Consent.

The Marine Institute’s Ireland’s Marine Atlas database was searched on 02 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, which would preclude MARA from granting a MAC, were identified as overlapping the proposed MAC area.

5.4 Development Permission

The proposed maritime usage forms part of the Ringsend to City Centre Core Bus Corridor Scheme which is a proposed road development within the meaning of the Roads Act 1993 (as amended).

On 1 August 2024, the scheme received approval by An Coimisiún Pleanála (Board Order ABP-317679-23) under Section 51 of the Roads Act 1993 (as amended).

6. Assessment

6.1 Schedule 5

The MAC application was submitted on 24 June 2024 with the appropriate fee paid on 15 October 2024 and reviewed for completeness on 21 October 2024. An incomplete application notification was issued on 21 October 2024; with supplementary documentation/information received on 05 December 2024. The application was deemed complete by MARA on 27 January 2025.

A number of requests for additional information were issued on 31 March 2025; 12 May 2025; 09 June 2025; 22 October 2025; 18 November 2025; 20 November 2025 and 18 February 2026 under section 79(3) of the Act and associated responses received relating to matters for general, technical and financial assessment on 18 April 2025; 16 May 2025; 01 July 2025; 31 October 2025; 06 February 2026; 06 February 2026 and 11 March 2026.

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.	<p>Details of the proposed maritime usage, including the nature scope and duration are described in Section 3 & 4 above.</p> <p>The applicant has requested a MAC term of 120 years and has stated that the proposed structures will be designed in accordance with the following relevant standards:-</p> <ul style="list-style-type: none"> - I.S. EN 1992-2 – Design of Concrete Structures – Bridges: Covers concrete bridge design. - I.S. EN 1993-2 – Design of Steel Structures – Steel Bridges: Includes Irish National Annex for local adaptation. - I.S. EN 1994-2 – Composite Steel and Concrete Structures – Bridges: For hybrid bridge designs. - I.S. EN 1997 – Geotechnical Design: Essential for foundation design in marine environments. - I.S. EN 1999 – Aluminium Structures: <p>The above stated Eurocode design standards are integrated into the Transport Infrastructure Ireland (TII) design codes. TII design codes mandate a 120-year design life for bridges and other civil engineering structures, unless otherwise specified.</p> <p>It is considered that a design life for the structure of circa 120 years, with proper maintenance and repair, should be achievable.</p> <p>Accordingly, a MAC term of 120 years (including planning, construction and rehabilitation/decommissioning phases) is recommended.</p> <p>The proposed maritime usage is considered satisfactory, having regard to the nature, scope and duration.</p>	Satisfactory
2.	Whether the proposed maritime usage is in the public interest.	<p>The Applicant has stated that the proposed project aligns with following policies</p> <ul style="list-style-type: none"> - <i>Project Ireland 2040 – National Planning Framework</i> - <i>The National Development Plan 2021 – 2030</i> - <i>Climate Action Plan 2024</i> - <i>The Greater Dublin Area Transport Strategy 2022 – 2042</i> - <i>Connecting Europe Facility (CEF)</i> - <i>The Civitas Initiative</i> - <i>European Green Capital Award</i> - <i>The EU Cohesion Policy</i> 	Satisfactory

		<p>The Applicant has stated that the proposed project <i>“is entirely for public use for transportation and urban realm on public roads and open spaces.”</i> Also <i>“the aim of the Proposed Ringsend to City Centre Core Bus Corridor Scheme is to provide improved walking, cycling and bus infrastructure on this key access corridor in the Dublin region, which will enable and deliver efficient, safe, and integrated sustainable transport movement.”</i></p> <p>The proposed maritime usage is considered satisfactory, having regard to the public interest.</p>	
3.	<p>The location and spatial extent of the occupation of the maritime area concerned for the purposes of the proposed maritime usage.</p>	<p>Details of the location, relevant consents, ownership and development permissions are provided in Sections 2 to 5 above.</p> <p>The site visit identified the following potential issues within the proposed works areas: -</p> <ul style="list-style-type: none"> - Potential conflict with access and egress points from the River Liffey. - Permanent loss of berthing and mooring space at Britain Quay arising from the construction of the new bridge crossing of the River Dodder. - Loss of heritage marine furniture in the vicinity of the proposed Dodder Bridge. - Potential conflict between the proposed boardwalk structure at Custom House Quay and the existing access gangway to the Jeanie Johnston pontoons and rescue services pontoon. <p>The development of the scheme will inevitably lead to the loss of historical berthing space and associated quayside furniture at specific locations. The potential impacts of the proposed scheme have been considered by An Coimisiún Pleanála (ACP) during the Section 51 approval process which included public and prescribed body consultation, including consultation with The Department of Transport, Dublin City Council, Waterways Ireland and The Heritage Council.</p> <p>The applicant has also stated that consultations relating to the maritime area were undertaken with the following stakeholders: -</p> <ul style="list-style-type: none"> - Dublin Port Company - St. Patrick’s Rowing Club - Waterways Ireland - Dublin City Council <p>Feedback from these stakeholders was considered during the design of the Proposed Ringsend to City Centre Core Bus Corridor Scheme and as part of the Section 51 approval by ACP. Accordingly, these matters do not require further consideration by MARA when having regard to the location and spatial extent of the proposed maritime usage.</p>	Partially Satisfied

		<p>In relation to potential conflicts with the existing berthing infrastructure at the Custom House Quay within proposed MAC Area B, the applicant has provided a letter of no objection from Dublin City Council stating “<i>We are satisfied that the proposed maritime usage will not adversely affect existing operations at this berthing location.</i>”</p> <p>MARA did not identify any record of a foreshore authorisation associated with the existing pontoon infrastructure at Custom House Quay. MARA’s Compliance, Enforcement and Revenue (CER) Unit has been notified of the existence of this infrastructure.</p> <p>MARA requested that the applicant undertake a Navigational Risk Assessment in respect of the proposed works. This assessment included consultation and engagement with the following stakeholders specifically in relation to navigation: -</p> <ul style="list-style-type: none"> - Dublin City Council (DCC) - Dublin Port Company (DPC) - Waterways Ireland - St. Patrick’s Rowing Club - Dublin Bay Cruises - Sea Scouts - Stella Maris Rowing Club - Dublin Discovered Boat Tours <p>The Navigational Risk Assessment completed by the applicant recommends several mitigation measures to improve navigational safety in relation to the proposed maritime usage. It is recommended that a condition be included in any MAC which may issue requiring the applicant to implement the mitigation measures outlined in Section 7.1 of the Navigational Risk Assessment Report.</p> <p>The total MAC area as applied for by the applicant is 14,137m², comprising the following MAC areas: -</p> <p>A = 402m² B = 3,410m² C = 1,727m² D = 275m² E = 8,323m²</p> <p>Two folios registered under the Registration of Title Act 1964 were identified as partially overlapping with parts of proposed MAC Areas A and D. In addition, a Statutory Declaration made by Dublin Port Company was identified as overlapping with part of proposed MAC Area E.</p> <p>Accordingly, it is recommended that MAC Areas A, D and E be part-granted to exclude those portions of the maritime area considered to be in private ownership.</p>	
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		<p>Following the exclusion of areas considered to be in private ownership, the total MAC area proposed to be part-granted is 7,330m², comprising areas: -</p> <p>A = 77m² B = 3,411m² C = 1,727m² D1 = 23m² and D2 = 94m² (MAC Area D split into two areas as a result of the part-grant) E = 1,998m²</p> <p>The proposed MAC areas to be part-granted are illustrated in Figure 17 (Proposed MAC Map) in Section 7.</p>	
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 24 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 tourism, 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> <p>Access Policy 2 - <i>Proposals demonstrating appropriate enhanced and inclusive public access to and within the maritime area, and that consider the future provision of services for tourism and recreation activities, should be supported, subject to the outcome of statutory environmental assessment processes and subsequent decision by the competent authority, and where they contribute to the policies and objectives of this NMPF.</i></p> <p>Infrastructure Policy 1 - <i>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.</i></p> <p>Tourism Policy 1 - <i>Where appropriate, proposals enabling, promoting or facilitating sustainable tourism and recreation activities, particularly where this creates diversification or additional utilisation of related facilities beyond typical usage patterns, should be supported.</i></p> <p>In the application, the Applicant states that the proposed project is consistent with the environmental objectives of the NMPF.</p> <p>The proposed maritime usage requires approval by An Coimisiún Pleanála in accordance with Section 51 of the Roads Act. The Applicant has stated that they have received approval from An Coimisiún Pleanála in relation to this project. It is MARA's understanding that potential impacts on the environment, navigation, fishing and aquaculture have been considered by An Coimisiún Pleanála as part of the Section 51 approval process which also included public consultation.</p>	Satisfactory

		Based on the above, MARA is satisfied that the proposed works align with the above overall objectives and policy objectives of the NMPF.	
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 they have undertaken the following preparatory works:-</p> <ul style="list-style-type: none"> • <i>Flooding data, Ground Investigation, Archaeological Investigation, Ecological Surveys. Full details have been included in scheme Environmental Impact Assessment Report submitted as part of the Section 51 Roads Act approval.</i> • <i>Ground Investigation: Methods used; Boreholes, trial pits, dynamic probes, standpipes/piezometer installation and monitoring, in-situ testing, geotechnical and environmental laboratory testing and preparation of a factual report. All of this investigation was in accordance with the "Specification and Related Documents for Ground Investigation in Ireland".</i> • <i>Archaeological Investigation: (EIAR, Volume 4, Chapter 15, Appendix A15.5 and A15.6) - A systematic underwater survey took place in the River Liffey and Dodder Visibility within the sub-tidal areas ranged between 200mm to 500mm. The maximum depth of 3m was recorded.</i> • <i>Ecological Surveys: Plant, amphibian, reptile, mammal, bird and invertebrate species in the area are recorded. Legal status and vulnerability are also included in the assessment. Mitigation measures were then created with the relevant assistance and consulting parties.</i> <p>Having regard to the above, and the fact that the proposed scheme has been approved by ACP under Section 51 of the Roads Act, 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 "three non-statutory public consultations for the proposed Ringsend to City Centre Core Bus Corridor Scheme took place between 2019 and 2020." Also, they stated that "In relation to specific stakeholders for the Maritime Area, consultations took place with the following parties:</p> <ul style="list-style-type: none"> • <i>Dublin Port Company at the River Dodder Public Transport Opening Bridge.</i> • <i>St. Patrick's Rowing Club at the River Dodder Public Transport Opening Bridge.</i> • <i>Waterways Ireland for the Royal Canal navigation at Spencer Dock and</i> • <i>Dublin City Council at the Docklands Centre building at Custom House Quay.</i> <p><i>Feedback from these stakeholders has been taken into account in the design of the Proposed Ringsend to City Centre Core Bus Corridor Scheme."</i></p>	Satisfactory

		<p>As the proposed MAC area is within the functional area of Dublin Port Company, it is recommended that a condition is included in any MAC that may issue, requiring the holder to engage with Dublin Port Company in advance of undertaking the permitted maritime usage. See Section 9b below.</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>	
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			
	<i>Fit & Proper area for assessment</i>	<i>Synopsis</i>	<i>Assessment</i>
(a)	letters of reference;	No letters of reference were provided.	Satisfactory
(b)	<p>that the relevant person, or any other person concerned, stands convicted of—</p> <p>(i) an indictable offence under this Act or an offence in another state equivalent to an indictable offence,</p> <p>(ii) an indictable offence under an enactment</p>	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

	<p>prescribed for the purposes of this clause, or</p> <p>(iii) an offence involving fraud or dishonesty;</p>		
(c)	<p>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—</p> <p>(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</p> <p>(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;</p>	<p>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.</p>	<p>Satisfactory</p>
(d)	<p>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;</p>	<p>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.</p>	<p>Satisfactory</p>
(e)	<p>if the relevant person is a body corporate, whether it—</p> <p>(i) has commenced a voluntary winding-up or is subject to a winding-up</p>	<p>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.</p>	<p>Satisfactory</p>

	<p>order or is subject to proceedings for such an order,</p> <p>(ii) is subject to the appointment of a receiver or examiner, or</p> <p>(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;</p>		
(f)	<p>if the relevant person is a body corporate incorporated under the law of another state—</p> <p>(i) whether an event which corresponds to an event referred to in clause (c) has occurred in relation to any of its directors, or</p> <p>(ii) whether an event which corresponds to an event referred to in clause (e) has occurred in relation to the body corporate;</p>	<p>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.</p>	Satisfactory
(g)	<p>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;</p>	<p>Assessment of the technical capability of the National Transport Authority to deliver the proposed maritime usages, the subject of the MAC application, is detailed in Section 6.2.1 below. The Applicant is considered to have the requisite technical knowledge and qualifications to undertake the proposed maritime usage.</p>	Satisfactory
(h)	<p>whether the relevant person is likely to be in a position to meet, or</p>	<p>A FCA report 24 June 2025 has been prepared by external financial consultants, Ernst & Young, who assessed the Applicant's financial capability to carry out the proposed maritime usages. Based on the</p>	Satisfactory

<p>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>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>This proposal is eligible for funding under the Core Bus Corridors scheme under the NTA's BusConnects Dublin programme. The project will source funding through the <i>Infrastructure Guidelines</i> approval process. The MAC has conditions included to ensure the NTA's successful completion of each stage of the Infrastructure Guidelines. (See Section 9 below).</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>	
<p>(i) 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>	<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.</p>	<p>Satisfactory</p>

6.2.1 Technical Capability Assessment (TCA)

Considering the information supplied by the applicant in their application, the Technical Capability Assessment (TCA) for this application has been carried out on the basis that the proposed project is not a Schedule 10 project.

Information has been provided under this TCA submission relating to both the applicant and their contracted agents. Under these circumstances, the TCA will be carried out based on the combined technical capability of the applicant and their agent, Roughan & O'Donovan Consulting Engineers.

Assessment of Qualifications/Membership of Professional Bodies

Roughan & O'Donovan Consulting Engineers employ chartered engineers who are registered with Engineers Ireland. The applicant has provided a copy of Roughan & O'Donovan Consulting Engineers certificate of membership of the Association of Consulting Engineers of Ireland, which was valid and in date at the time of making their application to MARA. The applicant has not provided a copy of their agent's Professional Indemnity Insurance Certificate. The National Transport Authority would, however, satisfy the requirements of the TCA in their own right and, as a state-owned national authority, are not expected to have Professional Indemnity Insurance. The applicant has provided a copy of Roughan & O'Donovan Consulting Engineer's certificate of registration under the I.S. EN ISO 9001:2015 Quality Management System.

Assessment of Three Projects of a Similar Scale and Nature

The applicant has satisfactorily completed Appendix Tec A – Table (ii) and has provided details of their agent's involvement in three projects of a similar scale and nature to the project the subject of the MAC application. These projects are:-

- Rosie Hackett Bridge, River Liffey, Dublin.
- Waterford North Quays Redevelopment
- Narrow Water Bridge, Carlingford Lough, Co. Louth

The details outlined in Appendix Tec A Table (ii) demonstrates the required level of experience to deliver the proposed project. Based on the information provided, it is considered the applicant has met the criteria required in relation to professional qualifications and previous project experience.

Assessment of Capability to Operate and Maintain Maritime Infrastructure

Under the relevant legislation, upon the completion of the construction of the proposed scheme the NTA automatically ceases to be the road authority and the status of Dublin City Council as the relevant road authority is automatically restored. The proposed five structures in the maritime area, constructed as part of the Ringsend CBC scheme, will be operated and maintained by Dublin City Council which has a dedicated department for bridges that currently operates and maintains 17 other bridges that span the river, as well as extensive lengths of boardwalk structures overhanging the river along the tidal section of the River Liffey, from the Tom Clarke East Link Bridge at the eastern end to Sean Heuston Bridge at the western end.

It is considered that the applicant has met the criteria required in relation to capability to operate and maintain the proposed maritime infrastructure.

Assessment of Delivery Timelines

Applicants must provide a development programme that satisfies the requirements of key milestone delivery timelines in Appendix Tec C. The applicant has correctly completed and submitted Appendix Tec C with their application. Based on the information provided it is considered the applicant has demonstrated a realistic understanding of the probable timeframes involved in delivering a project of this scale and nature in an Irish context.

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.

As this application falls for submission under Section 76 of the Act, it is required that a rehabilitation schedule be attached to the MAC. Section 96(4) of the Act specifies particulars that should be included in a rehabilitation schedule that set out how the Applicant will discharge their rehabilitation obligations.

The Applicant submitted a Rehabilitation Schedule to MARA on 11 March 2026. Upon review of the requirements of Section 96 of the Act, the Rehabilitation Schedule is considered satisfactory.

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).

Having regard to the nature and lifecycle of the proposed maritime usage the subject of this application, it is reasonably foreseeable that National Transport Authority may be required to exclude access to parts of the MAC area on a temporary basis. For example, during construction, maintenance, decommissioning and rehabilitation phases for health and safety reasons. Such temporary/ short-term exclusions may be mandated by the planning authority or other authorities or legislation for specific purposes and durations. In this instance, it is considered that granting of exclusive use for the full term of the MAC is not merited, particularly having regard to co-existence and co-operation objectives of the NMPF. It is considered that exclusive use should only be permitted where use on an exclusive basis is required and provided for under another authorisation or enactment. Accordingly, it is recommended that the MAC is granted on a “may or may not be exclusive” basis contingent on circumstances that may arise after the granting of the MAC” in accordance with Section 83(1)(c) of the Act.

7. Proposed MAC Map (for Illustration purposes only)

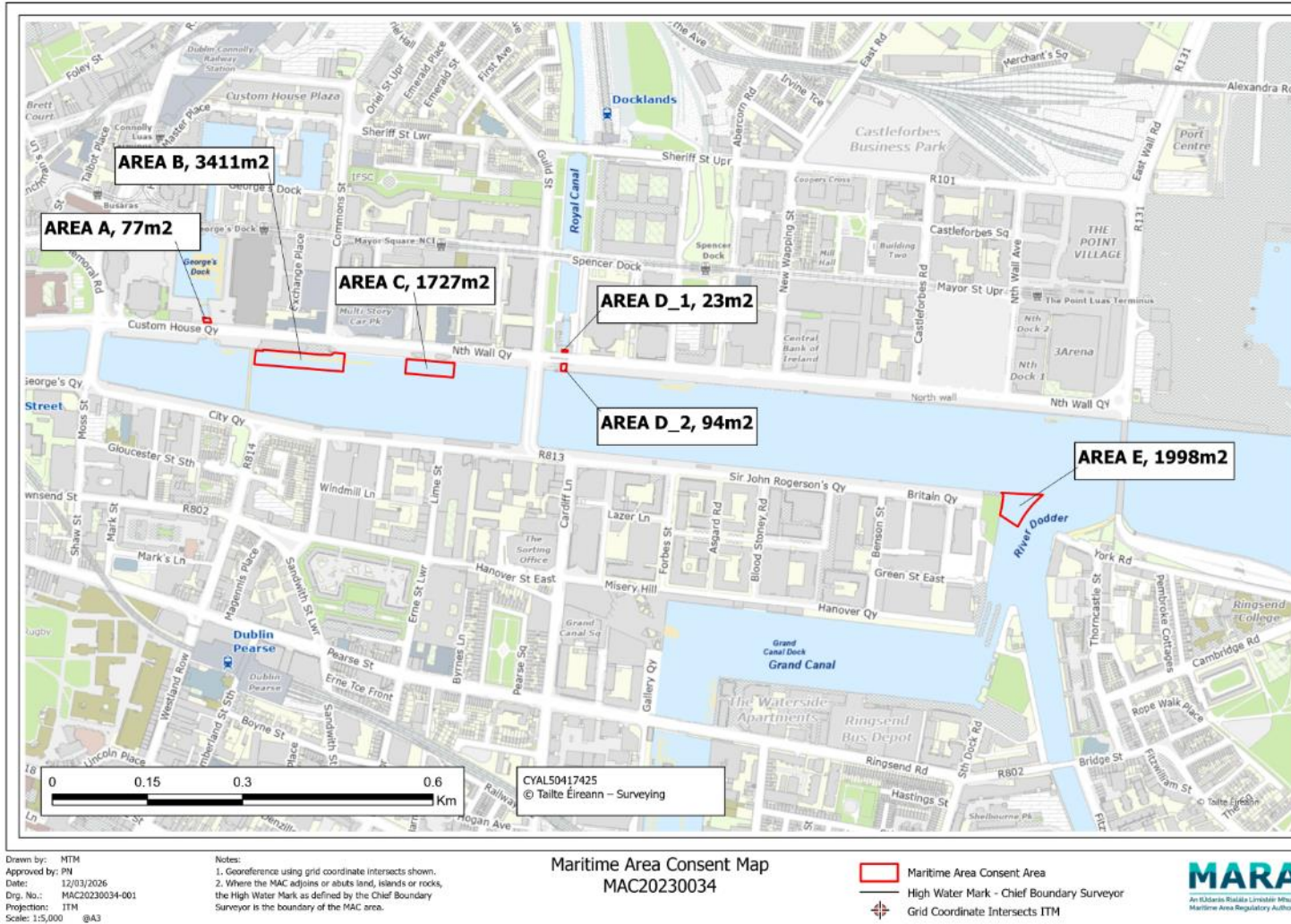


Figure 17 – Proposed MAC Map

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:	Development (non-commercial)
Tier:	Tier 1
Applicable Rate:	Base Annual Charge of €214.09 plus an add on of 2.40 per sq.m for areas in excess of 100 sq.m
Length or Area:	7,330m ²
Calculation:	€214.09 + (€2.40 * (7,330.00 - 100.00))
Levy due:	€17,566.09

The MAC levy has been calculated as €17,566.09 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 Schedule 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 above consideration has been made subject to the following recommended terms and conditions:

a. Terms

MAC Term:	120 years
Consent Area:	That part of the maritime area marked red on the MAC Map.
MAC Map Title:	Maritime Area Consent Map – MAC20230034; Drawing Number MAC20230034-001; Date 12/03/2026
Permitted Maritime Usage:	The construction, use, operation and maintenance of infrastructure relating to the Ringsend to City Centre Core Bus Corridor Scheme including all associated decommissioning, demolition, rehabilitation, and any other works required on foot of any development permission relating to the infrastructure.
Nature of Usage:	May or May Not be Exclusive
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
Date by which Financial Close must be achieved:	18 months from the date of grant of Development Permission

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 proposed MAC with the 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 3 - GRANT OF CONSENT

- 3.8 The Holder shall implement the mitigation measures in Section 7.1 of the *Navigational Risk Assessment (February 2026)*.
- 3.7 The Holder shall;
- (a) at least annually from the anniversary of the MAC Commencement date, and;
 - (b) whenever required to do so by the Grantor,
- produce to the Grantor for inspection, evidence of compliance with Condition 3.7.

Reason: In the interest of clarity.

CONDITION 8 – SECURITY AND FINANCING

- 8.3 The Holder shall have achieved Financial Close relating to the Permitted Maritime Usage the subject of this Consent on or before the date set out in the Particulars Schedule. This date may be extended on request in writing by the Holder and provided the Grantor is satisfied that there are reasonable grounds for doing so and the extension does not constitute a material amendment to this Consent.
- 8.4 Without prejudice to any other remedies available pursuant to this Consent and at Law, this Consent shall terminate immediately in the event that Financial Close for the Permitted Maritime Usage is not achieved in accordance with the requirements of condition 9.3.
- 8.5 In the event that Financial Close for the Permitted Maritime Usage is achieved, the following provisions shall apply:
- (a) The Holder shall furnish the Grantor with evidence of Financial Close as soon as practicable after it has been achieved.
 - (b) The Holder shall give the Grantor a copy of any material alteration to the funding arrangements as soon as practicable after the alteration has been made, the provisions of condition 11 and of the Act shall apply.

Reason: To ensure the Grant of this Consent is personal to the Holder that has been deemed a fit and proper person pursuant to the criteria set out in Schedule 2 of the Act.

CONDITION 22 - STAKEHOLDER ENGAGEMENT PLAN

22.1 Prior to the commencement of the Permitted Maritime Usage the Holder shall consult with Dublin Port Company to plan and schedule the Permitted Maritime Usage in order to ensure that any potential disruption to port operations is managed. 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.

10. Conclusion & Recommendation

Following a detailed assessment of all information on file, it is considered that the proposal complies with all the necessary requirements. 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: *Karen McCuskey*

Position: Analyst, MAC Directorate

Signed: *Philip Newell*

Position: Senior Engineer, MAC Directorate