

Port of Cork Company

Opening Statement to Joint Committee on Environment and Climate Action

Tuesday 16th May 2023

To: Gina Long, Clerk to the Joint Committee on Environment and Climate, Leinster House.

Re: Renewable Energy: Port Capacity.

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Introduction:

I am Tim Murphy, Head of Port Engineering from the Port of Cork Company. I joined the Port company in 2015 following 20 years building infrastructure in the private sector.

Port of Cork:

Port of Cork is the second largest port in the State, and is only one of two ports capable of handling all six modes of port traffic i.e. Lift-on Lift-off (LoLo), Roll-on Roll-off (RoRo), Liquid Bulks, Dry Bulks, Project Cargoes and Cruise. It operates facilities in the City, Tivoli, Ringaskiddy and Cobh for Cruise. The Port also includes Whitegate Oil Refinery in Aghada and Whiddy Oil storage facility in Bantry. The Port is on a journey towards consolidating its activities in the lower harbour - '*River to Sea Port*' and has just completed the first step of this in opening a new €94m Cork Container Terminal (*CCT*) in Ringaskiddy in 2022.

Port of Cork Masterplan 2050 (Port's strategic development plan for the next 30 years):

The Masterplan was approved by the board in March 2023, and is to be published in May 2023. This Masterplan is a "*Vision of how the Port of Cork can adapt & grow to 2050*" planning the migration of port activities to the lower harbour closer to deep water facilities and nearer shipping lanes and it identifies the part Cork Harbour can play in supporting Ireland's energy needs. It also releases, at an appropriate time, the City Quays & Tivoli Docks to facilitate urban regeneration & compact living in Cork City.

The Masterplan provides an integrated framework for strategic planning for the Port of Cork, the Local Authorities and planning authorities having received input from all port stakeholders.

The Masterplan projects future port traffic growth primarily based on GDP and increased population. It demonstrates that potential volume growth will necessitate the operation of two Container Terminals at Tivoli and Ringaskiddy in order to accommodate the capacity demands until the M28 dual carriageway road to Ringaskiddy is complete and ***Offshore Renewable Energy (ORE) needs are met.***

The Port of Cork can be a key enabler of the green energy sector in Ireland by taking advantage of its natural deep-water navigation channels and

existing quayside berths; accelerating the build out of further quayside infrastructure to support offshore renewable energy, reclaiming of land to accommodate large project cargoes for offshore wind marshalling and assembly activities; leasing landside and/ or near shore storage and providing access to berth and quays for operation & maintenance activities.

To support this approach the Company must plan for additional capital expenditure at the Cork Container Terminal at Ringaskiddy, extend the Ringaskiddy Deepwater Berth, purchase new cargo handling equipment, additional portside land and port infrastructure improvements at the Marino Point facility.

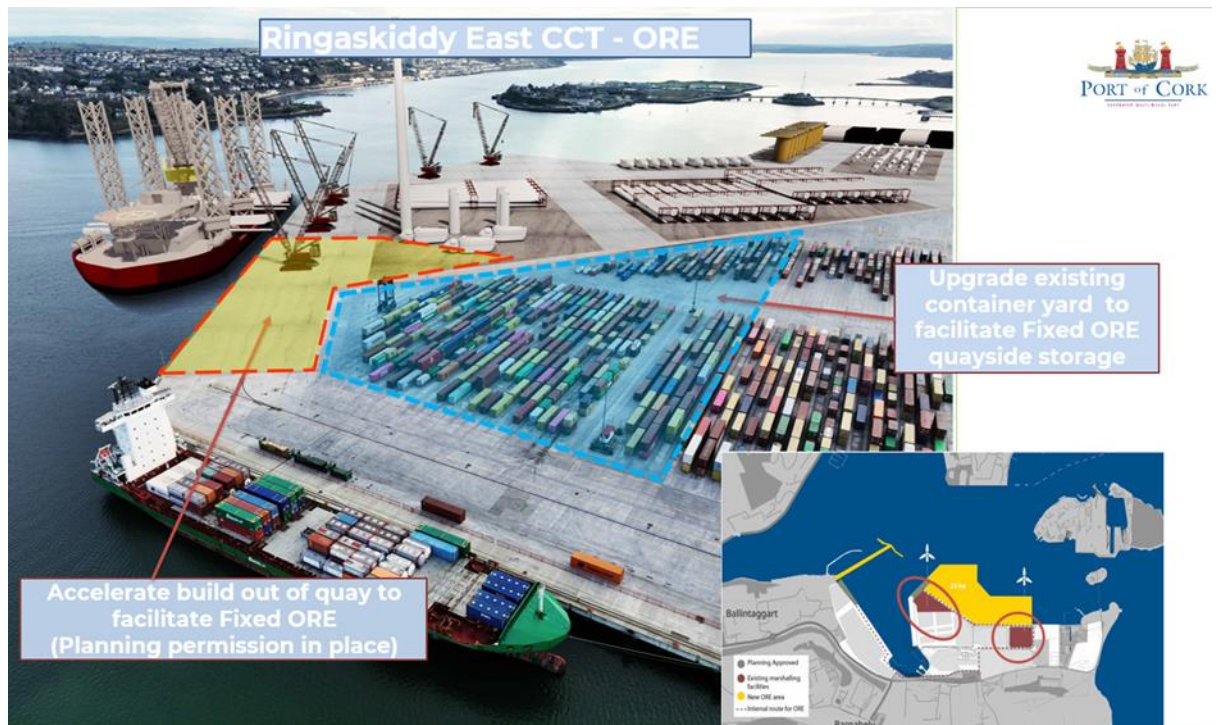
Opportunity for Irish Ports to support Offshore Renewable Energy towards meeting Government climate action targets to 2030 & beyond

The Port of Cork is unique as it currently has planning permission and foreshore lease for two additional quayside berths in *Ringaskiddy East (see below Graphic 1)* and *Ringaskiddy West (see below Graphic 2)* which will need to be accelerated to facilitate the country's plans to develop 'fixed-bottom' offshore wind energy initially, and thereafter to support 'floating' offshore wind energy.

Once the offshore renewable energy construction phase is over, we will repurpose the quayside berths to support our exit from the City Quays and Tivoli.

We have applied to the EU for CEF partial funding of these projects and are actively engaged with Ireland Strategic Investment Fund (ISIF) as a possible funding partner.

Over the last decade, the Port has accommodated the importation of large on shore wind farm energy components for onward transportation and installation around the Munster region.



Graphic 1: Accelerate the planning approved build out of the CCT extension to facilitate fixed ORE



Graphic 2: Accelerate the planning approved build out of the Deepwater berth extension for ORE

In addition to supporting offshore wind activity, the Port of Cork will be a key enabler of growth in the emerging green energy liquid fuels sector by leasing port lands to energy providers for infrastructure and storage. In June this year, Green Bio Fuels will officially open Ireland's first green fuel (HVO) import Terminal in Ringaskiddy.

In addition, the Port of Cork has requested that UCC's MaREI develop a strategic review of the potential for Cork Harbour to be a centre for wind power and green hydrogen-based industries in support of Cork harbours continued growth as an 'Energy Hub'. The formal process is set to commence in Q3 2023.