

National Maritime College of Ireland submission on the National Marine Planning Framework Baseline Report



INTRODUCTION:

We welcome this opportunity to provide a submission on the National Marine Planning Framework Baseline Report. The inclusion of maritime space into the planning framework provides a real opportunity to drive a more sustainable and competitive development of the maritime sector across Ireland and we hope that our submission will be considered to support and inform the development of the marine spatial planning framework.

The National Maritime College of Ireland (NMCI), a partnership between the Cork Institute of Technology and the Irish Naval Service, is an example of what can be achieved through integrated marine planning.

NMCI is the maritime education, training and research institution for Ireland providing internationally recognised degree, short course and commercial professional training to civilian seafarers, Irish Naval Service personnel and those from diverse disciplines whose work requires them to be involved in maritime operations and in the delivery of maritime services. NMCI endeavours to be proactive in educating maritime and allied students, fosters and develops research, development and innovation in its graduates and responds to the needs of the maritime and related industries in its deliverables. NMCI is a critical national asset in enabling Ireland to access the global maritime services market.

The Halpin Centre for Research and Innovation is the research arm of NMCI. The Centre delivers maritime research & innovation, with the aim of promoting the development of a vibrant and dynamic maritime sector, capable of realising its full potential in contributing to the sustainable economic, social, and environmental development of the island of Ireland and that of our international partners.

The HALPIN Centre consists of a dedicated team of multi-disciplinary researchers active in the pursuit of maritime research on behalf of both CIT & the Irish Naval Service. The HALPIN Centre's primary mission is to undertake research & promote innovation in support of both the

National Maritime College of Ireland submission on the National Marine Planning Framework Baseline Report



individual mariner and the maritime sector as a whole.

The Centre is a key partner in Ireland's national effort to build a strong maritime sector. The HALPIN team work closely with other research and innovation teams in CIT, as well as with an extensive network of Irish, European & international partners. Our dedicated team of researchers with backgrounds in seafaring, technological innovation, training and human factors, business, policy, funding, financing and regional, urban & strategic planning can support the development of the Marine Planning Framework through the provision of a stakeholder informed evidence base collected via our portfolio of research projects.

The collective knowledge, expertise and experience of NMCI as educators, researchers and service providers within the maritime sector is brought to bear in informing this submission.

AQUACULTURE:

With reference to 5.12 we concur that significant potential exists to develop multi use infrastructure in support of multiple sectors simultaneously such as the coexistence of aquaculture activities and offshore wind installations.

As part of our partnership in the EMFF funded ENTROPI (Enabling Technologies & Roadmaps for Offshore Platform Innovation), we are analysing the value chain of capabilities enabling the development of offshore Multi use Platform(s) (MUP(S)) that can integrate renewable energy devices and aquaculture facilities to find the synergies to share manufacturing, installation, operation and maintenance, and decommissioning costs. This can result in cost saving, reducing the overall impact, and maximising socio-economic benefits. The development of such MUPS will increase deployment possibilities for both industries and improve the European position in the global market.

National Maritime College of Ireland submission on the National Marine Planning Framework Baseline Report



DEFENCE & NATIONAL SECURITY:

With reference to 7.11 and recognising the strategic importance of the Haulbowline Naval Base to the Naval Service and to the island as a whole, it is imperative that connectivity to Ringaskiddy is significantly improved to ensure its continued sustainability and competitiveness.

The potential for multi-modal transportation solutions must be investigated and a holistic approach taken to the overall transportation needs of the people who live, work and do business in the area. A strategic assessment should be carried out in this respect and feasibility studies undertaken to include a multi modal investigation incorporating cycling, walking, car and water based transportation.

No single solution will deliver appropriate connectivity requirements for this strategic hub. The future success and sustainability of businesses and organisations based in the area is dependent on the delivery of appropriate sustainable connectivity measures. An examination of the potential for water-based public transport in the area could be undertaken for example, via an Urbact Action Planning Network, an open call for which is expected in January 2019. NMCI is considering the development of a funding proposal under this call and would welcome appropriate support at national level for its submission and if successful its implementation.

It should also be noted that to attract and retain the necessary talent for the Irish Naval Service, adequate training, education and accommodation facilities must be provided to meet professional and human needs going forward.

MARINE ENVIRONMENT:

The protection of our marine environment is of paramount importance to the future sustainability and competitiveness of the maritime sector. A holistic approach should be taken to driving this, harnessing the energy of all actors in pursuing this goal. The shared value approach to cluster development outlined later in the implementation section should be considered in this regard.

National Maritime College of Ireland submission on the National Marine Planning Framework Baseline Report



Collaborative projects with our European partners represents one element of how this aim can be supported in a spatially strategic way. We have recently developed a funding proposal with colleagues at the University of Oulu which was submitted under the Interreg Norther Periphery & Arctic programme and entitled GREENPORT. The proposal is that partners will work with their respective ports to develop a GreenPort model which will be applicable to ports throughout Europe & beyond, with the aim reducing their environmental footprint and negative environmental impacts while promoting the aims outlined in the European Plastics & Circular Economy strategies. Through our partnership in this proposal NMCI hopes to achieve policy influence, as well as impact through practical actions in ports in support of our marine environment.

As well as this NMCI have been successful in a funding proposal under the Interreg Atlantic Area programme for a project entitled Circular Seas. The aim of the project will be to turn ocean plastic waste into green products for maritime industries. NMCI will work with local stakeholders to promote the green economy by supporting the development of eco innovative, green products, parts and components by maritime industries, derived from ocean plastic waste.

Continued funding for projects such as these is represents one important and strategic means of supporting the protection of our marine environment at a transnational level.

PORTS, HARBOURS AND SHIPPING:

NMCI supports the International Shipping Services Centre bid, which should it be successful, provide an excellent opportunity for Cork with the ability to capitalise on the state of the art facilities already located in the area.

As outlined in para 17.6, the Irish Ports which are of national significance provide the necessary conduit for international trade through which 90% of all transportable tonnage transits. The efficient and safe of operation of these ports is therefore an essential component in ensuring that Ireland maintains competitiveness from an international trade perspective. As outlined in para 17.5, ports engage in strategic planning in an effort to identify future commercial and

National Maritime College of Ireland submission on the National Marine Planning Framework Baseline Report



infrastructural needs. In an effort to contribute to this national effort, as part of our commitment to KA3 OnBoard, a two year ERASMUS funded programme focusing on apprenticeships within the ports and logistics sector, NMCI has actively engaged with the Irish Port industry to determine current and future stakeholder needs, with a view of providing learning and development innovations which address the sector's labour market challenges and promote employment within the industry.

The needs of small businesses within the maritime sector must also be considered. Such sectors such as the ship repair and fit out sector in Ireland represents a highly innovative sector and provides a lifeline for some small and relatively remote communities across the country. They also breathe vital life into our rural communities providing and sustaining the availability of a variety of lifestyle and locational choices for the people of Ireland.

Such small business can face tremendous challenges often as a direct result of their small size. This should be tackled with adequate support. Hubs such as Killybegs for example, battle with infrastructural deficiencies and their small size means they don't have the resources to devote to lobbying.

The ship/boat repair and fit out sector is of crucial importance to the people of Killybegs, however it is of such a small scale that it struggles to effect political influence. The lack of a dry dock in the town for example means that the area and businesses in the marine sector there are unable to access a large amount of fit out and finishing business which could be provided in Killybegs. Instead staff from these business spend several months at a time in locations such as Denmark fitting out larger boats and contributing to and benefiting the local economy there. Should a dry dock be made available in Killybegs it would allow businesses to service larger boats over 24m and benefit not only local businesses in the marine sector but the entire socio-economic ecosystem of the region, while sustaining traditional maritime communities who have shown an ability to adapt to modern market demands. Needs such as this should be duly considered with feasibility investigated to determine the likely return on investment.

National Maritime College of Ireland submission on the National Marine Planning Framework Baseline Report



The lack of high speed broadband to the businesses in Killybegs is a further constraint in enabling the full potential for a thriving maritime economy to flourish in this area. While broadband fibre is passing through the area where the businesses are located they are unable to secure a connection to it under the Rural Broadband Scheme since the businesses are located within a 50km per hour speed limit and thus not considered a rural area and not qualifying for connection to the broadband fibre. The businesses must survive on an ADSL connection, providing a 3-4M broadband service, inadequate for many modern business needs. These challenges must be overcome in cases such as this throughout the country if we are to support small business in adapting to industrial modernisation and maintaining their ability to provide vital resilience for our economy.

SPORT & RECREATION & CULTURAL HERITAGE:

Significant untapped potential exists in terms of harnessing and developing our waterways and coastal areas and using them as a tool for social inclusion, ocean literacy, protection of our maritime asset and placemaking. CSO figures show that in 2016 1.9 million people in Ireland lived within 5km of the coast representing 40% of the Irish population.

In this sense a coordinated and concerted collaboration between multiple stakeholders including local authorities, maritime stakeholders, public and private as well as local community groups should be considered. Our blue assets provide significant potential in terms of improving health and wellbeing, particularly in urban areas, while at the same time contributing to a strengthened maritime identity, appreciation for maritime related activities and the promotion of civic pride in our maritime assets. Funding in this area can provide significant potential to leverage further public and private investment benefiting not just the immediate surroundings but the region as a whole.

The Surf Cluster in San Sebastian provides a useful example of how a strategic commitment to support the surfing community in the city has led to surfing becoming the third largest tourism sector in the city. This is an excellent example of how ‘the value of local products and services

National Maritime College of Ireland submission on the National Marine Planning Framework Baseline Report



can become closely linked with the quality of urban assets, such as the natural and built environment (seaside, beaches, and urban atmospheres)’¹ for wider regional benefit.

The potential to realise the three key goals outlined in *Harnessing Our Ocean Wealth* rests on the successful collaboration of a multiplicity of stakeholders coordinated and supported effectively at a strategic level and guided by clear and synergistic land and marine based planning frameworks, and enabled through appropriate funding and financing mechanisms.

The potential for Cork a growing second city, with the aim of becoming a maritime paradise², to emulate the success of the surf cluster in San Sebastian is very real. With its coastal assets and waterways, the presence of the national rowing centre, excellent research and innovation facilities in the many third level institutions and research centres and an attractive rowing identity already embedded, the city together with its key stakeholders has the potential to harness the potential of its maritime asset and use it as tool to promote health and well-being, social inclusion, employment & economic growth while strengthening our maritime identity and appreciation for our environmental asset.

Policies that promote the link between the achievement of the key strategic goals outlined in *Harnessing Our Ocean Wealth* with land based urban and environmental planning have been shown to provide valuable synergies. Such policies should be actively promoted and supported with adequate investment to ensure that we capitalise as best we can on our valuable maritime assets, in particular the opportunities for sustainable and effective place making which currently present themselves within our city docks.

According to the Department of Economic Development in San Sebastian (2012)³ ‘memorable surf tourism experiences in San Sebastian do not seem to rely on the objective quality of its waves alone’ A 2012 survey reveals that although the overall value of the surf-related offer in San Sebastian ranks the highest vis-à-vis other locations in Spain, France and Portugal, the wave quality in San Sebastian ranks lower compared to other nearby surf sites such as Hossegor, Biarritz and other beaches in Portugal and Cantabria. ‘This suggests that surfing in

¹ Van Winden, W and De Carvalho, L (2015) *New Style Cluster Policy: riding the waves of San Sebastian’s emerging surf economy*, <http://urbact.eu>

² Cork Tourism Strategy Task Force (2015) *Growing Tourism in Cork – A Collective Strategy*

³ Fomento San Sebastian, (2012) *Estudio del surf en Donostia*. San Sebastian: Fomento San Sebastian.

National Maritime College of Ireland submission on the National Marine Planning Framework Baseline Report



San Sebastian is more than a one-dimensional act of riding waves. It is part of a larger experience inextricably linked to other unique historical, cultural and material features of the ‘stage’, collectively co-constructed by many loosely articulated actors, including media and event organizers.’

Good planning practice together with effective implementation strategies and coordinated, orchestrated efforts can provide for the opportunity to embed our maritime heritage, culture and identity in our urban centres. The regeneration opportunities currently open in our port cities provide a fertile hotbed for this type of coordinated action.

Port cities have historically been an essential element of our society & economy. With the relocation of many of our ports to locations away from the city the forces of globalisation offers an opportunity for port cities to use these old industrial waterfront locations in order to revive their economy, to strengthen their magnetic pull, to become hubs of innovation and to act as leading examples of sustainable urban planning, ensuring their long-term competitiveness as economic drivers within the EU ⁴. It is essential for the sustainability of the maritime sector that our maritime identity is not forgotten within cities but instead that we use our maritime assets as tools for sustainable regeneration, supporting inclusive, attractive and competitive place making. If we want to promote our maritime identity as outlined in HOOW then targeting our cities and urban centres where over 80% of our population growth has occurred between 2011-2016⁵, will be a key action in achieving impact in this area.

The Wales International Coastal Centre is an interesting example of strategic support for promoting maritime identity & tourism within Wales. The Wales International Coastal Centre will comprise of four linked developments: Marine Centre of Excellence and Coastal Storm Centre; National Events Deck; Ocean Square Heritage & Arts Centre; Coastal Schooner – historic tall ship recreation, a similar development could be considered for a strategic location within the Cork City docks for example.

⁴ European Parliament (2017) EU Port Cities & Port Area Regeneration

⁵ CSO www.cso.ie

National Maritime College of Ireland submission on the National Marine Planning Framework Baseline Report



IMPLEMENTATION OF THE NATIONAL MARINE PLANNING FRAMEWORK

Successful implementation of the National Planning Framework will require backing up by an appropriate investment plan and wider political and institutional commitment at European, national, regional and local level.

While a nationally driven investment plan is essential there are also a plethora of other means which should be driven in order to optimise opportunity for success. The following means should be considered.

Collectively within Ireland public, private and academic organisations must take a proactive role in policy shaping at the European level in support of the maritime sector. This can only be done if organisations of significant size, house an appropriate culture to support policy shaping activity and invest in individuals who have the skills and knowledge to understand the complex policy making process at European level. For SMEs and micro businesses appropriate supports need to be provided in order to provide them with a policy voice. Capacity building of human resources in this respect will need support if we are to effect policy change and consequent development of funding programmes in support of our maritime sector. This is a vital investment in ensuring the long term strategic support for the sector which should be seriously considered and acted upon.

Optimising our draw down from European funding programmes can only be done through the promotion of understanding and capacity within organisations, public, private and academic to access funding in this highly competitive and complex environment. Adequate supports must be put in place in order to promote capacity building in this area, to ensure adequate career profiling for people with these skills and to drive a culture of proactive funding and financing amongst appropriate organisations. The introduction of competitive bidding via the urban and rural regeneration funds under the National Planning Framework is a step in the right direction in this regard. A similar scheme could be considered under the marine planning framework as a first step.

National Maritime College of Ireland submission on the National Marine Planning Framework Baseline Report



Aside from accessing competitive funding programmes financing options available through organisations such as the European Investment Bank provide an excellent opportunity to support the development of strategic maritime projects in Ireland and to leverage extensive private investment. EIB advisory services should be used in order support the strategic implementation of this National Marine Planning Framework.

Educational institutes have role to play in responding to the need to develop graduates skilled in funding and financing of development projects in support of the maritime sector. This is a vital part of the jigsaw if we are to create and leverage innovative financing mechanisms to develop the potential of our maritime resources and support a dynamic sector.

Organisations at the appropriate level needed to be adequately resourced to ensure coordination of various actors across sectors to come together to pursue shared projects. Concepts such as the shared value approach to cluster development should be seriously considered as a means to promote a full circle support system for the development of the maritime sector that is self-reinforcing. In very simple terms this concept is based on support being provided for business development in exchange for businesses tackling societal challenges through their sector. This is a holistic approach to ensure both the economic development of the maritime asset and to secure its sustainability, reinforcing the competitiveness of the sector in its spatial context. The shared value approach is a powerful way to address economic development and societal challenges (including environmental) on an equal footing and in a dynamic way. This represents a high potential method for pursuing the future sustainable development of Ireland's maritime sector and as such it should be considered within the development of this planning framework and future associated investment strategies.