

Chapter 13 Addendum: Shipping and Navigation



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ORIEL WIND FARM PROJECT

Environmental Impact Assessment Report - Addendum Chapter 13 Addendum: Shipping and Navigation

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13 CHAPTER 13 ADDENDUM – SHIPPING AND NAVIGATION

13.1 Introduction

This Addendum provides information to supplement the assessment on shipping and navigation presented in chapter 13 of the Environmental Impact Assessment Report (EIAR)(2024). It has been prepared in response to a Request for Further Information (RFI) from An Coimisiún Pleanála (ACP)(formerly An Bord Pleanála) regarding the planning application (case reference ABP-319799-24) for the Oriel Wind Farm Project (hereafter referred to as “the Project”). It also provides a response to the submission made by the Department of Transport during statutory consultation on the planning application. The Department of Transport (DoT) provided observation from the Marine Survey Office (MSO) and the Irish Coast Guard (IRCG).

Table 13A-1 outlines the specific information requested according to the referencing used in the ‘Schedule-Further Information Request’ provided by ACP. Table 13A-1 also indicates where the corresponding information / responses can be found, either within this Addendum to chapter 13 or the Response to Submissions Report and provides a concluding statement on any resulting updates or changes to the assessment presented in the EIAR (2024).

The heading sections and subsections in this Addendum use the same headings from EIAR chapter 13: Shipping and Navigation. The reader is directed to review the information presented in this Addendum alongside the assessment presented in the EIAR.

It should also be noted that since the planning application was submitted, the DoT and the IRCG published the following guidelines in June 2025, which have been considered in responding to the RFI:

- Guidance on Safety of Navigation & Emergency Response: Offshore Renewable Energy Installations (2025); and
- Offshore Renewable Energy Installations (OREI): Guidance and Operational Considerations for SAR and Emergency Response (Standard Operating Procedure 07-2025).

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Table 13A-1: Further Information requested on Shipping and Navigation and details on Applicant's response.

Reference	Request for Further Information	Response / Reference where further information is presented	Concluding statement
2.	The Irish Coast Guard (IRCG), through the Department of Transport, has raised concerns in relation to the layout of the proposed development with respect to search-and-rescue (SAR) access. The applicant is requested to consult with the IRCG, in addressing these concerns, and provide further information and clarification on such matters.	<p>The Applicant has prepared a response to the Department's submission, including the observations made by the IRCG. This is included in appendix 13-2: Safety Justification for Single Line of Orientation.</p> <p>The Applicant met with the IRCG in June and September 2025 to discuss items outlined in the IRCG's submission and the RFI received from ACP.</p> <p>In response to the consultation, a safety justification was prepared and is provided in appendix 13-2: Safety Justification for Single Line of Orientation.</p> <p>The IRCG responded to the Applicant's consultation confirming that the further mitigations have met their requirements.</p> <p>A summary of the key points from this consultation is presented in section 13.5 of this Addendum.</p>	<p>The evidence presented within the Safety Justification (appendix 13-2: Safety Justification for Single Line of Orientation) supports the statements made within the EIAR.</p> <p>Overall the further information and evidence presented supports the conclusion reached within the NRA.</p>
15.A	The Department of Transport has made a submission in terms of the potential impacts of the location of three specific turbines on established routes identified in traffic surveys of 2019 and 2022. The Marine Survey Office recommends that turbines ORI-A04, ORI-A05 and ORI-B05 are relocated elsewhere within the site to ensure that shipping navigation to the north of the windfarm can maintain adequate under keel clearance and a minimum safe distance from turbine ORI-A04, and the 10m contour line that lies to the east of Cooley Point and Castle Rocks. The applicant is requested to comment on the submission from the Department.	<p>The Applicant has prepared a response to the Department's submission, including the observations made by the MSO. This is included in appendix 13-3: Response to Department of Transport (MSO).</p> <p>The Applicant met with the MSO in September 2025 to provide an update on the Project and to discuss items outlined in the MSO's submission and the RFI received from ACP. A summary of the key points discussed at this meeting is presented in section 13.5 of this Addendum.</p> <p>Following the meeting an updated mitigation proposal was issued to MSO and details of this proposal are set out in section 13.10.4.</p>	<p>The Applicant has reviewed the points made by the MSO and has provided specific comments describing why the relocation of turbines ORI-A04, ORI-A05 and ORI-B05 is unnecessary because there is sufficient depth of water and sea room for safe navigation north of the Project.</p> <p>Overall the further information and evidence presented supports the conclusion reached within the NRA.</p>
15.B	The applicant is requested to address the concerns noted by the Commissioner of Irish Lights in relation to the Lighting & Marking Plan (LMP) and any agreed contingency measures with the Commissioner of Irish Lights, including in the case of failure of aids to navigation during all phases of the development, any proposed amendments/clarifications should be incorporated into an updated and finalised LMP, and submitted in response to the further information request.	<p>An updated LMP (see appendix 5-8 Addendum: Updated Lighting and Marking Plan) has been prepared, which incorporates the points outlined by the CIL in their submission.</p> <p>The updated LMP was issued to Commissioners of Irish Lights (CIL) in September 2025, along with a request for a meeting with CIL to discuss the matter further. At the time of writing, no response has been received from CIL. The Applicant is committed to engaging further with the CIL. The Applicant has also prepared a response to the submission made by the (CIL) in the Response to Submissions Report.</p>	<p>The updated LMP does not amend the assessment conclusions in chapter 13: Shipping and Navigation in the EIAR.</p>

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13.2 Purpose of this chapter

There are no changes to EIAR chapter 13: Shipping and Navigation.

13.3 Study area

There are no changes to EIAR chapter 13: Shipping and Navigation.

13.4 Policy context

There are no changes to EIAR chapter 13: Shipping and Navigation.

13.5 Consultation

Following the receipt of correspondence from ACP dated 10 April 2025, detailing an RFI, the Applicant consulted with the MSO, IRCG and CIL in order to discuss the points raised in their submissions. This consultation is summarised in Table 13A-2.

Table 13A-2: Summary of key consultation issues raised during consultation activities undertaken for the Project relevant to shipping and navigation post submission of application.

Date	Consultee and type of response	Issues raised	Response to issue raised and/or where considered in this chapter
June 2025	IRCG – meeting	<p>Meeting to discuss issues raised by IRCG in their submission to ACP.</p> <p>Discussed site selection, turbine layout and Search and Rescue (SAR) operations.</p> <p>Actions arising from this meeting were as follows:</p> <ul style="list-style-type: none"> • Applicant to provide update on potential turbine locations; and • Applicant to progress safety justification for single line of orientation. 	The Applicant's response to the IRCG's submission is presented in appendix 13-2: Safety Justification Case for Single Line of Orientation.
September 2025	IRCG – meeting	Follow-up meeting to discuss issues raised by IRCG in their submission to ACP, during which the Applicant outlined their approach to the safety justification for single line of orientation.	The Applicant's response to the IRCG's submission is presented in appendix 13-2: Safety Justification Case for Single Line of Orientation.
September 2025	IRCG – email	<p>Email from the Applicant to IRCG including the following items (actions from previous meeting):</p> <ul style="list-style-type: none"> • A copy of appendix 13-2: Safety Justification Case for Single Line of Orientation, which outlines a safety justification case for a single line of orientation within the offshore wind farm area; and • Shapefiles of the main elements discussed in Appendix 13-2 Addendum: Safety Justification Case for Single Line of Orientation; and • A link to the SAR video fly-through as shown in the meeting. 	The Applicant's response to the IRCG's submission is presented in appendix 13-2: Safety Justification Case for Single Line of Orientation.

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Date	Consultee and type of response	Issues raised	Response to issue raised and/or where considered in this chapter
September 2025	MSO – meeting	<p>Meeting to discuss issues raised by MSO in their submission to ACP, namely:</p> <ul style="list-style-type: none"> • Approaches into Dundalk and effect of the Project; • Design vessel size for Dundalk; • Passing distances from Offshore Wind Farms (OWFs); • Depth of water and Under Keel Clearance (UKC); • Available sea room; • Future port developments; and • Mitigation. <p>Applicant agreed to propose mitigation to allow 1.6 nm (0.8 nm either side of vessel).</p>	<p>The Applicant's response to the MSO's submission is presented in appendix 13-3: Response to Department of Transport (MSO)</p> <p>This response includes proposed mitigation, as discussed during the meeting with the MSO.</p> <p>Details of the proposed mitigation were issued to the MSO in November 2025.</p>
September 2025	CIL – email	<p>Email from Nash Maritime to CIL, attaching the updated LMP (which incorporates the points outlined by the CIL in their submission) and requesting a meeting with CIL to discuss the matter.</p> <p>At the time of writing, no response from CIL has been received by the Applicant.</p>	<p>The Applicant's response to the CIL's submission is presented in section 2.2 of the Response to Submissions Report.</p> <p>The updated LMP is presented in Appendix 5-8 Addendum: Updated Lighting and Marking Plan (EIAR volume 2A Addendum).</p>
December 2025	IRCG – letter	<p>IRCG response to the Applicant's consultation confirming that the further mitigations have met their requirements. IRCG also set out requirements for a condition of planning.</p>	<p>The Applicant will implement the observations a – d made by the IRCG in their correspondence (dated 1st December 2025). A copy of the correspondence is included at the back of appendix 13-2.</p>

13.6 Methodology to inform the baseline

13.6.1 Desktop study

Information within the Shipping and Navigation Study Area was collected through a detailed desktop review of existing studies and datasets as outlined in chapter 13: Shipping and Navigation (EIAR volume 2B).

Chapter 13: Shipping and Navigation presents the movements of vessels across a total of four months: two months in 2019 and two months in 2022 (both January and July). Supplementary vessel traffic Automatic Identification System (AIS) datasets comprising March to August 2024 have been obtained to support the response to the RFI and to ensure recency and validity of the conclusions. Overall, the tracks from 2024 are broadly consistent with those presented within chapter 13 and appendix 13-1: Navigation Risk Assessment (EIAR volume 2B).

These sources provide the most up-to-date data for this assessment.

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Table 13A-3: Summary of key desktop sources.

Title	Source	Year	Author
AIS data	Marine Traffic Research (www.marinetraffic.com)	March to August 2024	Marine Traffic Research

13.6.2 Site-specific surveys

There are no changes to EIAR chapter 13: Shipping and Navigation.

13.7 Baseline environment

13.7.1 Coastal features and bathymetry

There are no changes to EIAR chapter 13: Shipping and Navigation.

13.7.2 Metocean conditions

There are no changes to EIAR chapter 13: Shipping and Navigation.

13.7.3 Local ports and harbours

There are no changes to EIAR chapter 13: Shipping and Navigation.

13.7.4 Existing vessel management

There are no changes to EIAR chapter 13: Shipping and Navigation.

13.7.5 Search and rescue

There are no changes to EIAR chapter 13: Shipping and Navigation.

13.7.6 Overall traffic profile

There are no changes to EIAR chapter 13: Shipping and Navigation.

13.7.7 AIS data comparison

There are no changes to EIAR chapter 13: Shipping and Navigation.

13.7.8 Historical Incidents

There are no changes to EIAR chapter 13: Shipping and Navigation.

13.7.9 Future baseline scenario

There are no changes to EIAR chapter 13: Shipping and Navigation.

13.7.10 Data validity and limitations

As outlined in section 13.6.1 above supplementary vessel traffic AIS datasets comprising March to August 2024 have been obtained to support the response to the RFI and to ensure recency and validity of the conclusions. These sources provide the most up-to-date data for this assessment.

13.8 Key parameters for assessment

There are no changes to EIAR chapter 13: Shipping and Navigation.

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13.8.1 Project design parameters

There are no changes to EIAR chapter 13: Shipping and Navigation.

13.8.2 Measures included in the Project

There are no changes to EIAR chapter 13: Shipping and Navigation.

13.8.3 Impacts scoped out of the assessment

There are no changes to EIAR chapter 13: Shipping and Navigation.

13.9 Impact assessment methodology**13.9.1 Overview**

There are no changes to EIAR chapter 13: Shipping and Navigation.

13.9.2 Navigational risk assessment

There are no changes to EIAR chapter 13: Shipping and Navigation.

13.9.3 Impact assessment criteria

There are no changes to EIAR chapter 13: Shipping and Navigation.

13.10 Assessment of significance**13.10.1 Presence of Project-related vessels transiting to and from their marshalling harbour and O&M base, and displacement of vessels from the offshore wind farm area, may lead to vessel-to-vessel collision**

There are no changes to EIAR chapter 13: Shipping and Navigation.

13.10.2 Presence of Project devices may lead to vessel-to-structure contact

There are no changes to EIAR chapter 13: Shipping and Navigation.

13.10.3 Presence of Project devices and cables underwater may lead to snagging and damage to anchors and/or fishing gear

There are no changes to EIAR chapter 13: Shipping and Navigation.

13.10.4 Mitigation and residual effects

Further mitigation is proposed as a result of further consultation with the IRCG and MSO. Details are included in section 6 of appendix 13-2: Safety Justification Case for Single Line of Orientation and section 2.8.2 in appendix 13-3: Response to Department of Transport (MSO) Submission.

The Applicant will also implement the observations a – d made by the IRCG in their correspondence (dated 1st December 2025)

There are no changes to the residual effects outlined in chapter 13: Shipping and Navigation (EIAR volume 2B).

13.10.5 Future monitoring

There are no changes to EIAR chapter 13: Shipping and Navigation.

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13.11 Cumulative Impact Assessment

An updated Cumulative Impact Assessment is provided in appendix 3-2: Updated Cumulative Impact Assessments (EIAR volume 2A Addendum). The assessment concludes that there is no change to the cumulative assessment provided in chapter 13: Shipping and Navigation (EIAR volume 2B).

13.12 Transboundary effects

There are no changes to EIAR chapter 13: Shipping and Navigation.

13.13 Interactions

There are no changes to EIAR chapter 13: Shipping and Navigation.

13.14 Summary of impacts, mitigation measures and residual effects

Table 13A-4 presents an updated summary of the potential impacts, measures and residual effects in respect to shipping and navigation. Changes are shown in blue text.

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Table 13A-4: Summary of potential environmental effects, mitigation and monitoring.

Description of impact	Phase			Measures included in the project	Magnitude of impact	Sensitivity of receptor	Significance of effect	Additional measures	Residual effect	Proposed monitoring
	C	O	D							
Presence of Project-related vessels transiting to and from their mar shalling harbour and O&M base, and displacement of vessels from the offshore wind farm area, may lead to vessel-to-vessel collision	✓	✓	✓	Promulgation of information Continuous watch 500 m safety zones/advisory clearance distances Aids to navigation Vessel traffic monitoring Production of safety documents Provision of guard vessel Vessel compliance with standards Production of a Fisheries Liaison Plan Marine coordination Air draught clearance Charting Agree lines of orientation	C: Low O: Low D: Low	C: Medium O: Medium D: Medium	C: Slight adverse O: Slight adverse D: Slight adverse	None Amendment to Sailing Direction Amendments to existing Aids to Navigation (Imogene Buoy) in agreement with CIL	C: Slight adverse O: Slight adverse D: Slight adverse	None Vessel Traffic Monitoring
Presence of Project devices may lead to vessel-to-structure contact	✓	✓	✓	Promulgation of information Continuous watch 500 m safety zones/advisory clearance distances Aids to navigation Vessel traffic monitoring Production of safety documents Provision of guard vessel Vessel compliance with standards Production of a Fisheries Liaison Plan Marine coordination Air draught clearance Charting Agree lines of orientation	C: Medium O: Medium D: Medium	C: Low O: Low D: Low	C: Slight adverse O: Slight adverse D: Slight adverse	None Amendment to Sailing Direction Amendments to existing Aids to Navigation (Imogene Buoy) in agreement with CIL	C: Slight adverse O: Slight adverse D: Slight adverse	None Vessel Traffic Monitoring
Presence of Project devices and cables underwater may lead to snagging and damage to anchors and/or fishing gear	✓	✓	✓	Cable burial risk assessment Agree under keel clearance Promulgation of information Continuous watch 500 m safety zones/advisory clearance distances Aids to navigation Vessel traffic monitoring Production of safety documents Provision of guard vessel Vessel compliance with standards Production of a Fisheries Liaison Plan Marine coordination Charting	C: Low O: Low D: Low	C: Low O: Low D: Low	C: Slight adverse O: Slight adverse D: Slight adverse	None	C: Slight adverse O: Slight adverse D: Slight adverse	None

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References

Department of Transport (2025). *Guidance on Safety of Navigation & Emergency Response: Offshore Renewable Energy Installations (OREI)*. Available at: https://assets.gov.ie/static/documents/7c87e72e/Guidance_on_Safety_of_Navigation_and_Emergency_Response_OREI_Version_2.pdf

Department of Transport (2025). Offshore Renewable Energy Installations (OREI): Guidance and Operational Considerations for SAR and Emergency Response (Standard Operating Procedure 07-2025). Available at: [The Maritime Navigation Safety & Emergency Response Guidance Documents for Offshore Renewable Energy Installations \(OREI\)](#)