



**Co-funded by
the European Union**

The contents of this report are the sole responsibility of Wexford County Council and does not necessarily reflect on the opinion of the European Union

N11/N25 Oilgate to Rosslare Harbour Scheme River Slaney MUL Application

**Attachment 4.11 - Need for the Maritime Usage
(Compliance with European and National
Policies)**

June 2026

This page left intentionally blank for pagination.

Mott MacDonald
South Block
Rockfield
Dundrum
Dublin 16
D16 R6V0
Ireland

T +353 (0)1 2916 700
mottmac.com

Wexford County Council,
Roads Department,
Wexford County Council,
Carricklawn,
Wexford Town.
Y35 WY93

Tel: (053) 9196000

N11/N25 Oilgate to Rosslare Harbour Scheme River Slaney MUL Application

**Attachment 4.11 - Need for the Maritime Usage
(Compliance with European and National
Policies)**

June 2026

Directors: B Williams BE (Hons) MEngSc
CEng FIEI FConsEI (Managing), R
Jefferson MSCSI MRICS BSc Dip Con
Law, T Keane BE (Hons) CEng MIET, D
Kelly BEng (Hons) CEng FIEI, J H K
Harris BSc CEng (British), C H Travers
MEng CEng (British), R Risdon, E G Roud
FCA MA (Hons) Economics (British)
Innealtóirí Comhairleach (Consulting
Engineers)
Company Secretary: S O'Donovan BBS
(Hons), CTA, FCCA
Registered in Ireland no. 53280.
Mott MacDonald Ireland Limited is a
member of the Mott MacDonald Group

Issue and Revision Record

Document reference: 229100548-MMD-0000-XX-RP-C-0072-P2

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

Contents

1	Introduction	1
2	Compliance with European and National Policies and Objectives	2
Tables		
	Table 2.1: European and National Policies and Objectives Compliance	2

1 Introduction

Mott MacDonald Ireland Limited, on behalf of Wexford County Council (WCC) ('the Applicant'), are submitting a Maritime Usage Licence (MUL) application for site investigation surveys at the River Slaney, northwest of Wexford town. The MUL is being sought solely to facilitate site investigation surveys associated with the proposed N11/N25 Oilgate to Rosslare Harbour Scheme.

The N11/N25 Oilgate to Rosslare Harbour Scheme (hereafter referred to as 'the proposed scheme') is approximately 31km in length and will utilise a mix of both the existing road corridor, which will be upgraded, and a new corridor that will bypass significant constraints and deficiencies on sections of the existing corridor. The proposed scheme will include works in/near the crossing of the River Slaney.

This report refers to Attachment 3.1 Description of the Proposed Maritime Usage in relation to the description of the surveys proposed.

This report sets out how the proposed surveys are consistent with European and National policies, in line with Question 4.11 of the Maritime Usage Licence (MUL) General Application Form (MUL1), which requests that the applicant "*provide any additional relevant information with regard to the overall purpose of the proposed maritime usage, with reference to, e.g. National or European strategic or policy objectives and national targets, and strategic research objectives*".

2 Compliance with European and National Policies and Objectives

Table 2.1: European and National Policies and Objectives Compliance

Plan	Objective / Target	Response
European Policies		
Marine Strategy Framework Directive (2008/56/EC)	The Marine Strategy Framework Directive (MSFD) aims to achieve Good Environment Status (GES) for all marine waters in Europe and protect the resource base for marine related economic and social activities. Ireland's 2024 MSFD Marine Strategy Part 1 contains the most comprehensive and up to date assessment of the status of Ireland's marine environment, the characteristics of what GES should look like, and a revised set of environmental targets for each of the 11 qualitative descriptors of the Directive.	Attachment 4.6 (Compliance with Marine Strategy Framework Directive) of the MUL application documentation sets out how the proposed surveys are consistent with the objectives of the Marine Strategy Framework Directive and Ireland's Marine Strategy under the Directive. The report concludes that <i>"the proposed surveys will be temporary with no permanent footprint in the marine environment. With mitigation in place, these surveys will not compromise Ireland's ability to achieve or maintain GES under the 11 MSFD descriptors"</i> . The proposed surveys feed directly into 'Good Environmental Status' data requirements.
EU Floods Directive (2007/60/EC)	The EU Floods Directive was composed with an aim to reduce and manage the risks that floods pose to human health, the environment, cultural heritage and economic activity. To align with this Directive, Member States must assess if watercourses and coastlines are at risk of flooding, to map the flood extent and assets and humans at risk in these areas, in addition to taking adequate and co-ordinated measures to reduce this flood risk.	The proposed maritime surveys will not affect flood extents mapping. Additionally, the proposed surveys will provide baseline flood risk modelling and information to feed into bridge design and mitigation.
Trans-European Transport Network Regulation (EU) 2024/1679	The EU's trans-European transport network policy, the TEN-T policy, is a key instrument for planning and developing a coherent, efficient, multimodal, and high-quality transport infrastructure across the EU. The overall aim to realise a multimodal and interoperable European wide network of high-quality standards, while respecting the overall Union climate neutrality and environmental objectives. Rosslare Europort is listed as a comprehensive port and the road network to the port is required to be upgraded to the required standard.	The proposed maritime surveys form part of the preparatory works for a new bridge associated with the wider N11/N25 Oilgate–Rosslare Harbour Project, a strategic transport investment that sits within the Trans-European Transport Network (TEN-T). Rosslare Europort is one of Ireland's most significant international transport hubs, providing the shortest sea crossing to mainland Europe and is Ireland's second-largest port for unitised freight and passengers. The N11/N25 corridor is officially recognised as part of the TEN-T network and is essential in ensuring the resilience and competitiveness of Ireland's land-sea connections with the EU. The entire project to which these surveys relate forms part of the TEN-T network and directly advances EU objectives relating to cohesion, sustainable transport, economic resilience, and the strengthening of critical connectivity to Rosslare Europort, a Tier-2 strategic maritime gateway within the European transport system.

Plan	Objective / Target	Response
White Paper - Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system	This strategic document presents the Commission's vision for the future of the EU transport system, which plays an important in maintaining the EU's prosperity.	The proposed maritime surveys form an essential component of the preparatory works for the bridge infrastructure associated with the wider N11/N25 project, providing enhanced connectivity to Rosslare Europort. This infrastructure is consistent with the strategic objectives set out in the European Commission's 2011 White Paper: Roadmap to a Single European Transport Area – Towards a Competitive and Resource-Efficient Transport System.
Sustainable and Smart Mobility Strategy – putting European transport on track for the future	All transport modes are made more sustainable.	The proposed maritime surveys directly support the delivery of the N11/N25 project in a manner consistent with the Sustainable and Smart Mobility Strategy. This project will support the strategic functioning of a key European maritime gateway and improve multimodal resilience and connectivity – both key themed under the Mobility Strategy.
Fit for 55	The 'Fit for 55' package is a comprehensive set of European Commission legislative proposals designed to reduce the European Union's net greenhouse gas emissions.	The proposed maritime surveys form an essential component of the preparatory works for the bridge infrastructure associated with the wider N11/N25 project, which will contribute to the transport-focused aims of the EU's Fit for 55 Package by providing smoother integration between maritime and road transport, improved traffic flow on approach routes, reducing delays for goods and passenger movement, and improved resilience of a critical EU transport link.
EIA Directive (2014/52/EU)	Requires robust baseline data for impact assessment	The maritime usage will provide essential environmental data to meet EU legal requirements for the proposed scheme.
Habitats Directive (Council Directive 92/43/EEC) and Birds Directive (2009/147/EC).	Conserving natural habitats and wild fauna and flora species and the protection of wild bird species respectively	The maritime usage will provide essential ecological data to meet EU legal requirements for habitats and birds in respect of the proposed scheme.
EU Climate Adaptation Strategy (2021)	Aims to build a climate resilient EU by 2050 by focusing on four key objectives: making adaptation smarter, swifter and more systemic whilst stepping up international action.	The proposed maritime surveys will provide technical, environmental and ecological information to further develop the design of the proposed scheme. The results of the proposed maritime surveys will be used to feed into future climate change adaptation and resilience for the project design.
EU Nature Restoration Law (2024)	Outlines the requirement for all Member States to restore at least 20% of the EU's land and sea areas by 2030, and all degraded ecosystems by 2050. The regulation provides specific targets for pollinating insects and various important ecosystems, as well as river connectivity.	The proposed surveys ensure that biodiversity data will inform project design. The proposed surveys will help to build the baseline for biodiversity data within the marine environment which will be used to inform project design, with the aim of compliance with targets for restoring rivers and estuaries.
EU Biodiversity Strategy for 2030	Aims to help recover Europe's biodiversity by 2030 and build our societies' resilience to future threats, such as climate change, forest fires, food insecurity and disease outbreak.	The proposed surveys ensure that biodiversity data will inform project design and that EU legal requirements for the proposed scheme are met.
Water Framework Directive (2000/60/EC)	The Water Framework Directive (WFD) requires all Member States to protect and improve water quality in all waters so that the Member States achieve good	The River Slaney is a WFD waterbody. Attachment 4.5 (Compliance with Water Framework Directive) of the MUL application documentation sets out how the proposed surveys are consistent with the objectives of the Water Framework Directive. The report concludes that “the <i>proposed surveys will not</i>

Plan	Objective / Target	Response
	ecological status by 2015 or, at the latest, by 2027. It was given legal effect in Ireland by the European Communities (Water Policy) Regulations 2003 (S.I. No. 722 of 2003). It applies to rivers, lakes, groundwater, and transitional coastal waters. Mitigation and restoration are required for water bodies with bad, poor or moderate status to achieve good status by 2027. Additional protection is required for waterbodies in protected areas as listed in the register of protected areas prepared under Article 6 of the Directive.	<i>adversely affect any transitional or coastal water bodies or hinder the achievement of good ecological or chemical status under the WFD".</i> The proposed surveys will also contribute to establishing baselines.
National Policies		
National Marine Planning Framework (NMPF, 2021)	The National Marine Planning Framework (NMPF) details how marine activities will interact with each other in an ocean space that is under increasing spatial pressure, ensuring the sustainable use of our marine resources to 2040. The NMPF has three high level objectives – Environmental, Economic and Social.	Attachment 4.1 (Compliance with National Marine Planning Framework Objectives) of the MUL application documentation sets out how the proposed surveys are consistent with the objectives of the National Marine Planning Framework. The report concludes that the maritime usage is fully aligned with NMPF objectives.
National Planning Framework – First Revision	National Policy Objective 50 Ensure that the strategic development requirements of Tier 1 and Tier 2 Ports, ports of regional significance, State Fishing Harbours and smaller harbours are addressed as part of Regional Spatial and Economic Strategies, and plans at local level to ensure the effective growth and sustainable development of the city regions and regional and rural areas, in accordance with National Ports Policy	The subject Maritime Usage will help to inform the design of the proposed bridge crossing of the River Slaney as part of the N11/N25 Oilgate to Rosslare Harbour Road Scheme. Rosslare Europort supports the highest number of RoPAX (roll-on/roll-off passenger) sailings from Ireland to the continent, and seeks expansion in three main areas, passenger transport, freight and infrastructure to support offshore renewable energy (ORE) (as part of a vision to become Ireland's ORE hub). It is therefore important that the connectivity of Rosslare Europort along the Belfast – Dublin – Rosslare Europort axis is supported, as the final 31km section of the N11 and N25 on approach to Rosslare Europort is the only section of the 340km Belfast – Dublin – Rosslare Europort corridor not to have been completed to a high-quality standard, as required under the TEN-T Regulations.
National Biodiversity Action Plan 2023 –2030	Integrate biodiversity into decision-making.	The proposed surveys ensures that biodiversity data informs project design.
National Development Plan Review 2025	Transform the country, build more housing, upgrade water and energy infrastructure, deliver more roads, and provide better public transport.	The proposed maritime usages will provide the technical and environmental baseline needed to progress the road scheme to the planning consent stage. N11/N25 Oilgate to Rosslare Harbour was listed in the National Development Plan 2021-2030. Under the Review 2025 the allocated investment in transport has increased to support future economic growth, this includes enhancing access routes to Ireland's ports.

Plan	Objective / Target	Response
National Investment Framework for Transport in Ireland	Sets clear principles for the consideration of future transport investment and is closely aligned with key Government policy priorities and commitments, such as the Climate Action Plan and the National Development Plan.	The proposed maritime usage will provide technical, environmental and ecological information to further develop the design of the proposed scheme. The importance of protecting economic uses such as Rosslare Europort are central to the National Investment Framework for Transport in Ireland.
National Ports Policy 2013	The core objective of the National Ports Policy is to facilitate a competitive and effective market for maritime transport services. The long-term international trend in ports and shipping is toward increased consolidation of resources in order to achieve optimum efficiencies of scale.	The proposed surveys will access in the preparation of the design and its deliverability through the subsequent planning consent phase. The N11/N25 Oilgate to Rosslare Harbour Road Scheme will ensure that the road standards requirements under the TEN-T Regulations are provided to Rosslare Europort which will assist the Port in achieving its objectives to increase passenger and freight volumes and vision as Ireland's ORE Hub.
Climate Action and Low Carbon Development (Amendment) Act 2021 and Climate Action Plan (most recent update: 2025)	The 2021 Amendment Act defines the National Climate Objective as the State's legally binding goal to "pursue and achieve, by no later than the end of 2050, the transition to a climate resilient, biodiversity rich, environmentally sustainable and climate neutral economy." The Climate Action Plan 2025 (CAP25) lays out a roadmap of actions to meet the national climate objective of pursuing and achieving, by no later than the end of the year 2050.	Attachment 4.9 (Compliance with Climate Action and Low Carbon Development (Amendment) Act 2021) of the MUL application documentation sets out how the proposed surveys are consistent with the objectives of the National Marine Planning Framework. The report concludes that " <i>the proposed maritime usage is thus fully consistent with, and supportive of, achieving the National Climate Objective, as defined in the Climate Action and Low Carbon Development (Amendment) Act of 2021</i> ". The proposed maritime surveys will provide technical, environmental and ecological information to further develop the design of the proposed scheme. The results of the proposed maritime surveys will be used to feed into future climate change resilience for the project design.
National Adaptation Framework (NAF, 2023 update)	A government-led, long term strategy designed to assess climate-related risks and implement actions to reduce vulnerability to climate change impacts.	The proposed maritime surveys will provide technical, environmental and ecological information to further develop the design of the proposed scheme. The results of the proposed maritime surveys will be used to feed into future climate change resilience for the project design.
River Basin Management Plan (2022-2027)	The River Basin Management Plan (RBMP) for Ireland sets out the measures that are necessary to protect and restore water quality in Ireland.	Attachment 4.5 (Compliance with Water Framework Directive) of the MUL application documentation sets out how the proposed surveys are consistent with the objectives of the Water Framework Directive. The report also notes that the surveys and associated mitigation measures will align with Ireland's River Basin Management Plan 2022–2027. The report concludes that " <i>the proposed survey will not adversely affect any transitional or coastal water bodies or hinder the achievement of good ecological or chemical status under the WFD</i> " and that this conclusion " <i>aligns with Ireland's River Basin Management Plan (RBMP) for 2022–2027</i> ".
Heritage Ireland 2030/ Protection of Cultural Heritage Policy	Sets out the strategy for the protection of Irish heritage with a joined-up approach across government, stakeholders and communities.	The proposed maritime usage will provide technical, environmental and ecological information to further develop the design of the proposed scheme. An archaeological wade and metal detector survey of the nearshore will help further understand the archaeological potential of the proposed survey area along the River Slaney and to fully interpret the impact of the proposed Scheme through the production of the Cultural Heritage Impact Assessment within the Environmental Impact Assessment report. The survey area for both the wade and the metal

Plan	Objective / Target	Response
		detector survey will be finalised in consultation with the TII Project Archaeologist and the Underwater Archaeology Unit of the National Monuments Service.

