

**File name:** offshore\_wind\_\_sean\_mccready\_\_\_invest\_ni (1080p).mp4

**Moderator questions in Bold**, Respondents in Regular text.

**KEY: Unable to decipher** = (inaudible + timecode), **Phonetic spelling** (ph) + timecode), **Missed word** = (mw + timecode), **Talking over each other** = (talking over each other + timecode).

Sean McCready: Good afternoon all, obviously running a bit behind so I've got the good part of shortening mine right down so I'm Sean McCready, Doyle Shipping Group here in Belfast. We've offices throughout Northern Ireland and throughout Ireland as well, our main office in Northern Ireland is obviously Belfast, we own Greenore Port and we've got a big development going on at Cork Port for floating winds so that's something for the future for us. Briefly, we were first established in Belfast in 1853 and I know I don't look that age but I feel that age sometimes. We're now owned by the Doyle Shipping Group which was set up in 1855 so a long family-owned business, we've over 650 employees throughout the group and we're still a privately owned business. In renewable energy, we've been probably working with the companies for 25 years, the likes of Vestas and Siemens on the on-shore side of it. So on the on-shore side of it, we were able to use our experience there and bring it to the off-shore side of the business. Robin Rigg was probably our first development, working alongside with Harland and Wolff we're doing the actual, sorting of the components and working with the hose (ph 01.24). On the on-shore we work with Vestas, GE Wind, Nordex, so we work right across the board with all of the industry players. What do we do? We are ships agents (ph 01.36) we do steer (inaudible 01.37), do terminal logistics (ph 01.38) on-site and off-site, we're housing customers clearance, all that sort of stuff. We're the operational managers for the Isle of Mann steam packet company and we work with a number of the P&I clubs. BIMCO members since 1932, UK Light Due (ph 01.54) collectors, so we have a wide varying performance of what we have within our group, we're able to move our staff about differences offices. If we win for a project in Dublin or in Cork or in Belfast or in (inaudible 02.07), we're able to use all that experience and move our guys about.

So our off-shore projects probably started in 2012 and with Siemens and DONG and Van Oord and people in Boskalis (ph 02.22) was the first ones in here. 2014 and 2015 was probably our biggest jump, we were contacted by Siemens, about just finished the (inaudible 02.31) project so we were contacted by Siemens and asked if we would go to Sassnitz in Germany, so we all got out our maps and wanted to know where Sassnitz in Germany was, it was part of their Baltic tube project, their AMBW project. So they asked us to come along there for about a year, 12 months, and what our project was, to learn the stevedores in Sassnitz, how to move the machinery, how to work with it. So we were there as like a training company there for just over a year and a half, that filled a gap in and then we had the Burbo (ph 03.03) contact here in Belfast, we worked with DONG Energy or Orsted as they're now known as well, so we've worked with all the players in Belfast here since 2012. Then we moved onto the (inaudible 03.18) and the Siemens and the turbines and stuff so we're starting off at 3.2 megawatts, now we're up to 6, now we're up to eight and now we're up to 9.5 so we've handled them all in Belfast throughout the years. We do all the thermal operations, so we offload the ships, we make sure the SPMT's are there, we move the components down from the quayside to the backup area, we've been asked to do electrical work on some

of the components as well so we do different things in the whole package, what, what we try and do is to make sure that when the company comes to us, that we can develop and we can use the local people that we have here. We don't do everything, we cannot do everything, but we will go to the likes of, you know, (inaudible 04.00), we've worked with Ridgeway, we've worked with different (inaudible 04.03) engineering.

So, we use what's in Northern Ireland, what's in Belfast, to push it on to the, the next level. Obviously Artemis Technologies there, we launched the, the press day there, we launched into the water there at D1 site. We worked with Ridgeway for the (inaudible 04.21) project with the rock bags, loading them onto the vessels. Then QED Naval, the sub hub, that was a development done by QED Naval, they're based in the UK now, so that was built here in Belfast, so again, we launched that into the water at, at day one as well. So, we've (inaudible 04.41) thing with Lamprell, Harland And Wolff, we were involved with the East Anglia ONE jackets that were produced in-, developed in Harland and Wolff there. So, again, you know, what do you do? Here's another part of what we do, (inaudible 04.55). We work in Larne Port, there's Belfast port and (inaudible 04.59) port, these are some of the intercom components for onshore, so again, we provide all the staff, all the labour, manpower, GOW approve stuff like that for, for each of the ports. Offshore wind, DSG Belfast, we've been probably at this since 2010, working with Belfast Harbor and working with DONG Energy, so we developed a system here. What we do before the components even come to Belfast, we will go to the likes of (inaudible 05.31) port where the blades are done, we will go to (inaudible 05.34), the tower sections, so we'll see the components being worked on, we'll see the components being loaded on the ships.

So, we get a real feel of exactly what we need to do in Belfast or Lorne and how the components need to be handled. Obviously Belfast Harbor, the D1, Carl installed some other pictures, but we'll leave it there, so the monopiles on the D1 site, our office is just-, where the monopiles are, it's just to the right of that, so Cam, are we on-site? We absolutely are, right behind it there. So, you can see the site develop there with-, that was Boskalis, the MPs and TPs, and that was Siemens then above it with the wind farm components. And it's all about managing the interaction between those two companies, there's where we come into play as well, we have the interaction with DONG Energy, between Siemens and Van Oord and Boskalis and those people. So, again, that's another site picture of the-, of the D1 facility in Belfast at use. That's taken-, gives you the view of, of the monopiles and TPs, and that's the load-out vessel, (inaudible 06.36). So, again, we're involved in the load-out as well, of that, monopiles, this is a way of actually floating the monopiles out to sea, which, which was developed by Van Oord, so they actually lift the whole-, the monopile and put it into the water and then they tow the monopile out to the site. So, again, it's a-, it's a new way of doing it, which we really worked at. The TPs were-, yes, they were nice colours, as you can see in all our photographs, Belfast is, again, a nice sunshine day, so we work a 24-hour day, seven days a week, Christmas day, it does not matter. Some of these installation vessels are £240,000 a day. So, when they say every minute counts, they really do mean every minute counts. So, we do work Christmas day, we work right through the year, and depending on just what needs done, we provide the labour.

At the start we had probably 25 staff involved in it. We then went up to 60 staff involved in it on each of the projects. They all had different, sort of, varying levels of what they needed to do but we're able to work with Siemens and with Vestas and Boskalis, and all the companies there, to make sure that we did provide a service. We made sure that the SPMTs-, we, we worked with all the TPs, so it's just making sure that the whole concept works. We have the drivers there available for, for the reach stackers. So with reach stacker drivers, (inaudible 08.02) something that we do. We work with the ships when they come in, organising with Belfast port, the (inaudible 08.10), the togs, the mooring. All that's the sorts of stuff, so we keep interacting between Dong Energy and, and Vestas and Siemens to make sure the ships get in on time, get offloaded on time and get out on time. So it's, it's an important part of it all to work together, so that's us off floating some Vestas blades there. You can see the different-, everybody has a different system of how they do it, how they work with, how they stack them on board and that's the, sort of, the site almost filled up there with the blades and the towers. So again we're, we're interacting with the manpower and the slingers and the banksmen all right across the board with all the companies there. That's the installation vessel. That's the last of the Van Oords, just taking out the last of the MPs there, and then they finish the TPs off. So, again, it's 24-hour service working with them. So we provide (mw 09.01) logistical manpower. All the guys are qualified, GW approved, all-, it's very important that you have all that. You can't have, sort of, a first aid done by St John's Ambulance.

You know, they have to be all approved, pre-approved and make sure they're on-, and Siemens have a list, Vestas have a list, Van Oord have a list. They all have a list so you have to make sure that you're on there obviously. We do on-site logistical services, so not only the component movements but a lot of spare parts need done, a lot of spare parts need warehouse, a lot of spare parts need brought from Denmark, UK, Germany. There's times we've had to send a van to Norway to lift a piece to get it back to Belfast as soon as possible. You put two guys in a van, you tell them just to go, so that's the sort of services you have to offer. That's what we do every day with them and it keeps us going. So we do backup services, hotels, taxis, silly things like that, you know, that people really don't see in-, what has to happen in the background but we're there getting spare parts. We know who to talk to and we work our way through. So I ran through that really quickly. So, at Doyle Shipping Group, we're part of a major group. We work in renewable energy. We do a lot of project work so we're actually starting now talking with the harbours, with ship owners, with some of the component manufacturers about what's happening in 2024 and 2025, 2026. The concern that we-, one concern that we have is the bigger these components get, how big do the ships get, and how big do the ports need to be? Because that's, that's a major concern that is there a limit down the line that we have to look at and say most ports can do it? Belfast is probably the only port, sort of, in the Irish sea that can handle a lot of this traffic and, working with Belfast Port and working with Harland & Wolff, there is room there for development. But, again, we've got to watch what size we go to. We've lessons learned. It's hard work. It's 365 days a year, seven days a week, and that's what you have to do. Okay, thank you. Captions by www.takenote.co