


**Waterways Ireland Climate Action Plan
Strategic Environmental Assessment (SEA)
Screening Report**

Document Control Sheet

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1.0 Introduction

Cunnane Stratton Reynolds were requested by M-CO, to carry out a screening for Strategic Environmental Assessment (SEA) of the Draft Waterways Ireland Climate Action Plan. This was completed in October 2021.

The SEA Screening report for the Draft Plan recorded the exercise undertaken that concluded SEA was screened out for the Waterways Ireland Climate Action Plan. This document records the undertaking of the same exercise for the finalised Waterways Ireland Climate Action Plan 2030 and is intended to support the determination that SEA is not required for the Waterways Ireland Climate Action Plan 2030.

As that deployed in the review of the Draft Plan, the methodology in this report is primarily based on the *Development of Strategic Environmental Assessment (SEA) Methodologies for Plans and Programmes in Ireland – Synthesis Report 2013 (RoI)*, *A Practical Guide to the Strategic Environmental Assessment Directive 2005 (UK)*, and Annex II of the SEA Directive¹. This review has also had regard to the *Good Practice Guidance on SEA Screening*, EPA (RoI), December 2021.

2.0 Legislative Context

Strategic Environmental Assessment (SEA) is the environmental evaluation procedure of the likely significant effects of implementing a plan, programme or policies before a decision is made to adopt the plan or programme.

SEA is required under EU legislation, Directive 2001/42/EC of the European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment, known as the *SEA Directive*.

This Directive states its objective at Article 1, “*to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development, by ensuring that, in accordance with this Directive, an environmental assessment is carried out of certain plans and programmes which are likely to have significant effects on the environment.*”

The requirements of this Directive have been transposed into the Irish and Northern Irish jurisdictions by the following primary regulations:

- Republic of Ireland: The European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004, S.I. No. 435 of 2004, as amended by S.I. 200 of 2011
- The Environmental Assessment of Plans and Programmes Regulations (Northern Ireland) 2004, 2004 No. 280.

¹ Other Guidance

- Strategic Environmental Assessment, Consultation Bodies' Services and Standards for Responsible Authorities, Northern Ireland Environment Agency (NIEA), 2009
- Environment Agency Guidelines 2004: SEA Good Practice Guidelines
- Implementation Of Directive 2001/42 On The Assessment Of The Effects Of Certain Plans And Programmes On The Environment, European Communities, 2003
- SEA Pack, Environmental Protection Agency (EPA), updated September 2020
- Implementation of SEA Directive (2001/42/EC): Assessment of the Effects of Certain Plans and Programmes on the Environment Guidelines for Regional Authorities and Planning Authorities, Government of Ireland, 2004

3.0 Waterways Ireland

Plans and programmes in the sense of the SEA Directive, must be required by legislative, regulatory or administrative provisions and prepared or adopted by an authority. SEA is mandatory for plans for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism and town and country planning or land use that set the framework for future development consent of projects listed in the EIA Directive (Annexes I and II) or have been determined to require assessment under the Habitats Directive. Member States must carry out SEA Screening for plans that may not meet the above mandatory SEA circumstances, to determine whether the plan is likely to have significant environmental effect.

For the purposes of domestic SEA transposing Regulations, Waterways Ireland is a competent authority in the Republic of Ireland and a responsible authority in Northern Ireland.

Waterways Ireland is a cross-border body responsible for the management, maintenance, development and promotion of over 1000 km of inland navigable waterways, principally for recreational purposes.

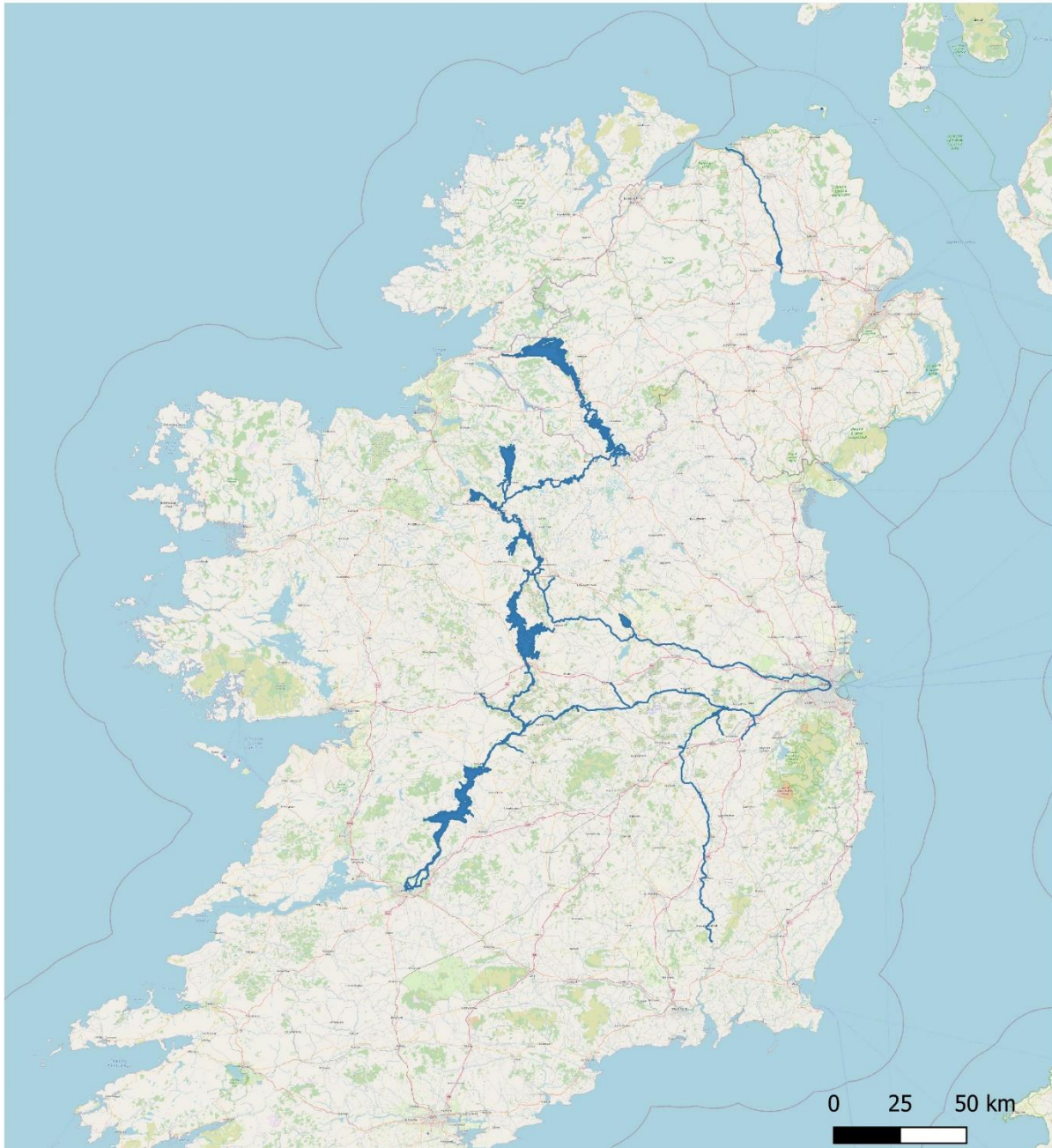
The waterways are: Barrow Navigation, Erne System, Grand Canal, Lower Bann Navigation, Royal Canal, Shannon Erne Waterway, Shannon Navigation, with restoration of the Ulster Canal also underway from Upper Lough Erne to Clones in County Monaghan.

The waterways and/or their uses under the remit of Waterways Ireland are transboundary and are located in national, regional and local authority administrative areas. These other national, regional and local authorities have statutory plan making responsibilities that depict and direct physical development and activity patterns primarily in the form of land use plans. These other authorities have matching development and activity management responsibilities for the purposes of consents, licenses, permits etc. Consideration by those authorities of consents for physical development and activities, may include formal environmental assessment usually in the form of Environmental Impact Assessment (EIA) and/or Appropriate Assessment (AA).

Waterways Ireland is a '*relevant body*' under the Climate Action and Low Carbon Development Act, 2015, as amended² and as such must have regard to that statute in the performance of its functions. They also contribute to the Northern Irish Government Functions under Key Priority Areas of the Northern Ireland Climate Change Adaptation Programme 2019–2024 (NICCAP₂).

The map overleaf depicts the waterways under the remit of Waterways Ireland on the island of Ireland.

² S.15 of the Act defines a *relevant body* as a prescribed or public body as defined in the Freedom of Information Act, 2014. Under the FOI Act, a public body includes '(b) an entity established by or under any enactment (other than the Companies Acts)'; The 2015 Act is amended by the Climate Action and Low Carbon Development Amendment) Act 2015, 2021 (yet to be commenced).



Key

 Waterways under the remit of WI

**CUNNANE STRATTON REYNOLDS
LAND PLANNING & DESIGN**



DUBLIN OFFICE
3 MOLESWORTH PLACE DUBLIN 2
TEL 01 661 0419 FAX 01 661 0431
EMAIL info@csrlandplan.ie



PROJECT: Waterways Ireland Climate Action Plan SEA	DATE: 15/10/21
DRAWING: Waterways under the remit of Waterways Ireland	SCALE: 1:2000000 at A4
	DRAWING CHECKED: EE
	DRAWING NO: 101 Rev A

4.0 Description of the Waterways Ireland Climate Action Plan 2030

The Waterways Ireland Climate Action Plan 2030 is a strategic document outlining the organisation's ambitions to advance climate actions and ensure the inland waterways under its remit are climate resilient. The Waterways Ireland Climate Action Plan consists of 5 Sections with Annexes; 1 Overview, 2 Process and Participation in Developing the Plan, 3 Performance and Targets, 4 Objectives and Key Results, and 5 Governance and Reporting.

Through 7 Objectives, each with a set of Key Results (KRs) that total 33, the Climate Action Plan seeks to address climate change and undertake climate action to deliver a targeted reduction of 51% in emissions and increase in energy efficiency by 50% from baseline by the year 2030. The 33 no. Key Results are set out in schedule format at Appendix 1. The Objectives and Key Results of the Plan are not materially altered from those of the draft Plan.

At Annex II of the Directive the first criteria for determining likely significance of effects is the characteristics of the plan having regard to *“the degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources.”*

There is no definition of *“framework for future development consent of projects”* in the SEA Directive or elsewhere in European guidance. Interpretation of this phrase is provided at European level; *“The words would normally mean that the plan or programme contains criteria or conditions which guide the way the consenting authority decides an application for development consent. Such criteria could place limits on the type of activity or development which is to be permitted in a given area; or they could contain conditions which must be met by the applicant if permission is to be granted; or they could be designed to preserve certain characteristics of the area concerned (such as the mixture of land uses which promotes the economic vitality of the area).”*³

The Waterways Ireland Climate Action Plan is intended to, and will, direct the way in which Waterways Ireland undertake their own operations and will formally advance climate change as central to the decisions that direct those operations to deliver targeted reduction in emissions and improvements in energy efficiency. However, having regard to the basis and content of the Climate Action Plan it is not considered to form a framework for future development consent of projects as it does not direct physical development nor set criteria against which development consent will be decided.

The Climate Action Plan Key Results have been assessed as absent of specific location, scale and typology of physical development or activity, moreover none are for projects of a type or scale that will require development consent of projects listed in the EIA Directive.

A screening for Appropriate Assessment of the draft Plan was carried out and updated for the finalised Plan that does not give rise to Appropriate Assessment.

Having regard to the above, it is concluded that SEA is not mandatory for the Waterways Ireland Climate Action Plan.

³ Implementation Of Directive 2001/42 On The Assessment Of The Effects Of Certain Plans And Programmes On The Environment, European Communities, 2003. Note another interpretation of this is provided by the EPA in *Development of Strategic Environmental Assessment (SEA) Methodologies for Plans and Programmes in Ireland – Synthesis Report, 2013*, *““framework for development consent” could be interpreted when the P/P would lead to, or give guidance for, the consent of development projects. This may be observed as the demarcation of areas zoned for specific types of development, measures that identify circumstances under which development will be encouraged or allowed, criteria which may be applied to decisions on development consent or forward programmes that identify certain types of development to be pursued in a particular sector (e.g. wind energy within an Energy P/P).”*

5.0 SEA Screening

Where SEA is not mandatory, a screening procedure must be undertaken to determine whether plans or programmes are likely to have significant environmental effects and thus whether an SEA is required⁴. In this way screening forms the first of a set of SEA stages that mirror the making and implementation of a plan. The remaining SEA stages arise where screening has determined that SEA is required and are: scoping, environmental report, consultation and then monitoring of the significant environmental effects of implementing the plan. That environmental report is to be used to inform the plan being made. The SEA process therefore stands beside the plan, matching its evolution.

The Environmental Protection Agency (EPA) (RoI) provides resources for undertaking SEA that include a two-step procedure for SEA Screening: Task 1.1. pre-screening; and Task 1.2 supplying environmental significance criteria. This procedure is utilised to format this screening record.

5.1 SEA Pre-Screening

Pre-Screening consists of a set of independent questions and is intended to guide a determination of the necessity for SEA where SEA is not mandatory, as in the case of this Plan. Figure 1 is a copy of the EPA decision tree of the pre-screening procedure that has been applied to the Plan.

There is a matching graphic flow chart provided in UK guidance in order to determine whether a plan requires SEA. That graphic is repeated at figure 2.

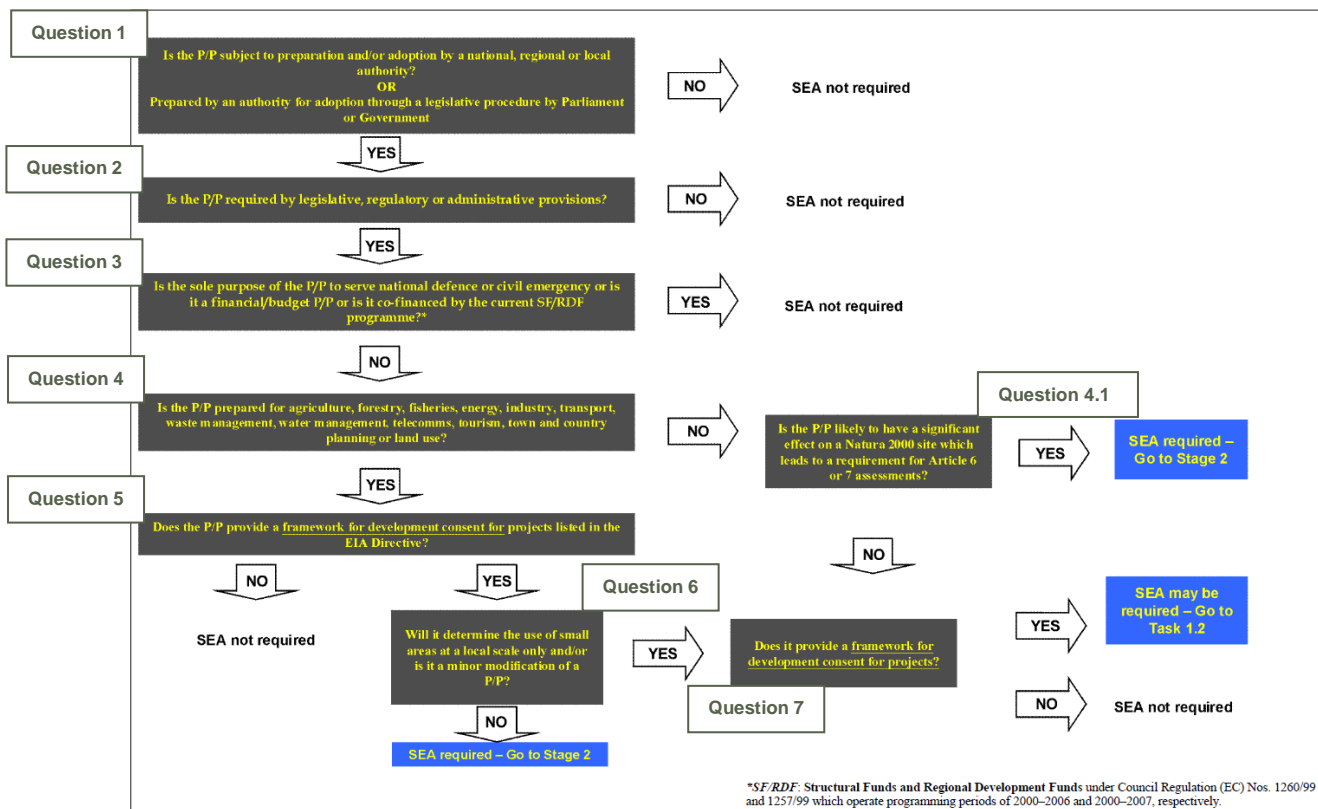


Figure 1: Pre-Screening Procedure. Copy of EPA Figure 1, SEA decision tree to be used in Task 1.1⁵ with each decision event numbered as a question

⁴ <https://ec.europa.eu/environment/eia/sea-legalcontext.htm>, accessed April 2021

⁵ *Development of Strategic Environmental Assessment (SEA) Methodologies for Plans and Programmes in Ireland – Synthesis Report*, Environmental Protection Agency (EPA), 2013 (RoI),

Question 1 *Is the plan subject to preparation and/or adoption by a national, regional or local authority?*

Considered, **Yes**. This plan is being prepared by Waterways Ireland who are a cross-border body and not an authority. However, for the purposes of domestic SEA transposing regulations, Waterways Ireland is a competent authority in the Republic of Ireland and a responsible authority in Northern Ireland. Therefore, Waterways Ireland are considered a national authority in the context of this question.

Or

Prepared by an authority for adoption through a legislative procedure by Parliament or Government?

No, the Waterways Ireland Climate Action Plan is a non-statutory plan and therefore not subject to a matching legislative procedure for adoption.

Outcome: An affirmative response in answer to question 1 leads to Question 2.

Question 2 *Is the plan required by legislative, regulatory or administrative provisions?*

No, the Waterways Ireland Climate Action Plan is a non-statutory plan.

Outcome: The requirement to proceed with SEA is screened out at this juncture.

In accordance with the precautionary principle and in recognition of the currently evolving domestic legislative contexts for climate change which may for example, require sectoral plans from all government bodies, it is decided to proceed to Question 3.

Question 3 *Is the sole purpose of the plan to serve national defence or civil emergency or is it a financial/budget plan or is it co-financed by the current SF/RDF (Structural Funds and Regional Development Funds) programme?*

No.

Outcome: A negative response in answer to question 3 leads to Question 4.

Question 4 *Is the plan prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecoms, tourism, town and country planning or land use?*

The Climate Action Plan is not for the management of any of the above areas. However, the answer to this question can be a considered **'yes'** having regard to the remit of Waterways Ireland and the waterways, or aspects of the waterway assets they manage, Waterways Ireland contribution to those areas and the intention of the Climate Action Plan to influence the way that Waterways Ireland undertake those management duties.

Were this answer a simple **'no'** then the process would direct a determination to **Question 4.1** *Is the plan likely to have a significant effect on a Natura 2000 site which leads to a requirement for Article 6 or 7 [Habitats Directive] assessments?*

An accompanying screening for Appropriate Assessment (AA) of the Climate Action Plan has concluded that AA is not required.

Outcome: A positive response in answer to question 4 leads to Question 5.

Question 5 Does the plan provide a framework for development consent for projects listed in the EIA Directive?

No. Having regard to Annex II of the Directive, the Climate Action Plan will promote and support climate action to decrease emissions and increase efficiencies in organisational operations and practices but does not set down the location, size or operating conditions of physical development or activities.

Outcome: The requirement to proceed with SEA is screened out at this juncture.

The SEA pre-screening task therefore precludes the requirement to progress further with SEA for this Plan.

Utilising the same responses, UK guidance also determines that the Plan does not require SEA. This outcome is illustrated at figure 2 where the above responses are annotated over the flowchart from that guidance.

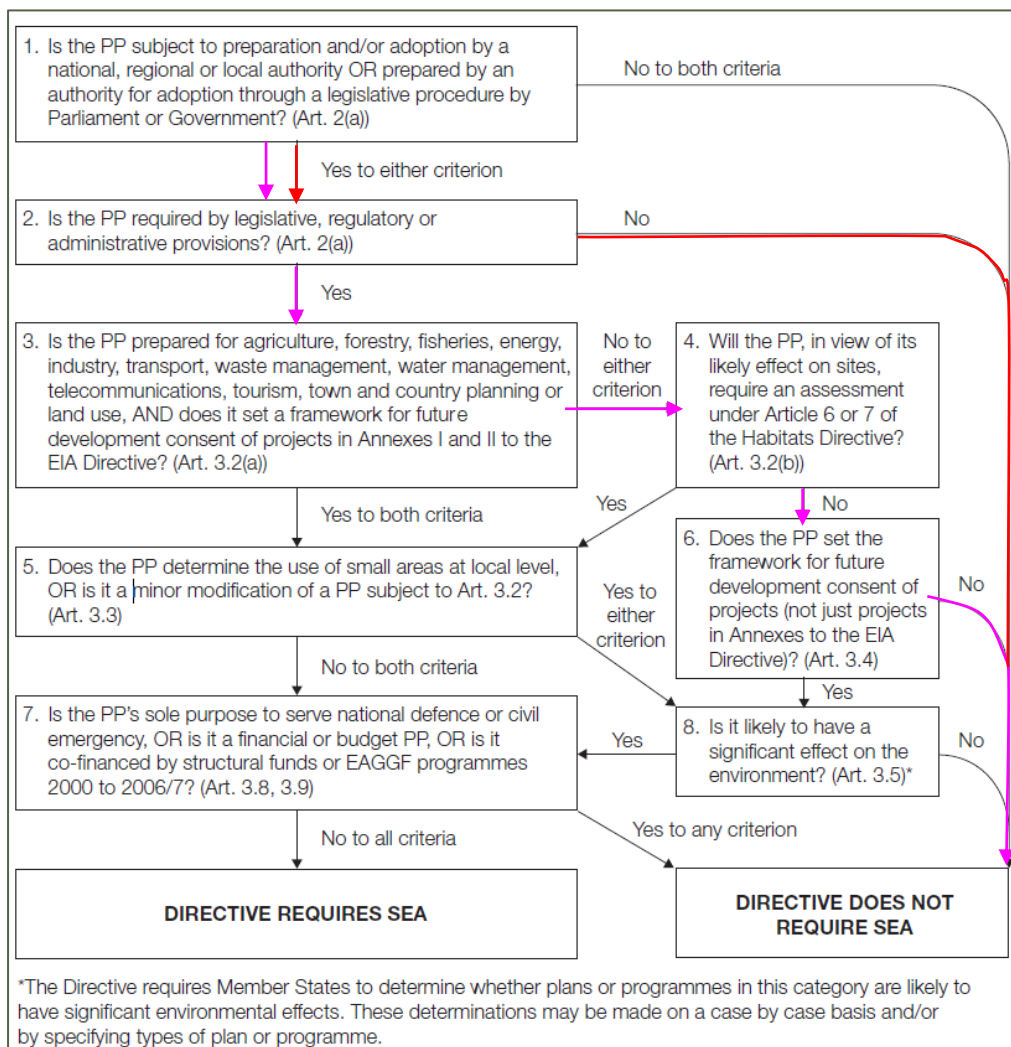


Figure 2: Copy of Figure 2 – Application of the SEA Directive to plans and programmes⁶ with SEA screened out by Question 2 (indicated in red) and Question 6 (indicated in pink) when precautionary approach described above deployed.

It is concluded that SEA pre-screening precludes the requirement to progress SEA for this Plan. It is noted that this conclusion is drawn having regard to the statutory basis for this Plan, its effects that do not constitute a framework for development consent, and the screening for AA undertaken for the Plan.

⁶ A Practical Guide to the Strategic Environmental Assessment Directive, Office of the Deputy Prime Minister, 2005

5.1.1 SEA Applicability

Since the SEA pre-screening exercise carried out in October 2021 on the content of the draft Plan, *Good Practice Guidance on SEA Screening*, EPA (RoI) was published in December 2021.

That Guidance provides templates for stages in the SEA process, including Template 1 that records the outcome of the 'applicability' of SEA. Appendix 2 populates that SEA applicability template for the Waterways Ireland Climate Action Plan 2030. The conclusion arising matches that of SEA pre-screening and in template terminology concludes, for the reason outlined in section 5.1 above, that the Waterways Ireland Climate Action Plan 2030 falls outside the scope of the SEA Directive as it is not deemed to require SEA or any further screening for SEA through the pre-screening process and no further consideration of its possible impacts is required.

5.2 SEA Screening Statutory Consultation

Waterways Ireland is a cross-border body (North-South Implementation body) that Under the Climate Action and Low Carbon Development Act, 2015 (RoI), is a *relevant body*.

The Waterways Ireland Climate Action Plan, as a plan of a statutory body, required SEA consideration. The transposing regulations for the SEA Directive, for the purposes of plan making, recognise Waterways Ireland is a *competent authority* in the Republic of Ireland and a *responsible authority* in Northern Ireland.

Both the Republic of Ireland and Northern Ireland SEA Regulations require consultation with statutory bodies where the requirements of the SEA Directive apply. Under both jurisdiction's Regulations, this statutory consultation must be undertaken at each stage of SEA. The SEA Directive requires that SEA compliment the plan making process as SEA that is not screened out, generates further SEA stages, including an environmental report that informs the plan. With these obligations in mind, statutory consultation for the purposes of SEA Screening was sought in tandem with the stakeholder engagement phase for the making of the Climate Action Plan.

The appropriate statutory consultees for SEA were determined having regard to Article 9(5) of the RoI Regulations and (4)(1) of the NI Regulations. The RoI Regulations mandates notice to the EPA prior to making a decision on the requirement to carry out environmental assessment, or screening for SEA. Notices to three other Government Departments on a discretionary basis are dependent on the plan makers opinion on whether the plan might have significant effects on particular aspects of the environment. The NI Regulations nominate the Department of Agriculture, Environment and Rural Affairs as the consultation body for SEA.

The overall ambition of the plan as a formal statement of the Waterways Ireland commitment to reduce emissions and improve energy efficiency was known at the outset of the plan making process. However, the scope of the plan and its potential actions were naturally unknown being a function of the collaborative plan making process.

Having regard to the precautionary principle and the then unknown scope of the plan and therefore unknown potential of the plan content to trigger SEA, it was decided that SEA consultation should be sought with all potential statutory consultees. SEA screening statutory consultation was sought in writing, by letter issued electronically by email 21 April 2021 to the following consultees:

- RoI Environmental Protection Agency (EPA).
- RoI Department of Housing, Local Government and Heritage (DHLGH).
- RoI Department of the Environment, Climate and Communications (DECC).
- RoI Department of Agriculture, Food and the Marine (DAFM).
- NI Department of Agriculture, Environment and Rural Affairs (DAERA).

Having regard to the mandatory minimum 4 week allowance for responses to prior notice of making an SEA decision under the RoI Regulations against the prevailing Covid-19 public health arrangements, 6 weeks was provided for responses.

Acknowledgments were received from the NI SEA Team and RoI EPA and both organisations were also engaged in telephone consultation, with the result that both requested this screening report. Responses were also received from the Geological Survey of Ireland (GSI) and Inland Fisheries Ireland (IFI), both under the auspices of the DECC. IFI made a considered submission recognising the then stakeholder engagement being undertaken for the making of the Climate Action Plan and emphasising the requirement to make provision for aquatic biological diversity that requires protection of water quality and associated physical habitat. The GSI encourages the use of its geoheritage, groundwater geological mapping geohazards, marine and coastal unit, and geochemistry (soils, surface waters and sediments) datasets for environmental assessment scoping. None of the consultation responses stated that the plan would be likely to have significant effects on the environment.

The consultation responses did not alter the outcome of the pre-screening when taken together with the draft Climate Action Plan content.

In January 2022, a copy of the Draft Plan alongside Appropriate Assessment (AA) and Strategic Environmental Assessment (SEA) screenings (both October 2021) were circulated to the same consultees. A period of 4 weeks was provided should consultees have wished to provide observations on the draft documentation circulated. Acknowledgments were received from all consultees. NIEA (Northern Ireland Environment Agency) and DfC Historic Environment Division (HED) operating via a Service Level Agreement with colleagues in DAERA in relation to SEA both noted the determination that SEA was not required for the Plan. EPA (RoI) noted the proposed determination that SEA was not required for the Plan and further requested that a copy of the decision as to whether SEA had been determined or not should be made available for public inspection and that a copy of that determination be issued to the relevant authorities consulted. On foot of this request, a copy of this report with the AA Screening for the finalised Plan and a copy of the Plan will be circulated to consultees.

5.3 SEA Screening Conclusion

Having regard to the outcome of the pre-Screening procedure at 4.1 above and the outcome of initial SEA Screening consultation, it is concluded that that SEA is screened out.

No requirement for SEA is identified as a result of this SEA screening assessment.

Appendix 1 Schedule of Objectives and Key Results of Waterways Ireland Climate Action Plan 2030

Collaboration and Engagement	
<i>Objective 1: Deliver the Waterways Ireland Climate Action Plan through empowerment of staff and proactive engagement and collaboration with our stakeholders.</i>	
Key Result	Timeframe
KR1.1: A governance framework is established that engages staff, drives change, co-ordinates energy management and decarbonisation activities, and shares feedback and learning from projects, processes and research carried out under this Climate Action Plan	2022
KR1.2: A Climate Action Manager is appointed (with support staff) to coordinate information and capacity-building, which promote the integration of processes and a culture of research, learning and sharing in pursuit of climate action	2022
KR1.3: A long term training programme is developed for relevant supervisors and managers to undertake energy management and climate risk audits	2022 – 2023
KR1.4: Staff empowered through development of employee-led ‘task and finish’ groups to identify and implement climate action measures across all work areas.	Annually from 2022
KR 1.5: Opportunities to partner in climate action initiatives with public, private and education sectors are identified by the Climate Action Steering Group, particularly in research and technical projects, including citizen science	Annually from 2022
<i>Asset and Resource Management Objective 2: Embed climate action processes and investment through effective integration with asset and resource management systems.</i>	
Key Result	Timeframe
KR 2.1: Asset management processes are reviewed and refined to incorporate climate action (risks and opportunities) across the operation, maintenance and disposal of assets	2022 - 2023
KR 2.2: Life cycle value (whole life costing of assets or systems of assets) tools to support the climate-proofing of asset management processes are implemented	2023 - 2025
KR 2.3: Climate focussed KPIs are developed for key asset types (high energy use / high emissions / high risk) to support climate-proofing of asset management systems and processes	2022 - 2023
KR 2.4: Remote and real time monitoring is implemented on key assets with decision support tools and data integration to mitigate against climate risks, such as shrink-swell subsidence	2022 - 2025
KR 2.5 An enhanced organisation-wide approach to sustainable procurement is developed and implemented in line with Government guidelines (to include capacity building in relation to procurement decision-making)	2022 - 2023
<i>Energy Efficiency & Decarbonisation Objective 3: Achieve emission reductions and be a net zero organisation by 2050 at the latest.</i>	
Key Result	Timeframe
KR 3.1 Energy demand and carbon emissions reduced annually in line with the glidepath (See Fig. 9) required to meet our 2030 and 2050 targets	Annual from 2022
KR 3.2 Annual programme of efficiency measures implemented on infrastructure with high energy demands e.g. specific pumps, buildings and depots	2022 - 2024
KR 3.3 100% of Waterways Ireland electricity needs are procured from renewable sources	2024
KR 3.4 Waterways Ireland energy management programme fully operational, with a focus on resourcing and processes	2023
KR 3.5 Energy and emissions data quality improved and informing decision making by comparing energy use against baseline (and where possible include asset level data, data integration and real time monitoring)	2024
KR 3.6 ISO 50001 certification for energy management achieved	2025

Travel & Transport	
<i>Objective 4: Enable staff and stakeholders using our shared waterways to use lower carbon travel and transport</i>	
Key Result	Timeframe
KR 4.1 Emissions from all business travel reduced in line with the glidepath required to meet our 2030 and 2050 targets (See Fig.9)	Annual from 2022
KR 4.2 Fleet and plant management systems and processes are enhanced; strengthening data, transport planning and coordination, and incorporating climate-proofing into fleet replacement plans in line with Clean Vehicles Directive requirements	2023 - 2024
KR 4.3 Electric Vehicle charging infrastructure and active travel options for employees and waterway users are provided at key locations	2022 - 2026
KR 4.4 Achieve 20% digital and remote working, where appropriate in order to reduce staff travel	2022 - 2023
Sustainable Water Management.	
<i>Objective 5: Ensure our waterways are managed sustainably and resilient to climate and other environmental risks.</i>	
Key Result	Timeframe
KR 5.1 Risk management processes are fully integrated into asset management and business planning, using consistent indicators of flood/drought resilience for assets and waterways network	2022 - 2023
KR5.2 Develop accurate monitoring systems and processes to enable real-time hydrometric data to inform risks, opportunities and decision-making across our organisation	2022 - 2024
KR5.3 Deliver a Water Resource Management Strategy, that focuses on sustainable water use and incorporates up to date climate risk assessments	2022 - 2024
KR 5.4 Artificial waterbodies under our remit are monitored in compliance with the Water Framework Directive	Annually
KR 5.5 Good Ecological Potential in our artificial waterbodies is achieved on an ongoing basis	Annually
Heritage Protection	
<i>Objective 6: Ensure our waterways heritage is climate resilient for the continued enjoyment of current and future generations.</i>	
Key Result	Timeframe
KR 6.1 Climate Action is incorporated into the Waterways Ireland Heritage Plan 2030	2022
KR 6.2 Climate change risk assessments for our heritage sites and assets have been incorporated into our asset management frameworks	Annually from 2023
KR 6.3 Climate change risk assessments are used to inform decision making around the maintenance of heritage sites, with a focus on both preventative and remedial actions	Annually from 2024
KR 6.4 The promotion of climate action is delivered annually through heritage events and initiatives	Annually from 2022
Biodiversity and Nature-based Solutions	
<i>Objective 7: Continue to develop our waterways as biodiverse, healthy, vibrant and welcoming places.</i>	
Key Result	Timeframe
KR 7.1 Capital investment and maintenance plans are reviewed to ensure that soft engineering, nature-based and green infrastructure solutions are, where possible, prioritised	Annually from 2022
KR 7.2 Natural capital accounting and carbon sequestration potential are measured across all waterways and land owned by Waterways Ireland	2026
KR 7.3 Our commitments under international, European and national biodiversity strategies are delivered	Annually from 2022
KR 7.4 Key approaches to protecting biodiversity and promoting biosecurity incorporated into strategic policies and plans	2022

Appendix 2 Waterways Ireland Climate Action Plan 2030 record – EPA (RoI) SEA Good Practice Guidance, Applicability Template

Section 1: General Details	
Type and title of PIP (plan or project):	Waterways Ireland Climate Action Plan 2030
Name of PIP Maker:	Waterways Ireland
Date:	20 May 2022
Section 2: Status of the PIP Maker	
<p>Is the PIP prepared and/or adopted by an authority at national, regional or local level or prepared by an authority for adoption through a legislative procedure by Parliament or Government?</p> <p><i>Clarify who will prepare the PIP, if they are affiliated to any authority and if the PIP will be adopted through any legislative provision.</i></p>	<p>The Plan is prepared by Waterways Ireland, a cross-border body responsible for the management, maintenance, development and promotion of over 1000 km of inland navigable waterways, principally for recreational purposes and will not be adopted by any legislative provision.</p>
<p>Is the PIP required by legislative, regulatory, or administrative provisions?</p> <p><i>Provide information on any legislative, regulatory, or administrative requirements. This criterion also includes PIP required to deliver administrative functions of an authority e.g. Dublin Port Company Masterplan.</i></p>	<p>Waterways Ireland is a ‘<i>relevant body</i>’ under the Climate Action and Low Carbon Development Act, 2015, as amended and as such must have regard to that statute in the performance of its functions. They also contribute to the Northern Irish Government Functions under Key Priority Areas of the Northern Ireland Climate Change Adaptation Programme 2019–2024 (NICCAP₂). The Waterways Ireland Climate Action Plan 2030 is not required by statute. It is a strategic document outlining the organisation’s ambitions to advance climate actions and ensure the inland waterways under its remit are climate resilient.</p>
Section 3: Nature of the PIP	
<p>Is the PIP prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use?</p> <p><i>Clarify if the PIP falls under any of these categories. This should be considered broadly such that energy may be interpreted to include grid, petroleum industry, electricity, renewables.</i></p>	<p>Climate Action Plan is not specifically prepared for any of the categories listed. However, as at section 5.1 of the report, it is noted that Waterways Ireland is engaged in waterway management and it is the intention of the Climate Action Plan to influence the way that Waterways Ireland undertake those management duties.</p>
<p>Does the PIP provide a framework for the development consent for projects listed in the EIA Directive?</p> <p><i>This is a fundamental question in the applicability stage. The interpretation of this statement should include any PIP which includes full or partial rules, limits or other criteria that would be used in development management; PIP that set legal requirements or are binding rules; PIP that have goals or targets; PIP that commence the process of optioneering for locations or technology or modes etc. If there is any doubt regarding the applicability of this statement, the PIP should move forward to Stage 2 and consideration of screening criteria.</i></p>	<p>No, <i>Waterways Ireland Climate Action Plan 2030</i> does not set any framework for future development consent.</p>

<p>Is the P/P likely to have a significant effect on a Natura 2000 site which leads to a requirement for Article 6 or 7 assessments?</p> <p><i>To fully answer this question, the AA screening must be complete, particularly where the outcome is pointing to a P/P being screened out.</i></p>	<p>Screening for Appropriate Assessment has been undertaken and it has been determined that there is no likely significant effect to any European site arising from the implementation of the <i>Waterways Ireland Climate Action Plan 2030</i>, either alone or in combination with other plans and projects.</p>
<p>Section 4: Exemptions</p>	
<p>Is the sole purpose of the P/P to serve national defence or civil emergency or is it a financial/budget P/P or is it co-financed by the current SF/RDF programme?</p> <p><i>Clarify if the P/P relates to any of the exemptions. If it is of this type, no SEA is required.</i></p>	<p>No, the <i>Waterways Ireland Climate Action Plan 2030</i> is not a plan of a type exempted from SEA.</p>
<p>Section 5: Conclusion</p>	
<p>Summarise the relevant information informing the assessment and the main reasons the P/P does or does not fall within the scope of the SEA Directive.</p> <p>Does fall within scope:</p> <ol style="list-style-type: none"> <i>The plan does apply to one or more of the sectors in the SEA Directive <u>and</u> does provide a framework for development consent of projects requiring EIA</i> <p><i>AND/OR the plan is likely to have a significant effect on a Natura 2000 site and, therefore, requires an assessment under Article 6(3) of the Habitats Directive. SEA is therefore required.</i></p> <ol style="list-style-type: none"> <i>There is uncertainty about the nature of the P/P and whether it may give rise to significant effects on the environment. The plan cannot be screened out for SEA or AA and requires a more detailed screening assessment.</i> <p>Does NOT fall within scope:</p> <ol style="list-style-type: none"> <i>The plan does not apply to any of the sectors in the SEA Directive and does not provide a framework for development consent of projects requiring EIA,</i> <p>AND</p> <p><i>The plan is not likely to have a significant effect on a Natura 2000 site and therefore does not require an assessment under Article 6(3) of the Habitats Directive. SEA is therefore not required.</i></p> <p><i>For outcome 1 the plan maker should advise that they will move forward to SEA scoping. For outcome 2 the P/P should move to Stage 2 Screening. For outcome 3 the applicability template should be completed and kept on file.</i></p>	<p>The <i>Waterways Ireland Climate Action Plan 2030</i> does not fall within the scope of the SEA Directive. It is not likely to have a significant effect on a Natura 2000 site nor does it provide a framework for development consent. It is therefore not deemed to require SEA or any further screening for SEA by the pre-screening process and no further consideration of its possible impacts is required.</p>