

MSP Consultation answers attached.

Many Thanks,

Deirdre Lane

## Consultation Questions

1. This Baseline Report is intended to capture and summarise all of the sectoral activities that are taking place in Ireland's marine spaces. Thinking about your own knowledge and experience, are there gaps in what is presented in this report and, if so, how can they be addressed?

This baseline report has provided an excellent snap shot of Maritime Ireland, however there are some gaps that need to be addressed:

Section 17.0 Ports Harbours and Shipping is particularly weak on detail and the individual ports and harbours along with the Irish Harbour Masters forum can provide data such as shipping routes, traffic lanes, designated anchorages, pilot boarding areas and other areas of activity.

Section 15.14 on Marine Litter should include details of BIM's Fishing for Litter and Used Net Recycling Schemes

Section 17.7 Ireland cruise liner growth is increasing year on year and baseline data on Cruise Liners, needs to highlight the increase in Cruise Liner traffic to smaller tender only ports. Bantry, Dunmore East, Kinsale have all had an increased number in cruise liner calls due to a demand in visits to areas with spectacular coastal scenery and heritage. The increase in adventure style cruises has also led to an increase in tendering to the smaller ports and harbours.

For the Fishery Harbour Centres, some have marinas and others have visiting pontoons and we can provide baseline numbers for visiting leisure craft to feed into the plan.

The plan itself should have a more logical order to it than the baseline report. e.g. for the key sectoral activities aquaculture and cultural heritage and assets are covered before shipping ports and fishing. When one looks out the window at the available sea space shipping and fishing are the larger sectoral activities and should be covered in a more detailed and logical order.

Section 20.0 on Tourism could mention Great Lighthouses of Ireland tourism initiative.

2. Thinking about how we enjoy, protect, or derive economic or social benefits from our seas, what things would you like the marine plan to address?

The marine plan will need to facilitate the sharing of data that is vital for the MSP process. The inter- Departmental Marine Co-ordination group should facilitate the use of a data sharing portal amongst all the government agencies/ departments. The information is available but it is not openly available amongst the various government departments.

The UK have one government agency the Marine Management Organisation (MMO) to co-ordinate their MSP process and help facilitate data and information sharing and they have good examples of data sharing that could be implemented by DPHLG.

3. Do the Marine Plan Objectives broadly capture or reflect the things that you want to see in the plan? IF not, and in the context of the high level nature of these overarching objectives, are there additional objectives that should be included or should the draft objectives be amended?

We need to ensure that we continue to meet our obligations in relation to Safety of Life at Sea in particular in areas of Safety of Navigation and Search and Rescue. Shipping Operations and shipping lanes should not be altered to accommodate new demands for a thriving maritime economy. Any Offshore Renewable Energy Developments need to be designed and constructed to satisfy requirements for Search and Rescue, counter Pollution or salvage operations around a wind farm.

4. The objectives of a marine plan can be supported or achieved in a number of ways. Some countries have used a policy based approach to guide the decisions of statutory consent authorities with respect to specific sectoral developments or activities. Others have opted for a more prescriptive zoning approach (similar to on-land zoning through County Development Plans in Ireland). Taking account of the extent of Ireland's marine area and the varying degrees of activity that take place in our waters what do you think would be the most appropriate means of supporting the objectives of Ireland's marine plan – proscriptive, policy or somewhere in between?

A mixture of Policy based and a Zoning approach will be required. Some areas are already naturally zoned e.g. Castlemaine is essentially closed off to navigation because of the volume of aquaculture in the area, the area could be zoned as an area of aquaculture. Similarly a designated anchorage or a pilot boarding area at port approaches can be zoned for those activities only, where other activities can be a policy based approach.

5. How can the marine plan be best aligned with the NPF?

Land based planning has been in place for a number of years and there is much that we can learn from it. Time limits for consultation and consultee lists as well as information sharing can be aligned.

6. How can Ireland's marine plan be used as part of Ireland's climate change adaptation measures?

More effective management of marine activities should mean that we can see more Offshore Renewable Energy Installations (OREI's) set up in the most appropriate location taking into account all other marine activities in the area. They need to be located away from main shipping routes and areas of fish spawning or nursery grounds. It is imperative that any potential Offshore Renewable Energy sites do not adversely impact on the sustainability of certain fish species in the established fishing grounds.

7. What measures do you think should be put in place to support optimal transboundary (including cross-border with Northern Ireland and with other parts of the UK) cooperation on marine planning? A database for access to information between the two jurisdictions.

8. What infrastructure investments need to be made in order to maximise the sustainable potential of our ocean resource? Training needs to be enhanced and encouraged in the Marine Sphere, Marine knowledge is essential and should be shared amongst the many marine related organisations in Ireland. Section 7.16 in the baseline report suggests bearing in mind future development of major ports including Galway and Dundalk for use by the naval service. The fishery harbours of Castletownbere and Killybegs are also strategically located and could be used to enhance maritime operations for the right size of government vessel.

9. Environmental Assessment will be an important part of the preparation of Ireland's draft marine plan and the plan itself. What are the relevant significant issues to be addressed by the SEA and AA processes and what environmental objectives should be used?

An accurate Vessel traffic survey should be conducted for appropriate time periods including the most up to date information for appropriate environmental assessment. The Irish Coastguard and the Commissioners of Irish Lights can provide Automatic Identification System (AIS) data, this data along with other traffic counts can help to paint the full maritime picture. The effects of tides and tidal streams also need to be taken into account along with changing weather for an accurate environmental assessment.

10. This document is an important milestone in the development of a single national marine plan for the entirety of Ireland's marine area. Thinking about the delivery of forward planning goals, what do you think would be the appropriate spatial hierarchy for future marine planning; for example, regional marine planning, a coastal zone or bay approach?

As each specific section of the coast is so unique a bay approach similar to how INFOMAR surveyed the coast would be a good start and then build from that.

11. What levers are needed to deliver greater efficiencies in administration and governance, when it comes to implementing and monitoring the NMPF?

Appropriate training and workshops will be essential in order to ensure the plan is understood and aligned amongst the various government departments. Notifications, step by step implementation and enforcement activities will be required

12. What are the key indicators for measuring the successful implementation of the NMPF?

A successful and thriving Marine Economy will mean that we have ensured the best use of sea space.