

Colleagues,

See below a short submission in relation to the draft South Coast Maritime Area Plan on behalf of the Department of Transport.

The Department of Transport welcomes the proposed 'South Coast Designated Maritime Area Plan for Offshore Renewable Energy (SC-DMAP)'. Crucially, the publishing of the first DMAP provides clarity regarding the location of future ORE developments, which in turn will strengthen the demand for Irish State Commercial Ports in developing infrastructure to facilitate the deployment of offshore wind.

The Department of Transport also notes the following navigation safety issues which should be considered:

- 1. An independent Navigational Risk Assessment (NRA) should be carried out to determine the impact on shipping routes and the safety of navigation in the DMAP.*
- 2. Safe limits of proposed Areas A, B and C should be established to provide adequate sea room between blocks to minimise impacts to safety of navigation.*
- 3. The Tuskar and Fastnet Traffic Separation Schemes (TSS) form a single coherent unit for safety of shipping routes and direct unobstructed routing needs to be maintained between the Tuskar and Fastnet TSS.*
- 4. Consideration should be given to providing additional sea-room at the convergence point of the East-West shipping route and the approaches to the Port of Waterford.*
- 5. For navigation safety aspects the proposed areas for development should avoid block shape footprints and be replaced with diamond shaped footprints.*
- 6. Proposals for ORE development areas on the entire South Coast and the potential impact on safety of navigation in the region should be assessed collectively avoiding ORE development areas in isolation.*

Best wishes,

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