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:	Port of Cork Company
MAC Reference No:	MAC260011
Location:	Ringaskiddy Port, Co. Cork.
Date Application received:	19 March 2026
Proposed Maritime Usage:	The Port of Cork Company has applied for a MAC for capital dredging, the construction, use, operation and maintenance of two mooring dolphins and one breasting dolphin and the demolition of a mooring dolphin and walkway at Ringaskiddy Co. Cork.
Recommendation:	To approve the Part-Granting of the MAC sought with conditions attached.

Document Control			
Prepared by:	Philip Newell	Senior Marine Advisor	07/10/2026
	Kelly Dalton	Manager, MAC Strategy and ORE	05/10/2026
Reviewed & Approved by:	Jacinta Ponzi	Head of Maritime Area Consenting	09/10/2026
Final Report Version 1:	Kelly Dalton	Manager, MAC Strategy and ORE	09/10/2026

Contents

1. Overview 3

2. Background 3

3. Proposed Maritime Usage 3

4. Site Visit 4

5. Review of Legislation & Associated Consents 7

5.1 Applicable Provisions of the Maritime Area Planning Act, 2021 as amended (the Act) 7

5.2 Existing Consents & Authorisations 8

5.3 Registered Lands 9

5.4 Development Permission 9

6. Assessment 9

6.1 Schedule 5 9

6.2 Fit & Proper Person Assessment 13

6.2.1 Technical Capability Assessment (TCA) 17

6.3 Rehabilitation Schedule 18

6.4 Section 83 – Nature of Use 18

6.5 Other Matters to which MARA must have regard 18

6.6 Levy 20

7. Proposed MAC Map (for Illustration purposes only) 21

8. Discussion 22

a. Terms 22

b. Conditions and Reasons for Conditions 23

9. Conclusion & Recommendation 23

1. Overview

On 19 March 2026, MARA received a Maritime Area Consent (MAC) application under Section 79 of the Maritime Area Planning Act 2021, as amended (the Act) from Port of Cork Company for a MAC for capital dredging, the construction, use, operation and maintenance of two mooring dolphins and one breasting dolphin and the demolition of a mooring dolphin and walkway at Ringaskiddy, Co. Cork.

2. Background

The Ringaskiddy Offshore Renewable Energy (ORE) Enhancement Works represent a pivotal infrastructure development initiative by the Port of Cork Company (POCC), aimed at positioning Ringaskiddy Port as Ireland's fully capable ORE hub. The enhancement works are designed to support the marshalling, assembly and storage requirements of Ireland's emerging offshore wind sector. Key elements include the widening and deepening of the Cork Container Terminal (CCT2) berth pocket, widening of the navigational channel and the provision of new mooring infrastructure.

3. Proposed Maritime Usage

Capital dredging (6.49 ha) which includes creating a deeper multi-modal berth pocket with adequate draught for ORE vessels anticipated at the CCT2 berth and widening the navigational channel to allow improved access to the port while vessels are at berth. Port development which includes the construction of up to two mooring dolphins and one breasting dolphin and the demolition of one mooring dolphin and access walkway at the Archer Daniels Midland (ADM) jetty to widen the navigational channel. The marine works can be summarised into key points as shown in Figure 1 including:

1. Ringaskiddy East: Dredging of CCT2 berth pocket to a finished depth of -13m CD and widening of the berth pocket to suit ORE vessel requirements.

2. Ringaskiddy East: Construction of new mooring and breasting dolphins to increase the mooring extent to CCT2.

3. Ringaskiddy West: Removal of existing mooring dolphin & linkspan at the ADM jetty.

4. Ringaskiddy West: Dredging/widening of navigation channel adjacent to existing ADM jetty.

The Applicant has requested a term of 100 years to align with the design life of the proposed dolphin structures. The MAC area sought by the Applicant is illustrated in Figure 2.

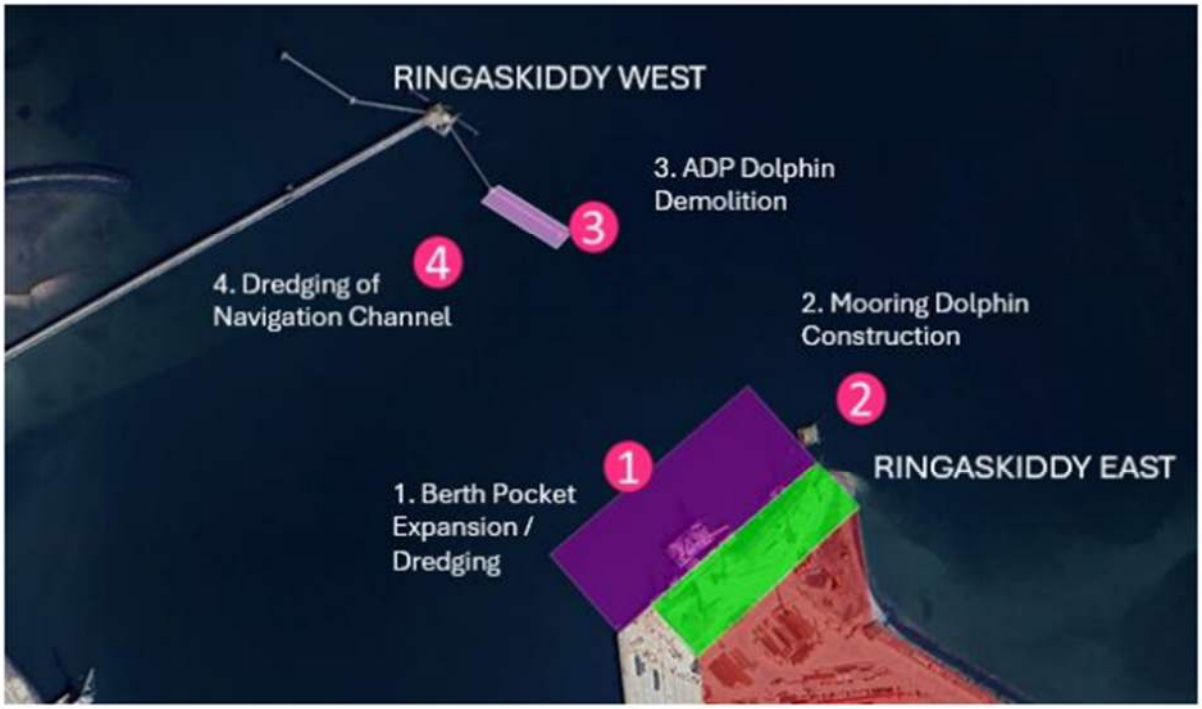


Figure 1 Project work areas

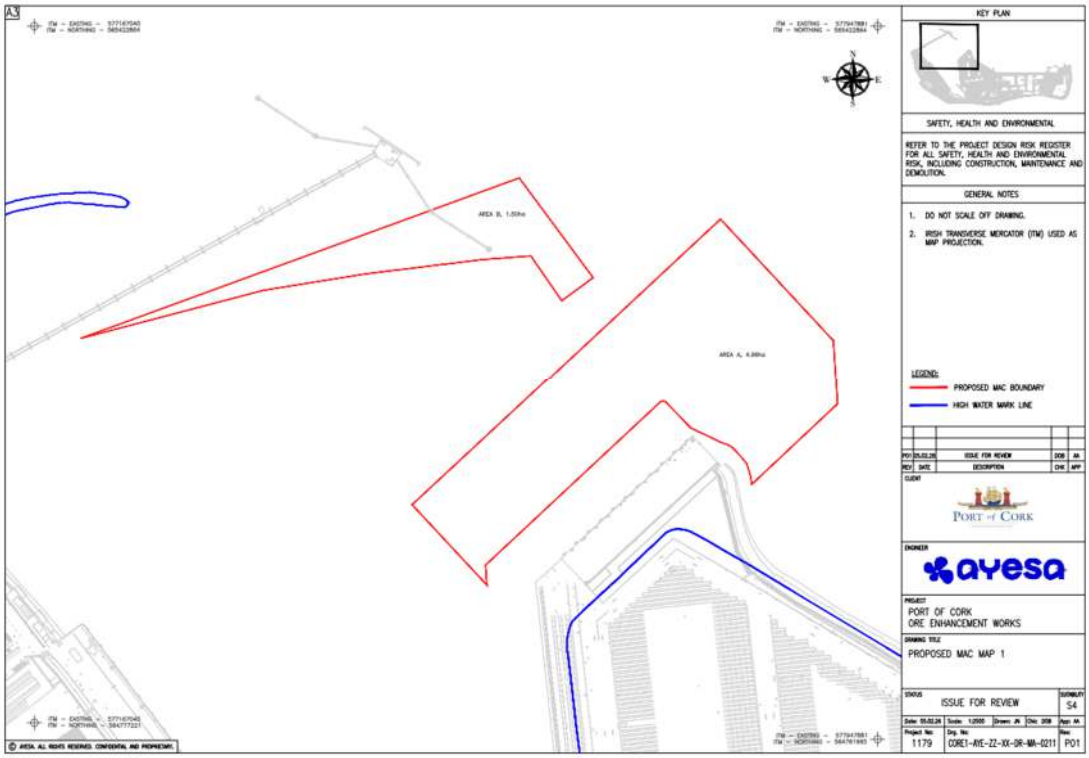
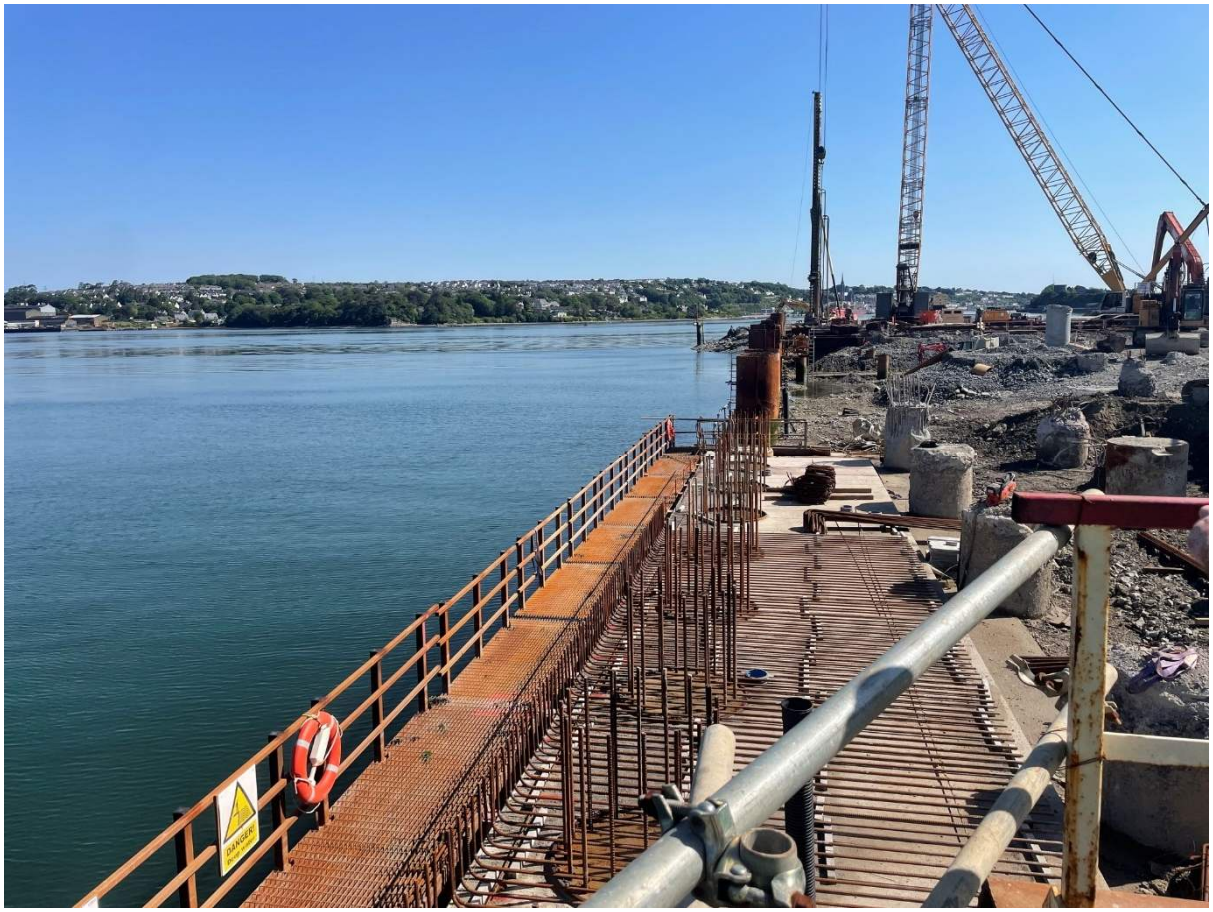


Figure 2 – Applicant map of proposed layout of MAC areas at Ringaskiddy

4. Site Visit

Senior Marine Advisor, Barry Mc Donald inspected the site on 25 May 2026. The proposed works are located at Ringaskiddy Port, Co. Cork. Photograph 1 shows the site of the proposed dredging of the CCT2 berthing pocket.

The photograph also shows the CCT2 berth under construction - these works are permitted under Foreshore Lease FS006408. Photograph 2 shows the site of proposed dredging and the demolition of a mooring dolphin and walkway. Photograph 3 shows the site of proposed dredging and the construction of two mooring dolphins and one breasting dolphin. No existing infrastructure or occupation was noted during the site visit that would conflict with the proposed maritime usage.



Photograph 1 – Site of proposed dredging of pocket of CCT2 berth under construction [BMcD 25/05/2026]



Photograph 2 – Site of proposed dredging and the demolition of mooring dolphin and walkway in background [BMcD 25/05/2026]



Photograph 3 – Site of proposed dredging and construction of two mooring dolphins and one breasting dolphin [BMcD 25/05/2026]

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 Existing Consents & Authorisations

Table 1: Summary of Overlapping maritime authorisations and foreshore authorisations				
File Reference Number	**Applicant/ Holder**	**Consent Type**	**Maritime Usage**	**Status**
MUL260036	Port of Cork Company	MUL	Site Investigations	Valid until 01 October 2029
MAC20230004	Port of Cork Company	MAC	Dredging	Valid until 06 February 2036
MUL250024	Port of Cork Company	MUL	Site Investigations	Valid until 13 August 2029
FS005049	Port of Cork Company	Foreshore Lease	Jetty and mooring dolphins	Valid until 30 July 2068
FS006408	Port of Cork Company	Foreshore Lease	Harbour Dev. Works	Valid until 10 December 2052
FS007126	Port of Cork Company	Foreshore Licence	Dredging	Valid until 29 August 2031

A search of the MARA's GIS database was undertaken on 18 May 2026 and 05 October 2026 for spatial overlap between the proposed MAC areas and existing foreshore authorisations and MARA licences and consents.

MUL260036 and **MUL250024** relate to Maritime Usage Licences held by the Applicant for purposes of site investigations for the Ringaskiddy ORE enhancement project. As these MULs relate to the proposed maritime usage, which is the subject of this MAC application, no conflict is considered to exist.

MAC20230004 is a Maritime Area Consent held by Port of Cork Company for capital dredging at Ringaskiddy. The proposed maritime usage which is the subject of this MAC application is for the deepening and widening of the berth consented under MAC20230004, therefore there is no conflict.

Foreshore record **FS005409** is an extant foreshore lease for a jetty and mooring dolphins. This lease is held by Port of Cork Company and includes a sub-lease to a third party holder. MARA received unsolicited further information from the Applicant on the 21 September 2026, stating that the sub-lease is now held by ANIRAM MDA LIMITED, by Deed of Conveyance and Assignment of the Foreshore Record. The Applicant also stated that ANIRAM MDA LIMITED is "*a 100% subsidiary of the Port of Cork Company*". Therefore, no conflict is considered to occur.

Foreshore record **FS006408** is an extant foreshore record for Harbour Development works. The proposed maritime usage which is the subject of this MAC application is to deepen the berth for the port development consented under foreshore lease FS006408, therefore there is no conflict.

Foreshore record **FS007126** is an extant licence for dredging of the area. As this is also held by Port of Cork Company, it is considered that there no conflict with the proposed maritime usage the subject of this MAC application.

The Department of Agriculture, Food and the Marine (DAFM) aquaculture database Aquamis was searched on 18 May 2026 and 05 October 2026 for spatial overlap between the proposed MAC areas and any DAFM foreshore authorisations for aquaculture sites.

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

5.3 Registered Lands

A search was undertaken by MARA of the Tailte Éireann database on 18 May 2026 and 05 October 2026 for any folios in order to ensure that there are no overlaps with registered maritime area within the proposed MAC area.

No overlaps with registered maritime area within the proposed MAC area were identified.

5.4 Development Permission

The Applicant has stated that the proposed maritime usage requires development permission.

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 09 March 2026 with the appropriate fee paid on 19 March 2026 and reviewed for completeness on 26 March 2026. The application was deemed complete by MARA on 08 April 2026.

A request for additional information issued on 14 May 2026 under section 79(3) of the Act and the associated response received relating to matters for financial assessment on 18 May 2026. In addition, MARA received unsolicited further information from the Applicant on the 21 September 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 Schedule 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***
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 Section 3 & 4 above. In accordance with BS 6349-1-2:2016 it is considered that the design life for the structures is 100 years, with proper maintenance and repair, should be achievable. Accordingly, a MAC term of 100 years is recommended for the proposed infrastructure. Separately, it is considered that a 10-year term, allowing for planning and the capital dredging as outlined in Section 3, would be appropriate for that element of the proposed project, as this activity does not warrant the long-term occupation of the maritime area. Accordingly, a term of 10 years is recommended in respect of the proposed capital dredging.
2.	Whether the proposed maritime usage is in the public interest.	The Applicant has stated that *"The Project aligns with the National Policy Objective 40 of the Irish Government's National Planning Framework (NPF) and therefore the Southern Region Regional Spatial and Economic Strategy (RSES) and the Cork County Development Plan 2022 (CDP 2022)."* The Applicant has also indicated that the NPF *"emphasises the evolution of ports from facilitators of goods transportation to critical enablers of new industries, such as ORE."* Taking account of the above, the proposed maritime usage is considered to be in the public interest.
3.	The location and spatial extent of the occupation of the maritime area concerned for the purposes of the proposed maritime usage.	The total area proposed occupied by the MAC is 6.46ha, comprising MAC Areas A and B for the proposed permanent works and temporary works, as illustrated in Figure 2 (Proposed MAC Map) in Section 7. Details of the location, relevant consents, ownership and development permissions are provided in Sections 3 to 5 above.
4.	Guidelines issued under Section 7 which are relevant to the proposed maritime usage.	No such guidelines have been published to date.
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	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 25 June 2026, it is considered that the Applicant satisfies the fit and proper person requirements. 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.

	is determined by the MARA.	
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.
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).	While the proposed maritime usage incorporates elements of Offshore Renewable Energy (ORE), it is unrelated to transmission infrastructure.
8.	The National Marine Planning Framework (NMPF).	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, economic and social objectives set out therein. It is considered that the proposed project aligns with the following economic, social and key sectoral policy objectives of the NMPF: - • **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.* • ***Ports, Harbours and Shipping Policy 5 -*** *Proposals for capital dredging will be supported where it is necessary to safeguard national port capacity and Ireland's international connectivity, and where required compliance assessments associated with authorisations have been carried out and incorporated into subsequent competent authority decision(s).* • ***ORE Policy 1 -*** *Proposals that assist the State in meeting the Government's offshore renewable energy targets, including the target of achieving 5GW of capacity in offshore wind by 2030 and proposals that maximise the long-term shift from use of fossil fuels to renewable electricity energy,*

		in line with decarbonisation targets, should be supported. All proposals will be rigorously assessed to ensure compliance with environmental standards and seek to minimise impacts on the marine environment, marine ecology and other maritime users. • ***ORE 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.* • ***Employment Policy 1*** *- Proposals should demonstrate contribution to a net increase in marine related employment in Ireland, particularly where the proposals are:* *• in line with the skills available in Irish coastal communities adjacent to the maritime area,* *• improve the sustainable use of natural resources,* *• diversify skills to enable employment in emerging industries.* 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. Based on the above, it is considered that the proposed maritime usage aligns 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.	Port of Cork Company (Formally Cork Harbour Commissioners) has conducted numerous marine and terrestrial site investigation campaigns within the Ringaskiddy Port area since the early 1970's. 2023 - Vibrocore and Grab Sediment Sampling - Irish Hydrodata 2016 - Boreholes - Irish Drilling 2014 - Grab Sediment Sampling - Aquatic Services Unit 2006 - Boreholes - Glover Site Investigations 2005 - Sidescan & Magnetometer - Irish Hydrographics 1972 - Boreholes - Glover Site Investigations 1971 - Boreholes - Glover Site Investigations Having regard to the above, the extent of the preparatory works undertaken are considered acceptable for a project of this scale and nature.
10.	The extent and nature of stakeholder engagement undertaken by the applicant in respect of the proposed maritime usage.	The Applicant has stated that they undertook *"Public and Stakeholder consultations (2022) for Port Masterplan 2050 encompassing the developments associated with this application."* 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.
11.	Where a competitive process referred to in section 93 or 103 is used, the outcome of such process.	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.

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 holder 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***
(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.
(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.
(c)	if the relevant person is a body corporate, whether any of its directors has a declaration under section	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.

	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 (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.
(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	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.

	(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;	
(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.
(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 Port of Cork Company 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.
(h)	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	A FCA report dated 25 June 2026 has been prepared by external financial consultants, Ernst & Young (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.

	reasonably considers will be entered into or incurred by the relevant person— (i) in undertaking the proposed maritime usage, or in continuing to undertake the maritime usage, as the case may be, or (ii) in ceasing to undertake the proposed maritime usage or the maritime usage, as the case may be;	Due to the commercially sensitive nature of a company's finances, details of the assessment are not included herein. The Applicant is considered likely to be in a position to meet financial commitments associated with the proposed maritime usage and MAC.
(i)	the previous performance of the relevant person when granted— (i) a MAC, (ii) a development permission, (iii) a licence, or (iv) an authorisation (howsoever described) under the Act of 1933.	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, there are no enforcement actions ongoing.

6.2.1 Technical Capability Assessment (TCA)

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. The TCA is based on the information submitted relating to the applicants, the Port of Cork Company.

Previous 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 1 project of a similar scale and nature for assessment for all stages/phases of development.

Cork Container Terminal Phase 1a. The design, construction and operation of Phase 1a of Cork Container Terminal consisting of 394m of deepwater berth at Ringaskiddy from 2014 to 2024. The Cork Container Terminal has a quay of 394 metres in length and offers a depth of 13 metres. This means it can accommodate bigger container vessels than any other port in the country. It took four years to develop on a 39-hectare site. The container terminal is equipped with two Liebherr 50-metre cranes and eight straddle carriers, operating around the clock.

Based on the information submitted it is clear that in the past 10 years, the Applicants have been involved in a large scale infrastructure project and it has provided a description of their role in delivering this project.

In conclusion, the Applicants have satisfied the Previous Corporate Project Experience (development, construction, operation and maintenance) criteria requirements and they have demonstrated 12 months continuous experience for each stage.

Project Delivery Teams Experience

The Applicant has listed 2 team members in the application form and provided information and CVs for both team members. The evidence provided demonstrates an experienced Senior Project Delivery Team which between them, have an aggregate of at 20 years of development and construction experience in marine projects, and 20 years' experience of the Irish planning system. Therefore, the Applicant has satisfied the Project Delivery Teams Experience criteria requirements.

Delivery Timelines

The Applicant has provided project delivery timelines with expected dates for the delivery of key milestones up to and including completion date. The Applicant has demonstrated a realistic understanding of the complexities and probable timeframes relating to the delivery of a project of this scale and nature within the Irish context.

TCA Conclusion: Following an assessment of the full suite of documentation provided by the Applicant, MARA considers that the Port of Cork Company has satisfied all criteria under the TCA element of the Fit and Proper Test. Accordingly, MARA considers that the Port of Cork Company 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

The Applicant has requested a "non-exclusive" nature of use. In addition, regard has been given to the nature and lifecycle of the proposed maritime usage the subject of this application.

In this instance, it is considered that granting of exclusive use for the full term of the MAC would not be 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)(c) of the Act.

6.5 Other Matters to which MARA must have regard

MARA in performing its functions, must also have regard to matters as prescribed in Sections 3(3), 6(8), 7(1), 30 and 44 of the Act and the Climate Action and Low Carbon Development Act 2015 (as amended). Table 4 provides a synopsis of the regard MARA has had in relation to these matters when considering the subject application.

Table 4: Synopsis of other legislative matters to which MARA has had regard

Applicable legislation	*Synopsis*
Section 3(3)(a) & Section 44(b) of the Act - obligations of the State	In accordance with Sections 8 and 9 of the United Nations Convention on the Law of the Sea (the Convention), subject to a right of innocent passage enjoyed by all other States, the Irish State has sovereign jurisdiction in respect of its internal waters and territorial sea, including the seabed, the subsoil the airspace

under the United Nations Convention on the Law of the Sea (as transposed by the Maritime Jurisdiction Act 2021)	above. The State owns the seabed and subsoil of the territorial sea and the internal waters, including the mineral and other non-living resources located in or under the seabed, and of all forms of potential energy on, in, under and above the territorial sea and the internal waters. The proposed MAC area is fully located within the Irish State's territorial sea and the Applicant has stated that it relates to port development to support Offshore Renewable Energy (ORE) activity. Accordingly, MARA is considered to have jurisdiction in accordance with the Convention to consider the granting of a MAC for the proposed maritime usage the subject of this application.
Section 3(3)(b) of the Act - the obligations in respect of the rights of the public or any class of the public over the foreshore in relation to navigation and fishing	The proposed works constitute development which require development permission. Safety of navigation, the protection of the marine environment (including the protection of fisheries) and public consultation (including prescribed bodies), are matters for consideration by the relevant planning authority when considering an application, the subject of the proposed maritime usage for development permission. As discussed in Section 6.4, it is recommended that the MAC, if granted, is granted on a non-exclusive basis having regard to co-existence and co-operation objectives of the NMPF, including that which provide for shipping activity and freedom of navigation.
Section 6(8) of the Act- Marine Planning Policy Statements (MPPS)	In the processing of this application, MARA had regard to the Marine Planning Policy Statements (MPPS). The MPPS set out overarching principles and high-level objectives including that *"Marine planning will facilitate Ireland's transition to a low carbon and climate resilient economy."* Accordingly, the subject application for port development to support ORE activity is considered to align with the MPPS, the NMPF and Government objectives in relation to ORE.
Sections 7(1) & 7(2) of the Act - Marine Planning Guidelines	No such Guidelines have issued to date.
Section 30 & Section 44(a) of the Act _- Secure the Objectives of the NMPF	Discussion is provided in Table 2(8) above in relation to the regard MARA has had when considering whether the subject application aligns with the objectives of the NMPF.
Section 44(c) of the Act - the policies of the Government or any Minister of the Government	As detailed above, MARA has had regard to the MPPS and NMPF when considering the subject application. Furthermore, regard has been given the Climate Action Plan 2025. In addition, regard has been given to the *National Ports Policy 2013,* which is currently under review. The National Ports Policy endorses the findings of the 2012 IMDO *Report on Irish Ports' Offshore Renewable Energy Services,* which concluded that Port of Cork Company was among the ports with the greatest potential in servicing current and future demand in the offshore renewable energy sector. Accordingly, the subject application for port development to support ORE activity is considered to align with policy objectives of the Government.
Section 44(d) of the Act - the need for co-operation between users of the same part, or adjoining parts, of the maritime area, or both	Consideration of users in the vicinity of the proposed MAC Area is provided in Section 5 and Table 2(3). Furthermore, as discussed in Section 6.4, it is recommended that the MAC, if granted, is granted on a non-exclusive basis having regard to co-existence and co-operation objectives of the NMPF.
Section 15(1) of the Climate Action and Low Carbon Development Act 2015 (as amended)	MARA performs its functions in accordance with the provisions of Section 15(1) of the Climate Action and Low Carbon Development Act 2015 (as amended). In the processing of this application, MARA has considered the matters set out below and has reached its decision set out herein in so far as practicable, in a manner consistent with—:

	(a) the most recent approved climate action plan, (b) the most recent approved national long term climate action strategy, (c) the most recent approved national adaptation framework and approved sectoral adaptation plans, (d) the furtherance of the national climate objective, and (e) the objective of mitigating greenhouse gas emissions and adapting to the effects of climate change in the State. In addition, it is considered that ORE supporting infrastructure is a component of delivering the Climate Action Plan. Marine planning and climate action policies, while pursuing separate goals, should be seen as complementary.

6.6 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 Commercial
Tier:	Tier 2
Applicable Rate:	Base Annual Charge of €428.19 plus an add on of 1.61 per sq.m for areas in excess of 100 sq.m
Length or Area:	64,578sq.m* **rounded to the nearest sq.m*
Calculation:	€428.19 + (€1.61 * (64,578.00 - 100.00))
Levy due:	€104,237.77

The MAC levy has been calculated as €104,237.77 per annum. All levies are indexed to the Harmonised Index of Consumer Prices (HICP), applied on an annual basis.

7. Proposed MAC Map (for Illustration purposes only)

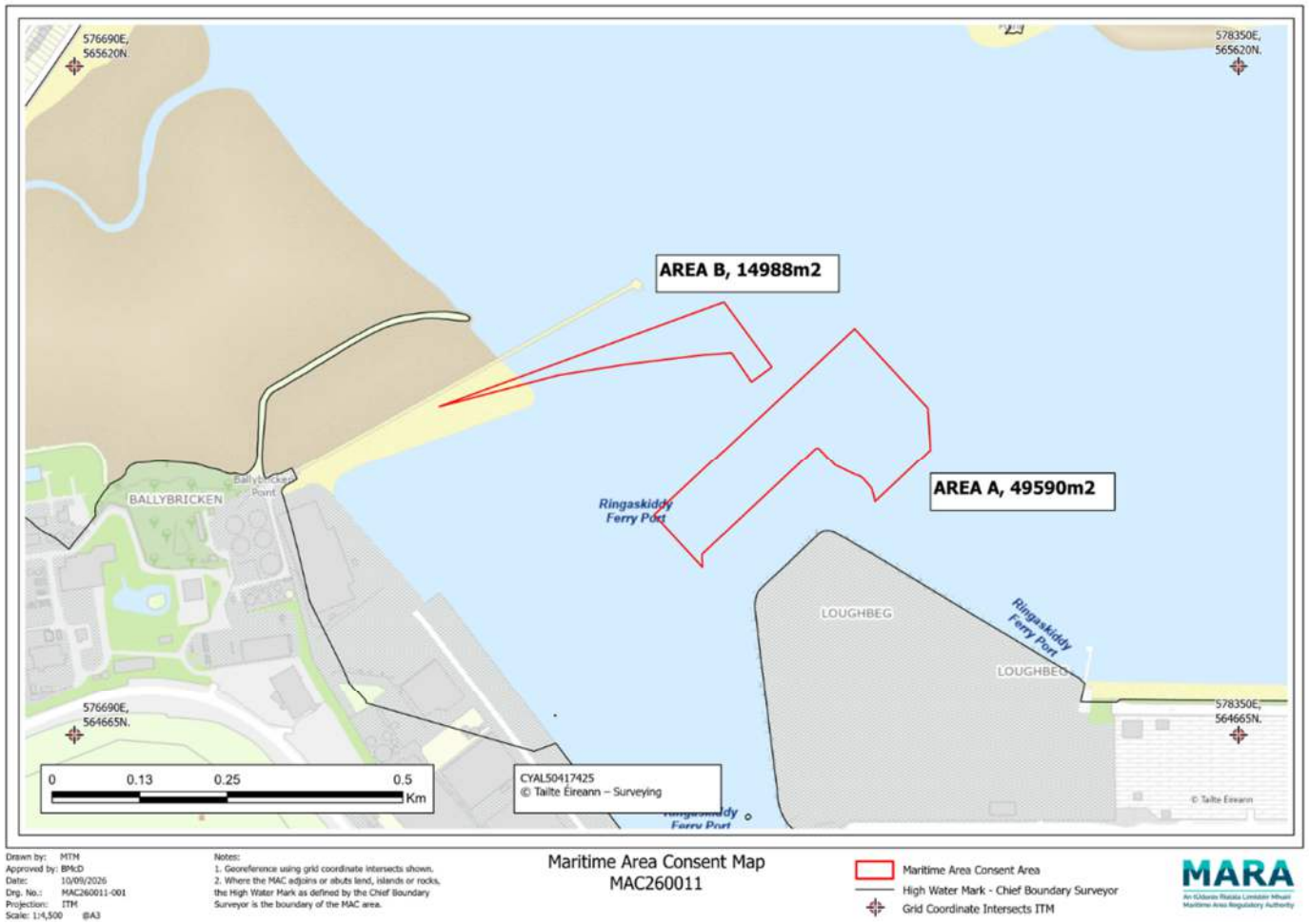


Figure 2 – Proposed MAC Ma

8. Discussion

Based on the assessments undertaken contained herein, it is considered that the proposed MAC application complies with all the necessary requirements of Schedule 5 of the Act, where relevant and appropriate, subject to the following recommended terms and conditions:

a. Terms

MAC Term:	Capital Dredging: 10 years The construction, use, operation and maintenance of breasting and mooring infrastructure and associated demolition works of existing infrastructure. The works will include decommissioning, demolition, rehabilitation and any other works required on foot of any development permission relating to the infrastructure: 100 years
Consent Area:	That part of the maritime area marked red on the MAC Map.
MAC Map Title:	Maritime Area Consent Map MAC260011 Date: 10/09/2026 Drg. No.:MAC260011-001
Permitted Maritime Usage:	Capital dredging, the construction, use, operation and maintenance of breasting and mooring infrastructure and associated demolition works of existing infrastructure. The works will include 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:	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

Date by which Financial Close is to be achieved:	Not applicable

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.

9. Conclusion & Recommendation

Following a detailed assessment of all information on file, 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, subject to the MAC term for the Capital Dredging aspect of the subject MAC application, being a period of 10 years.

It is recommended to allow the Applicant a period of 21 days, being a period reasonable in all the circumstances of the case, 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 will be notified and MARA will publish a notice on its website as soon as practicable thereafter.

Signed: Kelly Dalton Position: Manager, MAC Strategy and ORE

Signed: Position: Senior Engineer, MAC Directorate