3FMProject

Environmental Impact Assessment Report

Appendix 2.3

Volume 3 Part 1

COMHLACHT CHALAFORT
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DUBLIN PORT COMPANY

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A TETRA TECH COMPANY

Third & Final
Masterplan
Project

An Roinn Iompair
Department of Transport

Review of
National Ports Policy 2013

Issues Paper

NATIONAL PORTS POLICY REVIEW
ISSUES PAPER

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NATIONAL PORTS POLICY

The mission of the Department of Transport, as set out in its Statement of Strategy 2023-2025, is to deliver an accessible, efficient, safe and sustainable transport system that supports communities, households and businesses. A key goal to fulfilling this mission is ensuring Ireland's international connectivity in an environmentally, economically and socially sustainable manner while putting safety, security and accessibility for all at the centre of transport policies. National Ports Policy is a vital component in delivering this Strategy.

The National Ports Policy provides the overarching policy framework for the governance and future development of Ireland's state port network. The responsiveness and competitiveness of Ireland's maritime transport industry are underpinned by National Ports Policy 2013. It has helped foster competition between ports and created relatively low barriers to entry for shipping companies seeking to enter the Irish market.

WHY DO WE NEED A REVISED NATIONAL PORTS POLICY?

The current National Ports Policy was approved by Government in 2013. This was at a time when Ireland, and its port sector, were still dealing with the consequences of the financial crisis. Over the subsequent ten years, the broad objectives outlined by the policy have been achieved. Ports have been categorised in order of National Significance, a move that aligned our ports with the emerging EU trans-European Transport Network (Ten-T Network). The policy gave our ports a clear direction, placing their role firmly within the planning hierarchy and encouraged ports to develop master plans. The National Ports Policy 2013, and subsequently the Harbours Act 2015, facilitated the transfer of the five ports of regional significance[1], to more appropriate local authority control. The national and international environment for which the 2013 policy was developed has changed fundamentally. A revised approach is needed to assist our ports with the environmental, technological, demographic, and geopolitical challenges of the next decade. New challenges require a new roadmap.

HOW DOES THE POLICY AFFECT YOU?

90% of goods by volume traded by Ireland enter and exit through our commercial port network. The old saying of "if you bought it, a ship brought it" is as true today as ever before. As facilitators for our national economy, the

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[1] Dún Laoghaire Harbour Company, Wicklow Port Company, Drogheda Port Company, New Ross Port Company, and Galway Harbour Company.

efficient functioning of our ports will directly impact the life of every citizen.

However, the importance of our ports is not just economic. Located, as many ports are, in the heart of urban centres and areas of environmental significance, how our ports interact with both the communities that provide their social licence to operate, and the marine environment is something in which we all have a vested interest. This revised policy will provide the vision for how our ports will meet these challenges.

HOW DOES PUBLIC CONSULTATION CONTRIBUTE TO THE PREPARATION OF THE NEW NATIONAL PORTS POLICY?

If you are interested in the development of Ireland's ports and wish to contribute to shaping their future, please make a written submission during this consultation phase.

The Department of Transport is launching a two-phase public consultation to seek views towards developing a revised policy for Ireland's commercial ports.

As part of the first phase of this consultation, views or submissions are now being sought from all interested parties including ports, shipping operators, industry stakeholders involved in the broader logistics and supply chain sectors, academics, and the general public. Your views will contribute to the development of a new policy. Questions are posed through this paper, which aim to assist participants in compiling their contributions. However, participants are not confined to answering these questions.

The Department asks that submissions be completed online with reference to the questions outlined in the link provided below.

Link to Questionnaire

However, should an online submission not be feasible, submissions are welcomed via email to portspolicy@transport.gov.ie or send by post to Maritime Transport Division, Department of Transport, Leeson Lane, Dublin, D02 TR60. **This public consultation will conclude on 15 January 2024.**

Please note that submissions received may be published on the Department of Transport's website.

POLICY DEVELOPMENT PROCESS

Issues Paper Consultation Q4 2023 → **Review Submissions** Q1 2024 → **Draft Policy Consultation** Q3 2024 → **Review Submissions** Q4 2024 → **Final Policy Published** Q1 2025

BACKGROUND TO THE IRISH PORT SECTOR

Our economy relies heavily on maritime transport. 90% of all our traded goods by volume and approximately 10% of passengers are transported to and from Ireland by sea.

Recent estimates by the Socio-Economic Marine Research Unit (SEMRU) at NUI Galway put the overall turnover of Ireland's shipping and maritime transport sector at €1.5 billion in 2021 with an additional €0.5 billion in Gross Value Added. The challenges posed by Brexit and the COVID-19 pandemic to our national supply chains highlighted as never before our reliance on an efficient and well-functioning maritime transport sector.

The Harbours Act 1946 brought all the harbour authorities under a single piece of legislation. Under the act, these harbour authorities were run as not-for-profit public utilities. They were subject to a high degree of central government control and financed by user charges and some Exchequer funding from time to time.
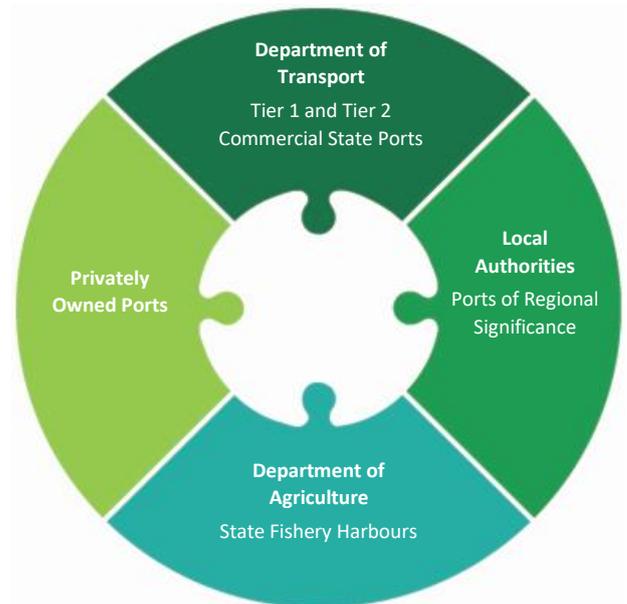
The Harbours Act 1996 introduced significant reforms by providing for the more substantial harbour authorities to be commercial State companies. Following the introduction of corporatisation in 1996, ten port companies were formed. Today, six of these companies remain in existence, Dublin, Cork, Shannon Foynes, Waterford, Drogheda and Galway.

In addition, two commercial ports are operating outside of the remit of the Harbours Acts 1996–2015. The port of Greenore, Co. Louth can be regarded as the State's only private port. Rosslare Europort is unique among the State-owned ports as it is not a commercial company operating under the Harbours Acts but is run on a commercial basis as a division of Irish Rail.

What is often not realised, is that the responsibility for ports in Ireland falls under the remit of several departments and local authorities, as set out in the accompanying graphic.

It is important to be clear that National Ports Policy sets out the policy framework for the commercial ports sector that falls under the aegis of the Department of Transport under the Harbours Act.

Department of Transport
Tier 1 and Tier 2 Commercial State Ports

Local Authorities
Ports of Regional Significance

Department of Agriculture
State Fishery Harbours

Privately Owned Ports

IRISH PORTS POLICY

2005 PORTS POLICY STATEMENT

Irish ports policy was first outlined in a single document as the Government's Ports Policy Statement in 2005.

The State commercial ports sector consisted of 10 port companies established and operated according to the Harbours Acts 1996. The companies were private commercial companies whose shareholders comprised the Minister for Transport who held 99% of shares and the Minister for Public Expenditure, National Development Plan Delivery and Reform who held 1% of shares. The Minister for Transport appointed board members.

Concerning the funding of infrastructure requirements in the sector, the Statement was clear that the port companies must not rely on Government support but should instead fund any infrastructure developments through their own resources or in conjunction with private sector partners.

NATIONAL PORTS POLICY 2013

A review of the 2005 Policy Statement commenced in 2010 with the finalised National Ports Policy receiving Government approval in March 2013. 2013 also saw a report by the Competition Authority which looked at competition in the Irish ports sector both at intra and inter port level.

The core objective of the National Ports Policy 2013 was to facilitate a competitive and effective market for maritime transport services. The policy introduced several important reforms and introduced the categorisation of the commercial port companies into three tiers –

Tier One Ports
Port of Cork Company
Dublin Port Comapy
Shannon Foynes Port Company

Tier Two Ports
Rosslare Europort
Waterford Port Company

Ports of Regional Significance
Dún Loaghaire Harbour Company
Galway Harbour Company
Drogheda Port Company
Wicklow Port Company
New Ross Port Company

National Ports Policy 2013 recommended that the five designated Ports of Regional Significance be transferred to more appropriate local authority-led governance structures.

It outlined that these five Ports of Regional Significance retained essential roles as facilitators of their regional economies and, in some instances, as centres of marine-related amenity and tourism activities. However, these activities' scale and nature did not warrant continued central Government involvement.

HARBOURS ACT 2015

The Harbours Act 2015 provided the necessary primary legislative framework to transfer the five Ports of Regional Significance to their respective local authorities.

The Act did not prescribe the model of transfer for any of the five ports. Instead, the Act allowed for the most appropriate governance model to be chosen for each company.

CURRENT DEVELOPMENTS

The 2013 National Ports Policy is now ten years old. The environment for which it was introduced has undergone dramatic changes, especially in the last few years. The UK's decision to leave the EU has profound implications for our trading relations with the UK and the remaining EU Member States. As they are the conduit for 90% of our merchandised trade, this new reality profoundly impacts our national port network. In the first six months of 2021, the Irish Maritime Development Office (IMDO) reported that RoRo (Roll on/roll off freight cargo, can be accompanied/unaccompanied by a driver) between Ireland and the UK declined by 30%, while RoRo traffic between Ireland and the EU had almost doubled. This represented an unprecedented shift in trade flows. These statistics point to a shift away from using the UK landbridge as exporters and importers search for ways to avoid potential delays and additional customs checks introduced by Brexit.

Brexit and COVID-19 also accelerated the growth in the use of LoLo freight (Lift on/lift off freight cargo). LoLo volumes increased by 11% in 2021. This represents the fastest annual rate of growth since 2008. LoLo has played an important role in the reorganisation of Irish supply chains towards direct EU services. However, unaccompanied RoRo and LoLo makes more intense use of port infrastructure. This, coupled with the post Brexit border control posts, places further demand on available space within the port campus.

We witnessed throughout 2020, and 2021, an exceptional response by the shipping industry in terms of increasing capacity to match this shift in market demand. It occurred across all relevant modes and has drawn from all available responses.

As of early 2023, there are over 60 RoRo freight sailings to and from Ireland and the continent in a typical week. This includes six shipping operators, Irish Ferries, Stena Line,

DFDS, Brittany Ferries, Finnlines and CLdN: offering accompanied and unaccompanied freight. This represents an increase of around 30 sailings per week in continental RoRo frequency compared to 2019.

In addition to Brexit, the ports and shipping sector grappled with the ramifications of COVID-19, which exposed weaknesses in our port network and supply chains. While all ports successfully remained in operation, the pandemic highlighted Ireland's vulnerability to any disruption of its maritime transport links. This led to the State providing state aid to some shipping operators on the southern and continental shipping corridors to protect the country from the possible loss of critical shipping routes at the height of the pandemic. More recently, the Russian-Ukrainian conflict has affected the global logistics market on every level. The war impeded the flow of goods, fuelled cost increases, and created food shortages around the globe.

90% of goods by volume traded by Ireland enter and exit through our commercial port network

(Source IMDO)

2,200,000 passengers passed through Irish ports in 2022

(Source CSO)

Turnover of Irelands shipping and maritime transport sector in 2021 was

€1.5 billion

(Source SEMRU)
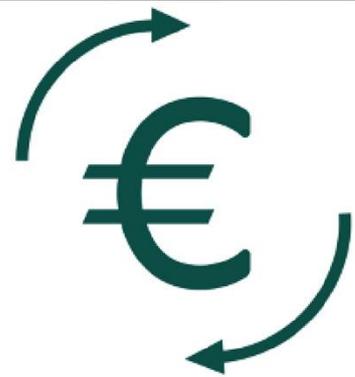
Great Britain & Northern Ireland accounted for **35%** of the total tonnage of goods handled. EU countries accounted for **40%** of the total tonnage of goods handled

Irish ports handled **53.2** million tonnes of goods in 2022

A total of **240** cruise ships arrived in Irish ports in 2022

Otherwise noted: Source CSO 2023

GLOBAL TRENDS IN PORTS AND SHIPPING

The consequences of the COVID-19 pandemic and Brexit are in addition to the other global drivers, which are now impacting the nature of port operations globally.

A June 2021 study by Deloitte and ESPO, *Europe's Ports at the Crossroads of Transitions,* analysed the main drivers/trends impacting Europe's ports, with the view of defining the changing role of ports in Europe. This report identifies four individual drivers (or "megatrends"), that are jointly influencing the outlook of the port industry towards 2030 and beyond: (i) environmental, (ii) technological, (iii) geopolitical, and (iv) demographic. Successful ports over the next 20 years will be the ones that are able to navigate this changing landscape.

These megatrends impact the international economy, cascading down to value and supply chains, through to transport chains and finally directly impacting port and shipping operations. This places an onus on governments and public administrations, as well as port operators, to put policies in place to prepare for this changing trading and environmental reality.

GLOBAL TREND: SUSTAINABILITY AND NATURAL RESOURCES

66% of ports interviewed as part of the Deloitte/ESPO study considered sustainability to be the number one trend impacting their port.

At the meeting point of sea and land, ports are on the frontline when it comes to experiencing the impacts of climate change. The expected rise in sea levels and increased incidence of extreme weather events directly impact our existing port infrastructure and how we should plan to protect and build our port network

over the next 50 years. Climate adaptation planning and increased investment will be essential to enhance the resilience and continued operations of the port network.

Approximately 40% of all worldwide maritime flows consist of energy sources (coal, crude oil, oil products and others) (de Langen, Towards a Better Port Industry, 2020). As the nature of energy supply changes, ports will need to look for new ways to replace these cargos and associated revenue streams to maintain their viability. For example, in 2019 the United Nations Conference on Trade and Development (UNCTAD) estimated that tanker trade shipments (oil, gas and chemicals), accounted for 29% of total maritime trade volume, down from 55% nearly five decades earlier (UNCTAD, 2020). Changes in the future global fuel mix will be a very large driver for change in the ports and shipping sector.

Ports are also important hubs for the Blue Economy (all economic activities related to oceans, seas and coasts) and are critical strategic partners in enabling the greening of our energy supplies. By acting as facilitators for the development of offshore renewable energy (ORE), ports have a pivotal role in the evolution of more sustainable energy sources such as wind and green hydrogen. Ports must have the necessary infrastructure to allow them to grasp this opportunity.

Finally, ports can have significant environmental impacts due to the types of activities that take place in them, resulting in negative externalities such as air and water pollution. As such, ports must look with greater focus at their campus and move swiftly to the greening of port operations to place their sector onto a more sustainable footing. Given their business ecosystems, ports also have a role in developing the emerging circular economy and benefiting from the new logistics and industrial activities this could attract.

GLOBAL TREND:
TECHNOLOGICAL INNOVATION

The pace of technological innovation is ever-increasing, and the port and shipping sectors are not immune to its impacts.

Technological breakthroughs, digitalisation, and automation present the port sector with the potential for greater efficiency in operations and radical change in their operating models leading to:

➢ Higher transparency towards users and stakeholders

➢ Better control of health and safety

➢ Changing staff characteristics (new roles required)

➢ Increased pressure through rising E-commerce

By improving the flow of information and communication between all port stakeholders, those ports that embrace the benefits of technology give themselves a competitive advantage in the marketplace. With increased digitisation through technological advances, it is also crucial to ensure that suitable cybersecurity frameworks are developed. The Colonial Pipeline cyberattack in the United States demonstrated the vulnerability and enormous cost resulting from the disruption of critical infrastructure.

GLOBAL TREND:
DEMOGRAPHICS

The growth in ports has generally been linked to the population increase of their surrounding areas. This population growth traditionally drove the demand for goods, cargo flows and additional port capacity.

In the European context, this will put increasing pressure on ports located in major urban centres, moving the spotlight onto port lands and the relationship between port and

city. It also increases the need for efficient urban distribution systems.

Ports will have to work harder than ever to provide added value and sustainable credentials to their urban communities to maintain their social licence to operate. Port development projects are often now contested and a port's ability to engage early and meaningfully with its nearby residents will be central to its ability to develop. It is

expected that ports will search for new ways to stay relevant for the surrounding community, for example by becoming a driver for innovation, sustainability, and education.

The CSO has projected Ireland's population growth up to 2051 under six different growth scenarios. They project possible population growth ranging from 17.7% in its low-growth model up to 41.2% in its high-growth model.
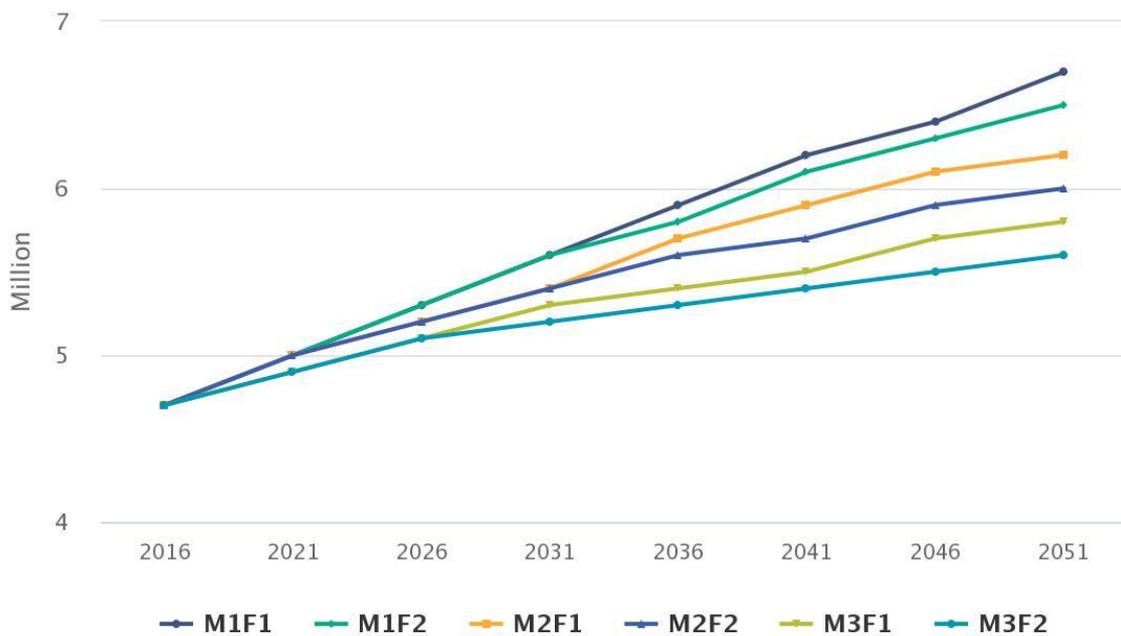

Figure 1: CSO population projections by selected assumptions, 2016-2051

In addition, the strategy of Project Ireland 2040 is based on the enhanced growth of Ireland's regions and in particular four cities other than Dublin (Cork, Limerick, Galway and Waterford) as accessible centres of scale.

GLOBAL TREND:
GEOPOLITICAL

The shift in the global economic balance and increased inequalities are expected to increase future political tensions. Changes in the geopolitical landscape can either help or hinder trade flows. It can assist through new trade agreements or hinder through increased protectionism or outright import bans.

Ports have significantly benefited from globalisation, but tensions with China and Russia, which operate very different trading strategies, have increased. The Chinese 'Belt and Road Initiative' shows the use of trade and transport infrastructure as a tool to advance both economic and foreign policy objectives and demonstrates how ports are viewed as strategic assets.

Recent crises like COVID-19 and the Russian-Ukrainian conflict have highlighted just how vulnerable global supply chains are to disruption and the knock-on impacts this has on shipping logistics and container costs. Brexit and the introduction by the UK of a network of freeports[2] inject further uncertainty for the European and Irish ports sector.

All these seismic shifts in the external operational environment make a study of Ireland's ports policy not only timely but essential.

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[2] a port area where goods in transit are exempt from customs duty

THE OPPORTUNITIES AND CHALLENGES FOR IRISH PORTS

1. CLIMATE CHANGE

A.   CLIMATE ADAPTATION AND MITIGATION

In its research on climate change, Met Éireann has stated: "Globally, sea levels have been rising at an average rate of approximately 3mm per year between 1980 and 2010. Sea level is projected to continue to rise at this rate or greater. All major cities in Ireland are in coastal locations subject to tides. Any significant rise in sea levels will have major economic, social and environmental impacts. Rising sea levels around Ireland would result in increased coastal erosion, flooding and damage to property and infrastructure" (Met Éireann 2021).

Climate change represents a significant risk to port business, operations, safety, and infrastructure and hence to local, national, and global economies. It also provides new business opportunities as we transition to renewable energy and a circular economy.

Ports worldwide are experiencing air and water temperature increases, rising sea levels, and changes in metrics such as seasonal rainfall, wind and wave conditions. Many are also seeing more frequent and severe extreme weather events, including storms, heatwaves and droughts. Port operators need to take urgent action to strengthen resilience and adapt. Policymakers must provide a sound policy framework to make this happen.

At the same time ports themselves are a major source of greenhouse gas emissions and local air pollution. These emissions and pollutants not only impact the climate, but also harm the health and environment of near-port communities. In addition, heavy duty vehicles at and accessing ports are a significant source of greenhouse gas emissions. While heavy goods vehicles and trucks cannot be completely eliminated from port operations, they can become more efficient. Modal shift, electrification, energy efficiency and shore powering at ports also have an important role if ports are to play their part in mitigating against the worst impacts of climate change.

QUESTIONS

1.   **What are the main climate-related risks to port infrastructure and operations?**

2.   **What policies or structures (including investment criteria, planning requirements or cross-cutting sustainability considerations) currently drive progress towards building climate resilience in Irish ports?**

B. ENVIRONMENTAL REGULATION FRAMEWORK

The action needed to address the climate crisis creates a new and more ambitious regulatory environment in which ports and shipping must operate. As significant nodes in the transport system and as creators of negative externalities, ports will need to redouble efforts to reduce emissions and contribute to Ireland's greenhouse gas emission targets. On a national level, the Climate Action Plan 2023 and the Climate Action and Low Carbon Development (Amendment) Act 2021 bind Ireland to a 51% reduction in greenhouse gas emissions by 2030 (relative to 2018 emissions) and achieve zero emissions by 2050.

At an EU level, European Climate Law binds Member States to meet a new 2030 target and zero net emissions by 2050. Fit for 55 aims to begin the legislative changes needed to deliver this target. Sector-wise, in addition to power, heat and energy-intensive industrial installations, the EU Emissions Trading Scheme (ETS) will be extended from 2023 to 2025 to the maritime sector. FuelEU Maritime will impose a maximum limit (to become progressively more stringent) on the greenhouse gas content of energy used by ships arriving to or departing from EU ports.

Under the Alternative Fuels Infrastructure Regulation ports on the Trans-European Transport Network (TEN-T network) will be obliged to provide shoreside electricity for visiting vessels and bunkering facilities for alternate fuel provision by 2030. It also stipulates that if clear market demand is evident, refuelling points for liquefied methane at maritime ports of the TEN-T core network should be available by 2025. It should be noted that the Regulation also requires that Member States update their National Policy Framework on Alternative Fuels Infrastructure by 2025. These upcoming changes place enormous pressure on the Irish port sector for appropriate infrastructure development, which will require a policy direction.

Ireland is also one of the signatories to the Clydebank Declaration, which supports the establishment of at least six green corridors (lanes for zero carbon shipping) by the middle of this decade. The Declaration also aims to scale activity up in the following years by, inter alia, supporting the establishment of more routes, longer routes and/or having more ships on the same routes. It is the aspiration of the signatories to see many more corridors in operation by 2030.

QUESTIONS

1. **How can ports contribute to the delivery of national climate targets set out in the Government's Climate Action Plan and Ireland's EU climate commitments, particularly those for the transport sector?**

2. DEVELOPMENT OF OFFSHORE RENEWABLE ENERGY

On 19 November 2020, the European Commission published its Offshore Renewable Energy Strategy that proposes to increase Europe's offshore wind capacity to at least 60GW by 2030 and to 300GW by 2050, which represents a five-fold increase by 2030 and a 25-fold increase by 2050.

Ireland has a sea area of 490,000 km² which is approximately seven times its landmass. With one of the best offshore renewable energy (ORE) resources globally, there is very significant potential in utilising these resources to generate carbon-free renewable electricity. The development of this vast resource can enable Ireland to enhance the security of supply by substituting imported fossil fuels with indigenous renewable resources, reduce greenhouse gas emissions and potentially develop an export market in green energy.

In light of COVID-19, Brexit, the Russian-Ukrainian crisis and climate change, developing offshore renewable energy is integral to achieving Ireland's Climate Change ambitions with a target of 5GW of offshore wind by 2030 (with an additional 2GW to be in development for the production of green hydrogen) and the potential of at least 30GW of floating offshore wind power as set out in the Programme for Government and the Climate Action Plan 2023.

It has long been recognised that ports play a crucial facilitating role in developing ORE. The ORE industry will be regionally dispersed with the initial fixed bottom installations expected along the east and south coasts while the west will largely serve floating installations. The sector will be served by those ports which can provide the infrastructure and natural advantage to support ORE development.

Pending this review of the overall National Ports Policy, the Department of Transport in conjunction with the IMDO carried out an assessment of the options for Irish State ports to facilitate the ORE sector and assist in Ireland achieving its emission reduction targets.

Following the completion of the assessment the Minister for Transport decided on a multi-port approach to the provision of the necessary port facilities.

Ireland will potentially need to build, on a phased basis, around four to five standard ORE port facilities (each capable of building 500 MW of ORE annually) that will act as construction and deployment ports over the next 25–30 years. In addition, several smaller ports will be required for ORE operation and maintenance activities. A number of ports and private entities are already progressing plans to provide the facilities and infrastructure required to assist the ORE sector to develop in Ireland.

The ORE industry represents an opportunity for Irish ports to develop new revenue streams, which can contribute significantly to regional development and local employment. Irish ports can play a leading role alongside other relevant stakeholders to establish a sustainable ORE sector in Ireland. Appropriate policy and legislative frameworks will be required to facilitate the growth of the ORE sector. In turn, this can provide significant economic benefits by creating new business opportunities for Irish ports, resulting in job creation across the maritime, construction, and energy supply chains (IMDO, 2018).

QUESTIONS

1. **What policies, structures or other measures would best support ports to develop the infrastructure necessary for the facilitation of ORE?**

3. INTEGRATED LOGISTICS CHAIN

The COVID-19 pandemic exposed the fragility of global supply chains. It highlighted the public health and economic implications of supply chain vulnerability (Lund, 2021).Whatever the mode, whether maritime, aviation, road, or rail, vulnerability in one part of the chain jeopardises the entire system. As we recover from the impacts of the pandemic, building supply chain and logistics resilience will require a rigorous assessment of risk and a strategic set of policy actions.

To date, there has tended to be a compartmentalised approach to logistic chain planning. There are separate road, rail, aviation, haulage and port policies. While each sector needs this individual focus, for the chain to gain maximum efficiencies and resilience it also requires a holistic approach to how the various parts interlink and affect each other. Building new port capacity will not safeguard Ireland's growth unless the necessary road, rail and freight capacity is also in place in a timely and joined-up manner.

Policy planning and execution must be based less on the mode of transport but rather as a function of how cargo and freight can be serviced in the most competitive and sustainable way. A framework which allows national logistics policy to be conceived in an integrated manner and not as the sum of sector development plans could have huge

benefits. This is particularly relevant as the Department of Transport sets about implementing Ireland's Road Haulage Strategy 2022-2031 and the Strategic Rail Review nears completion.

The Strategic Rail Review will consider the rail network with regard to improving sustainable connectivity between the major cities, enhancing regional accessibility, supporting balanced regional development, and the potential role of rail freight. The Review is also considering the potential scope for improved passenger and freight rail services along the various existing or future potential corridors of the network.

QUESTIONS

1. **How can an integrated logistics policy between maritime transport and other transport and logistic modes be developed?**

2. **How can greater use of rail freight to and from our seaports be encouraged? What measures to promote such usage could be introduced?**

3. **Are there further measures that could improve connectivity for both passengers and freight with mainland Europe?**

4. TRANSITION TO THE CIRCULAR ECONOMY

As outlined in the *Whole of Government Circular Economy Strategy 2022–2023,* "today's global economy is overwhelmingly based on a linear ('take-make-waste') model of production and consumption. The environmental impacts of this linear model, in which we extract great quantities of natural resources to make things that we may use only once before throwing them away, are not sustainable. The circular economy offers an alternative to this linear model. One in which we keep resources in use for as long as possible, to extract the maximum value from them whilst in use. Then recover and regenerate products and materials at the end of life."

At an EU and national level, policy has been developed to promote the transition towards a circular economy, most notably the EU's *Circular Economy Action Plan,* Ireland's *Circular Economy and Miscellaneous Provisions Act 2022* and *the Whole of Government Circular Economy Strategy 2022–2023.*

While there is a general consensus across academic literature that it is too early to precisely quantify the overall effects of the circular economy, the move towards a more sustainable economic model is clear. The increase in recycling rates and resource use efficiency that the Circular Economy will bring will have a profound effect on global supply chains. Ports, as the logistics hubs, for raw materials, non-renewable primary materials and finished products will be profoundly impacted by this change (Langen, 2019).

In this regard, the effect on Irish ports will be no different. As noted in the IMDO's *The Irish Maritime Transport Economist; Volume 18*, metal ores and scrap metal, non-metallic minerals, petroleum products, coal, coke and briquettes make up over 40% of all Irish export tonnage each year. As for imports, the top three in terms of tonnage were mineral fuels, crude materials, food and live animals, which together made up over 70% of all imported Irish tonnage in 2020. As mineral fuel imports and exports represent a highly significant market share, any notable reduction in these trade flows would impact Irish ports and challenge their current business model.

While oil and coal imports will decline, the growth of renewable energy and its associated supply chain offer vital opportunities to ports (Langen, 2019). The question is what can be done to prepare and enable Irish ports to make this transition and maximise the opportunities.

QUESTIONS

1. **How can ports best prepare, and show resilience, in response to an EU and national level move towards a circular economy?**

2. **What policies or other measures would assist ports in the move towards a circular economy?**

5. PORT CAPACITY

A. PORT CAPACITY STUDY

A core objective of the National Ports Policy 2013 was to provide a policy framework that enabled our commercial port companies to meet the demand for additional port capacity.

On the question of ensuring that Ireland maintained sufficient port capacity, the 2013 policy did achieve its objective.

The categorisation of Ireland's commercial ports into Tiers 1–3 based on cargo volumes—while also providing a clear direction that Tier 1 ports would lead the response to future port capacity requirements—helped to unlock new sources of funding and clear longstanding planning blockages to port infrastructure projects.

The 2013 policy, with its focus on promoting port master planning, provided a sound foundation for significant port development to take place. Importantly, it also aligned Irish Ports with the emerging EU TEN-T corridors. Since its publication, Dublin, Cork and Shannon Foynes have all been successful in accessing EU funding.

The Port Capacity Study (2023) confirms in its conclusion that Ireland should have sufficient port capacity for all modes—RoRo, LoLo, Dry Bulk, Break Bulk, and Liquid Bulk—until approximately 2040. "If the planned developments are put in place in time, then the capacity will be sufficient to meet the forecasted demand in the highest growth scenario" (Arup & EY, 2023). It must be stressed that failure to proceed with investment in capacity, infrastructure, equipment and hinterland connectivity poses serious risks to the future success of Ireland's ports and the national economy.

The study makes a number of conclusions and recommendations that policymakers must consider.

Port infrastructure takes a long time to plan and construct. To meet the capacity constraints as we approach 2040, policy decisions are necessary now.

As the Port Capacity Study was first commissioned in 2018, the baseline throughput data used in the study will be updated to take account of developments in the sector to ensure the most up-to-date data sets are used to inform the final policy.

B. LOCATION OF DUBLIN PORT

Over the last two decades, much debate has taken place concerning the location of Dublin Port. Continual globalisation based on trade liberalisation and increasing cargo transport

has resulted in a significant increase in pressures on port infrastructure and city resources. It has been argued that the need to address these growing pressures makes it imperative to examine a possible relocation of the whole of Dublin Port. The point is made that such relocation has already been achieved in other European port cities such as Helsinki, Oslo and Copenhagen.

However, while there are examples such as Helsinki, it is also the case that many of Europe's busiest container ports are all immediately adjacent to the cities they service. There are also the cost implications of such a move, which the port itself estimates at between €6bn and €8.3bn (Dublin Port Company, 2020).

Over the last decades, significant investment has occurred to transform Dublin Port into a state-of-the-art facility that handles in volume terms more than 50% of all goods entering and leaving the State. Any relocation of Dublin Port would have to be a long-term policy objective given the funding requirements and timelines involved.

From start to the estimated completion date, port relocation projects have operated over the following timeframes:

Figure 2, European Port City Integration Analysis (Sánchez, 2016)

C. PORTS AND CRUISE SHIPPING

The global cruise market was valued at USD 7.25 billion in 2021 with Europe the second-largest region in terms of revenue share, accounting for over 25% of the total. (Grand View Research, 2020)

As a result of the COVID-19 pandemic, the market experienced a well-documented collapse in passenger numbers. However, the sector is expected to expand again from 2022 to 2028 owing to the resumed activities and relaxation of restrictions.

In Ireland, cruise liner industry is estimated to contribute €70m to the national economy and on average €14m per year to local economies such as Cork. Prior to COVID and Brexit, Dublin Port was accommodating cruise ships on several of its cargo berths, reaching 158 vessel calls in 2019. However, post Brexit there has been a huge increase in the volume of goods going to Continental Europe and a large proportion of the ships carrying these goods

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are calling onto the berths previously made available for cruise ships. As a result, the company has scaled back the number of cruise ship bookings it can accept with many now anchoring in Dublin Bay and being tendered to Dún Laoghaire.

The growth of the cruise sector globally has also raised increasing concerns regarding the environmental pollution caused by ocean cruising. Cruise passengers and crews generate a significant amount of waste and pollutants. According to a recent study published in Marine Pollution Bulletin, a large cruise ship can have a carbon footprint greater than 12,000 cars (Lloret, 2022).

The expected growth of cruise tourism, its environmental impact, in addition to the cruise capacity constraints now being experienced at Dublin Port raises several questions for how Irish ports handle the capacity required for cruise calls into the future.

QUESTIONS

1. What impediments, if any, currently exist for the planning and provision of future port developments?

2. Can expansion at existing ports address any future capacity deficit or should a new port be planned to offset port capacity requirements as we approach 2040?

3. Is there a compelling case to examine the current location of Dublin Port?

4. Is policy action needed to address the demand for cruise berth capacity at Irish ports? If so, what measures should be taken?

6. PORTS FUNDING

Climate change adaptation, ORE facilitation and general port capacity requirements bring to the fore the question of how our ports are to finance such necessary developments into the future. The recommendation of the 2003 High-Level Review of the State Ports to prohibit state funding was made in the context of promoting the structural changes required to address complex problems affecting Irish ports at the time.

As the High-Level Review noted in 2003, "Port boards, management and staff can be under the illusion that, in the case of the port finding itself in financial difficulty, the State will provide remedial funding. We recommend, therefore, that the shareholder explicitly states that should a port find itself in financial difficulty, it will be the responsibility of the port's Board and Management to find a solution for its difficulty." (Department of Communications, Marine and Natural Resources, 2003).

The arguments against public funding for port infrastructure are well founded. Unlike things such as street lighting, education or national security, a port is not a public good, and as such, the "user pays" principle should apply. Subsidies to ports, including the State not extracting a dividend, distort the provision of a level playing field.

As the role of ports is evolving, alternative views have also been expressed. De Langen, when speaking on port funding, notes that while he believes port infrastructure should not be publicly funded as this infrastructure creates value for users which they rightly should pay for, he also acknowledges that there are types of port infrastructure that create value for society as well as users. Some examples are developments that improve hinterland connectivity, reduce congestion, cut CO2 emissions, increase innovation or improve safety and security or flood protections.

"Viable port infrastructure developments from a societal perspective produce a high value relative to their costs. However, not all viable investments generate the necessary financial return on investment to make them financially feasible for a Port Development Company (PDC)" (de Langen, 2020).

This poses the obvious question of how port projects with a strong value case (societal value) but a negative business case are to be financed and progressed.

Any change in policy on port funding would entail a significant shift in policy direction. It would need strict criteria and safety mechanisms that protect Exchequer resources. It would also need to comply with the EU's stringent State Aid regulations. However, the cost of port infrastructure, the level of investment it requires, its lack of returns and its role as an essential enabler of the national economy and carbon reduction, makes examining all possible funding streams for ports an integral part of the discussion on any new policy.

QUESTIONS

1. **Are the funding mechanisms available to the port companies sufficient to ensure adequate and efficient port capacity?**

2. **Is further action required at a national level to ensure the port sector can attract sufficient funding, particularly private sector investment?**

3. **How can ports best progress projects with a strong value case but a negative business case?**

7. TECHNOLOGICAL INNOVATION

The ports industry is facing a range of emerging challenges, including growing freight traffic, increasing pressure to address environmental concerns, operational challenges and the ongoing pandemic-induced disruption. To overcome these challenges, port operators globally are increasingly turning to technology.

While all Irish commercial ports are implementing or plan to implement investments in technological improvements, the speed of adoption has been slow in comparison to some other European States. For example, no Irish port is currently operating a Port Community System, which allows the multiple systems operated by a variety of organisations that make up a seaport, airport or inland port community to be connected through an electronic platform.

The added burden of Brexit custom and **sanitary and phytosanitary** (SPS) requirements on both port stakeholders and State agencies has highlighted the efficiencies such a system could bring. Port Community Systems can be costly to develop and require a huge degree of cooperation and collective action to bring about.

However, any policy instrument that could be employed to hasten the development of Port Community System and other technological improvements would bring efficiency rewards to the State, port companies and port users.

Several incidents at ports worldwide have significantly raised the profile of cyber security and the risks associated with the complex systems used by ports. EU Regulators have recognised the need for stricter rules with a new directive, the Network and Information Security Directive 2.0 (NIS2), which replaces the Directive on Security of Network and Information Systems (NIS).

The Directive will set the baseline for cybersecurity risk management measures and reporting obligations across all sectors that are covered by the directive, such as energy, transport, health, and digital infrastructure.

QUESTIONS

1. **How could a Port Community System be best introduced in Irish Ports. Is a single national system across all Irish ports possible?**

2. **How can Irish ports be best protected from cyberattacks?**

According to a report by KPMG, titled *Anchored in the New Reality(2021)*, six different technologies are emerging as critical enablers of more efficient ports operations. These are:

Internet of Things (IoT) can be considered the cornerstone of the broader technology transformation due to the apparent need to digitilise the delivery process monitoring cargo and deliveries with intelligent sensors

Data and analytics applications are allowing supply chains to adopt a proactive rather than a reactive response to supply chain risks, enabling more accurate predictions by tapping into potential of Big Data. Data analytics can provide real-time information to help improve port efficiency by optimising resources and infrastructure.

Blockchain technology can digitalise supply chains, eliminate record – keeping efforts, promote a paperless transactions, and streamline the supply chains by enabling real-time communication

Digital Exchange platforms.
Leading ports are rapidly deploying exchange platforms along their entire logistics supply chain. The objective of single window platforms is to integrate multiple systems to facilitate the exchange of information between port stakeholders, e.g.port authorities, exporters and importers.

Drones are quickly becoming a standard tool in the ports and logistics industry. Ports are using drones in their routine monitoring to improve safety, reduce costs and enhance process efficiency.

High Bay Storage(HBS) system is an automated container handling system where each container is 'suspended' on its own platform, which means the stacks can go to 11-high. Each container can be assessed wherever it is in the stack without removing boxes on top of it. This potentially results in vastly increased capacity.

8. UPSKILLING AND DIVERSIFYING THE MARITIME LABOUR FORCE

With the technological landscape changing in the ports and shipping sector, it is imperative that the existing workforce is future-proofed and upskilled to ensure they can work well in an environment centred around technology. It is important that the maritime industry has the right people with the right skills to effectively harness new technologies.

Technological innovation and the ongoing digitisation of both shipping and port activities will bring profound changes to logistics chains in the years ahead. The nature of the work in ports and the skills required will change. Some traditional roles will disappear, and new ones appear. These industry-wide changes will require new skill sets and create new job opportunities in the Irish port network.

Industry leaders agree that future-proofing and upskilling the current workforce has therefore become more significant. There is a new challenge for existing staff to be retrained so that they can adapt and become part of a new workforce that is revolved around technology.

It is crucial that Ireland has a highly skilled workforce armed with the tools needed to adapt to the evolving economic and technological landscape in the maritime industry.

As well as upskilling there is also the need to increase diversity in the maritime transport industry. Studies have shown that a diverse and inclusive work environment performs better. The Global Maritime Forum Annual Review 2021 found that "there is a significant lack of ethnic and female representation at senior levels of the sector". The maritime industry will be competing with other sectors for the required technological skills and as the 2018 survey by Deloitte found, if organisations are looking to hire and sustain a millennial workforce, diversity must be a key part of the company culture (2018 Deloitte Millennial Survey).

QUESTIONS

1. **What actions, if any, should be taken to ensure the ports and shipping sector has the skills necessary for the digital transformation of the sector?**

2. **What steps, if any, should be taken to improve diversity and inclusion in the ports and shipping sector?**

9. GOVERNANCE

A. ORGANISATION AND OWNERSHIP STRUCTURE

A core objective of the National Ports Policy 2013 was to facilitate a competitive and effective market for maritime services in an international environment being shaped by increased consolidation of resources in ports and shipping to achieve optimum efficiencies of scale. In addition, the State saw the need to become a more active shareholder in its port companies, ending the previously removed approach to how our port network developed.

Ireland is generally in line with the dominant port governance model in Europe. This is one of publicly controlled port authorities/port development companies with high levels of private sector involvement in providing infrastructure and services.

The 2013 National Ports Policy represented another step in Ireland's ports devolution journey. It was recognised that the earlier devolution reforms had not provided the efficiency and effectiveness envisaged and must be revisited to address these unresolved problems.

In terms of what it set out to achieve in governance, the policy has been broadly successful. The state port companies' boards have been reduced in numbers, terms of directors have been strictly limited, county council directors have been removed and requirements for sectoral and commercial expertise have been enforced.

The policy also resolved the issue of smaller ports' futures by recognising that their longer-term development was best placed within their regional and local communities.

All five ports of Regional Significance[3] have now been transferred to local authority control. In January 2021, the last port, Galway Harbour Company, was transferred. In the wake of the five transfers, a leaner, more commercially focused Irish ports sector emerged.

With the completion of these transfers, it is appropriate that we examine again if ownership and governance structure is working to the optimal level.

QUESTIONS

1. **Are our current corporate governance controls appropriate, or are further improvements needed?**

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[3] Dún Laoghaire Harbour Company, Wicklow Port Company, Drogheda Port Company, New Ross Port Company, and Galway Harbour Company.

B. ROSSLARE EUROPORT

Rosslare Europort is a Tier 2 Port under National Ports Policy and a Comprehensive Port under European TEN-T Policy. It is the second-largest RoRo port in the State. There has been a significant increase in shipping services from Rosslare direct to the continent due to Brexit as businesses move away from using the UK landbridge.

Rosslare Europort is unique among the State-owned ports. It is not a commercial company operating under the Harbours Acts but is instead operated on a commercial basis as a division of Irish Rail.

Irish Rail and Rosslare Europort's strategic development plans for the port over the coming years include investment plans for €35 million in customer facilities, port infrastructure, freight facilities, port assets, new technology and linking the new entrance of the port with a proposed new port access road to support this growth in freight activity. Recently, plans for large-scale developments in the area of offshore renewable energy infrastructure have taken prominence.

The Department of Transport has been advised by Irish Rail that this investment is to be financed from the port's resources, and planning approval has been granted by Wexford County Council for the development.

While considerable investigative work was undertaken over the last two decades concerning modernising the legal status of Rosslare Europort, no further action has been taken since then. The legal issues are apparent but are also complex and would take time to resolve. Legislation in both Ireland and the UK would be required, owing to the historical origins of the original company. Such legislation would be a precursor to any change in the current ownership of Rosslare.

The status of the port, and whether its current status potentially inhibits its development, was considered in a strategic review, commissioned by the Department of Transport and carried out by Indecon Economic Consultants in 2013.

The report concluded that creating an independent port authority would be extremely difficult, given the port's complex legal structure. Instead, it was recommended that the port remains in public ownership and that the possibilities for increased private sector involvement be investigated.

While the shipping and logistics sector remains in a state of flux due to Brexit, it is clear that the exit of the UK from the EU has reconfigured traditional routes to our continental markets. Rosslare is vital in servicing these new routes as the shortest crossing point to Northern France. Increased investment in the port infrastructure, ICT, and the connecting road and rail network will be essential if Rosslare is to service this changed logistics environment.

QUESTIONS

1. **What, if any, changes are required to facilitate the future development of Rosslare Europort?**

10. ACCESSIBILITY

Transport should be accessible to all. Universal Design, which considers persons of different ages, ability, or mobility can realise this.

The Department of Transport's Statement of Strategy states that the department, using an integrated universal design approach "will continue to progressively make our transport systems accessible for persons with disabilities, persons with reduced mobility and older people". Furthermore, as also included in this Statement of Strategy, the Department of Transport is committed to meeting obligations under the United Nation's *Convention on the Rights of Persons with Disabilities (CRPD)* to consult with and actively involve persons with disabilities in the development of its policies.

For maritime, as outlined in the *Guidelines for Accessible Maritime Passenger Transport,* ports are recommended to:

- Put in place plans to improve the accessibility of their infrastructure and buildings. These plans should be shared with persons with reduced mobility.

- Consult with and, where relevant, work in partnership with other agencies, such as local authorities, in improving the overall accessibility of the maritime transport infrastructure and built environment.

- When developing or refurbishing buildings and terminals, ensure that they are fully accessible to all persons with reduced mobility, in line with the National Disability Authority's *Building for Everyone: A Universal Design Approach.*

- Ensure that periodic accessibility audits of the infrastructure and build environment are conducted by trained and experienced auditors. Feedback from persons with reduced mobility will be an essential input for the auditor.

Since 18 December 2012, there has been a legal requirement that assistance is available free of charge to persons with a disability and persons with reduced mobility in ports, and, if possible, that it be adapted to the needs of the individual.

QUESTIONS

1. **What further actions should be taken to improve accessibility and customer experience at ports especially for persons with a disability, persons with reduced mobility and older people?**

11. ENHANCING IRELAND'S MARITIME CONNECTIVITY

As an island nation, Ireland requires well-developed international maritime connectivity to underpin the functioning of the economy. This fact is recognised in the National Development Plan and National Planning Framework, where our port connections are described as "vital to our survival, our competitiveness, and our future prospects". It is why high-quality international connectivity has been identified as a National Strategic Outcome in Project Ireland 2040.

Often the functioning of our ports and shipping sector can go unnoticed and uncelebrated. However, Brexit and the COVID-19 pandemic brought this industry's importance into sharp focus. The agile response to these twin crises helped protect Ireland's essential supply chains at a time of immense challenge.

In response to the unprecedented change in trade flows after Brexit, new routes were opened, existing services were expanded, and additional capacity was added across all shipping modes. In the RoRo market, the weekly sailings to and from mainland European ports rose from 30 sailings per week to more than 60 in 2023. One-third of all RoRo traffic in Ireland now operates on direct routes to ports in the European Union, up from a 16% share held throughout 2019. This increase in choice and frequency in the RoRo freight market has significantly impacted freight capacity to continental EU ports.

The last two years have demonstrated the resilience and responsiveness of the Irish shipping industry. It has adjusted swiftly and comprehensively to the changes in demand from businesses and provided a range of additional services, frequency, and capacity options to transport goods to continental markets.

However, Brexit and COVID-19 also highlighted the potential vulnerability of our maritime transport links. The concentration of trade flows into Dublin Port and the ramifications that any loss of shipping routes could have for business and logistics made clear the importance of growing our maritime links and distributing them more evenly across the port network.

That being said, it has to be acknowledged that the concentration of Ireland's population and hence the consumer market in the Greater Dublin Area and along the east coast makes this challenging. Wherever landed in the country, freight will move to its market, which may result in longer heavy good vehicles (HGV) road journeys with the resulting impact on emissions. Dublin Port's recent origin and destination survey found that that 61% of the HGVs have an origin or destination within 40km of Dublin Port. Diverting traffic in ways that are contrary to market preferences usually result in inefficiencies, increased costs and loss of competitiveness.

QUESTIONS

1. **What steps, if any, could ports and policymakers take to enhance and grow Ireland's international maritime services?**

2. **How can our maritime transport routes and services be encouraged to distribute more uniformly across the port network?**

3. **How best can the visibility of the ports and shipping sector be improved in the mind of the public?**

12. PORT MARINE CODE

The overall maritime regulatory framework for ports has developed over many years with many different obligations in areas such as provision of port reception facilities and port security, amongst others. Additionally, there have been a number of incidents in ports where safety issues have been identified. Given the multitude of regulatory requirements and its growing complexity, should consideration be given to developing a port marine code which would bring all of these marine regulatory obligations into a single document which would reference existing statutory requirements and provide guidance on their implementation.

Such a code could also address a number of wider safety issues and make recommendations based on national or international standards for the guidance of ports. The Code would not itself be mandatory but would serve as a roadmap for the enhancement of governance, safety and compliance of ports with the increasing needs for ports to develop and provide assurance to their stakeholders. The following items could be included in the Code:

- Handling of dangerous goods – regulated by IMO IMDG and IMSBC
- Bulk Terminals – IMO BLU Code and EU Directive 2001/96
- Port Reception Facilities – IMO MARPOL and EU Directive (EU) 2019/883
- Provision of Pilotage services – reference to legislation and also recommendations
- Vessel Traffic Systems
- SSI and Regulation (EU) 2019/1239/European Maritime Single Window environment (EMSWe)
- Port Security – Reference to existing legal requirements
- Provision of Tugs – availability and capacity
- Mooring Arrangements – vessel sizes and types, mooring arrangements and embarkation/dis-embarkation
- Aids to navigation – Local navigation issues
- Charting and Nautical Publications
- Vessel tendering – Cruise ships and others
- Availability of vessel repair capacity

QUESTIONS

1. **What benefits might arise from the development of a port marine code? Would such a code assist Irish ports in complying with their regulatory obligations?**

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ABBREVIATIONS AND GLOSSARY OF TERMS

IMD Irish Maritime Directorate
IMDO Irish Maritime Development Office
MPA Marine Protected Areas
NDP National Development Plan
NMPF National Marine Planning Framework
ORE Offshore Renewable Energy
TEN-T Trans-European Transport Network

Bulk cargo
Bulk cargoes can mean any of the following bulk cargo types: dry, liquid or break bulk.

Break bulk
Commodities such as timber, steel products, machinery and general project cargo make up the majority of break bulk cargo moving through Irish ports. (Break bulk shipping relates to individually packaged cargo items while dry bulk shipping relates to items like grain which are loaded onto the ship loose.)

Circular economy
A sustainable model of production and consumption that focuses on the sharing, reusing, repairing and recycling of items. This model can extend the lifecycle of products and moves away from the traditional "linear" economic model which follows a pattern of take-make-consume-throw away.

Container
Containers are reusable vessels for storing or transporting goods between jurisdictions.

Container costs
Container costs fluctuate in tandem with supply and demand issues. E.g. during the COVID-19 pandemic, the surge in global goods trade, coupled with moderate supply growth, led to upward pressure on freight rates.

Central Corridor
The Central Corridor covers services from Dublin to Great Britain.

Continental Corridor
The Continental Corridor covers services from all Irish Ports to mainland Europe.

Dry bulk
Consists of cargoes such as animal feed, iron ore, coal, fertiliser, cement, bauxite and alumina.

Fit for 55
The package of legislation which updates existing laws and put in place new ones in order to align EU policies with its agreed climate targets.

Liquid bulk
Consists of cargoes such as fuel oils, bitumen, heavy fuel oils and molasses.

LoLo
Lift on/lift off freight cargo.

Port Community System
A Port Community System is a common information platform that integrates a number of individual systems that make up a port community.

RoRo
Roll on/roll off freight cargo (can be accompanied/unaccompanied by a driver).

Social licence to operate
A social licence to operate refers to acceptance by employees, stakeholders and general public to a company's/industry's business practices and operations.
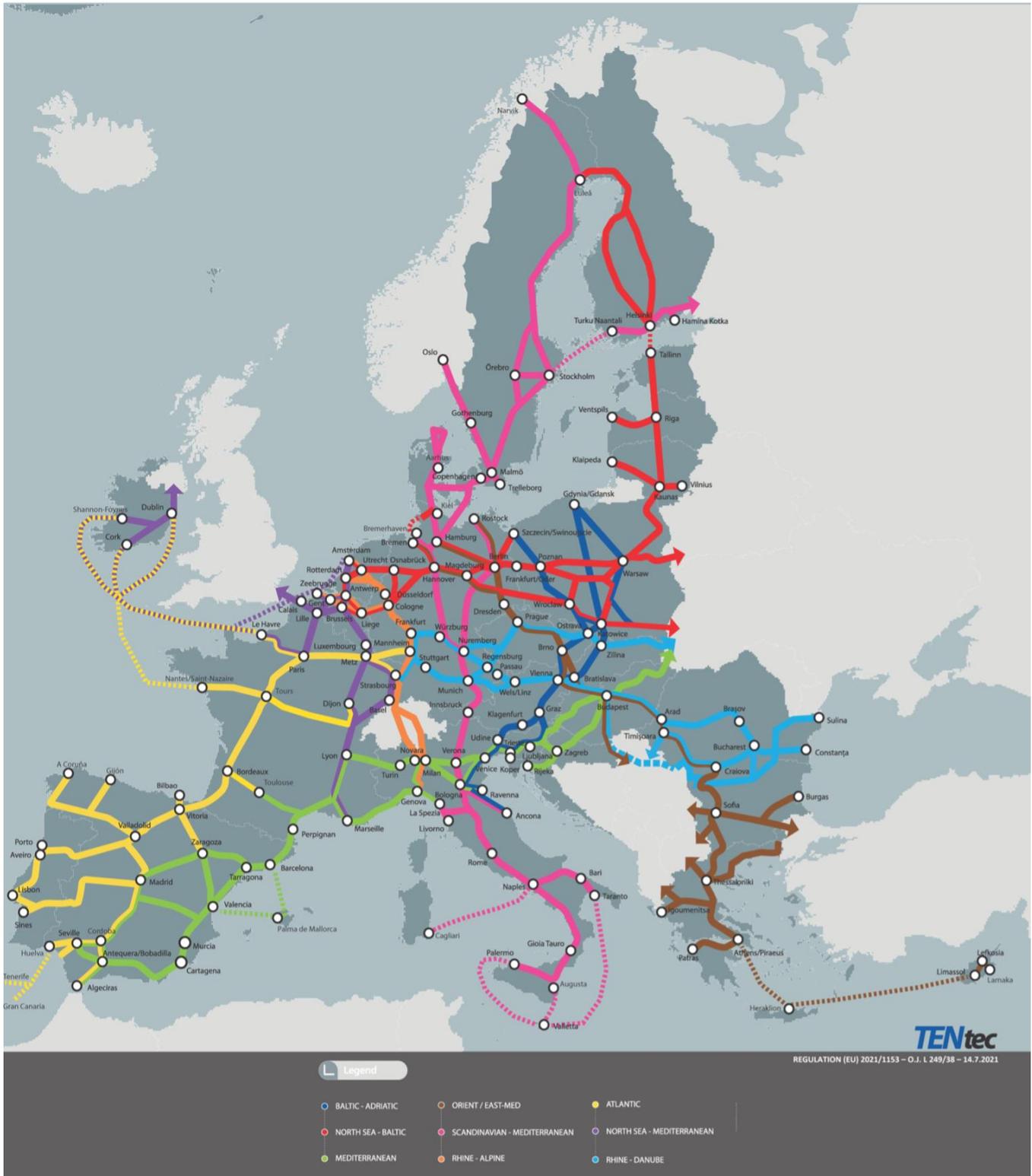
Southern Corridor
The Southern Corridor covers services from Rosslare to Great Britain.

TEN-T
The trans-European transport network (TEN-T) is a Europe-wide network of roads, rail lines, ports and airports. The components of the TEN-T network and infrastructure requirements across the network are set out in Regulation (EU) 1315/2013 , known as the TEN-T Regulation.

The network is made up of the **Comprehensive Network** and a sub-set called the Core Network. The **Core Network** is the most strategic part of the network. Transport infrastructure on the Core Network is required to be completed to the standard set out in the Regulation by 2030. The Comprehensive Network is a wider network which is required to be completed by 2050.

REGULATION (EU) 2021/1153 – O.J. L 249/38 – 14.7.2021

Legend

- BALTIC - ADRIATIC
- NORTH SEA - BALTIC
- MEDITERRANEAN
- ORIENT / EAST-MED
- SCANDINAVIAN - MEDITERRANEAN
- RHINE - ALPINE
- ATLANTIC
- NORTH SEA - MEDITERRANEAN
- RHINE - DANUBE

The EU Commission published a proposal for a revised Trans-European Transport Network (TEN-T) Regulation in December 2021.

This new proposal revises the network map, proposes updated standards for infrastructure on the network, and sets out deadlines by which infrastructure must be brought to the required standard.

Negotiations on the proposal are ongoing in Brussels.

ANNEX

STRATEGIC AND REGULATORY FRAMEWORK

There are laws and frameworks in place that may impact the shaping, or delivery, of a future ports policy. These laws and frameworks exist at UN, EU, national and departmental level.

Outlined below are those considered the most likely to interact with a future ports policy.

UNITED NATIONS

Transforming our World: The 2030 Agenda for Sustainable Development

Sustainable Development Goals National Implementation Plan 2022-2024

EU

Integrated Maritime Policy

Atlantic Maritime Strategy

Atlantic Action Plan 2.0

European Green Deal

Fit for 55

EU Regulation Establishing a Framework for the Provision of Port Services and Common Rules on the Financial Transparency of Ports

S.I. No. 128 of 2019: EU Regulation (Port Services) Regulations 2019

EU Regulation Concerning The Rights of Passengers When Travelling by Sea and Inland Waterways

S.I. No. 395 of 2012 operationalises this EU Regulation in Ireland.

Maritime Spatial Planning Directive

Circular Economy Action Plan

**Rialtas na hÉireann
Government of Ireland**

Harbours Act 1996

Harbours (Amendment) Act 2000

Harbours (Amendment) Act 2015

National Marine Planning Framework

Maritime Area Planning Act 2021

Marine Protected Areas

Climate Action and Low Carbon Development (Amendment) Act 2021

Climate Action Plan 2023

The National Planning Framework 2040

Project Ireland 2040

Circular Economy and Miscellaneous Provisions Act 2022

Whole of Government Circular Economy Strategy 2022 - 2023

DEPARTMENTAL

The Department of Transport: Statement of Strategy

Irish Maritime Directorate Strategy 2021-2025