

DUBLIN PORT COMPANY MASTERPLAN

Report on the Consultation Process



1 Introduction



In March 2011 Dublin Port Company (DPC) commenced a consultation process for the Masterplan. The process was aimed at soliciting views from a wide circle of stakeholders whose views on the operations and future of the port are important.

The consultation process involved:

- » The publication of a detailed Issues Paper outlining the issues that are being taken into consideration in the context of the Masterplan and the initiation of a formal consultation process to secure submissions on the Masterplan.
- » Extensive face to face briefings with key stakeholders prior to the launch of the Masterplan Issues Paper.

- » A comprehensive media information campaign surrounding the Masterplan designed to solicit interest and participation in the Masterplanning process.
- » Public information and notices including advertisements, door to door leaflet drops and an information briefing published for local residents and stakeholders.
- » A targeted outreach programme to key stakeholders.
- » A significant digital media initiative with a dedicated micro website and a You Tube video detailing the background to the Masterplan.
- » Initiation of a distinct consultation process around the preparation of the Strategic Environmental Assessment to accompany and inform the Masterplan.

- » A series of events including:
 - A seminar on the soft values of the port.
 - Local community briefings in Clontarf, East Wall and Ringsend.
 - A conference for commercial, industry and public affairs stakeholders.
 - An event for customers of Dublin Port Company.
 - Direct briefings with a selection of community and environmental groups.

The objective of the consultation process was to create awareness of Dublin Port, to identify the issues that DPC is seeking to address in the Masterplan and, most importantly, to encourage participation and submissions on the Issues Paper to contribute to the final Masterplan.

2 The Responses to the Consultation Process



The consultation process created a significant level of interest and active participation.

The community briefings attracted over 100 people from Clontarf, East Wall and Ringsend. The conference was attended by 140 key stakeholders, while additional briefings were held with 12 organisations and groups.

The consultation process secured 222 formal responses from a range of participants categorised as follows:

- » Commercial - 12 respondents
- » Environmental/Recreational/Amenity - 4 respondents
- » Submissions by individuals - 35 respondents
- » Submissions by residents - 146 respondents
- » Submissions by public representatives - 8 respondents
- » Submissions by governmental/statutory bodies - 8 respondents
- » Submissions by trade and representative groups - 9 respondents

This is an encouraging response rate for a consultation process of this nature and, in particular, the level of understanding of the matters outlined in the Issues Paper was extremely high. This manifested itself in a series of excellent and constructive submissions on the matters raised in the Issues Paper.

While most were original submissions prepared by respondents, there was a number that were circulars which were identical in every respect bar the name of the respondent.

3 Issues Arising from the Consultation Process



A number of common themes emerged from the responses to the Issues Paper and are summarised as follows:

- » There was a general welcome for the Masterplanning process and the opportunity that it provided for individuals and organisations to input their views on issues concerning the future of Dublin Port.
- » A strong and consistent theme concerned the need to ensure that Dublin Port and Dublin City are integrated and that the Port “turns its face” to the City, by both removing physical barriers to integration and through encouraging more people to visit the Port or view the activities taking place in the Port.
- » There was widespread acceptance that Dublin Port is a key part of national strategic infrastructure and plays a key role in the life of the City and the greater Dublin area.
- » The importance of facilitating international trade in Ireland was also recognised and reflected in submissions.
- » There was unanimous agreement that everything possible should be done to encourage and facilitate the increased presence of Cruise Ships in Dublin Port. Some argued that cruise terminal facilities should be located on the south side of the Port, rather than at existing locations or at the putative location at North Wall.
- » There was general agreement that DPC faces significant challenges in operating and growing the Port in light of the location of the Port alongside sensitive environmental zones. In particular it was recognised that there is an onus on DPC to ensure that the impacts of proposed developments are clearly and fully outlined in advance of any proposals to proceed with development.
- » Respondents also reflected a common view that DPC should fully exhaust all viable alternatives to meet the operating requirements of the Port before engaging in additional reclamation works. In particular a number of respondents commented on the need to ensure that land within the Port Estate is properly “sweated” and used for its maximum advantage.
- » Some commented that there should be financial penalties created to prevent wasteful use of the land by tenants in Dublin Port.
- » Some of the residents groups objected to the Masterplanning process and were not prepared to give their views on the matters addressed in the Issues Paper without seeing detailed proposals for specific projects.
- » The need to ensure better permeability between the Port and the City was also a common feature in the responses to the Issues Paper.
- » There was widespread recognition that the creation of new port facilities at Bremore was not likely in the medium term given the financial challenges facing such a project in light of current national capacity, the scale of the engineering project involved and the current funding challenges facing the promoters.

4 Additional Reports Required as a Consequence of the Consultation Process



Arising from the Consultation Process and the responses to the Issues Paper there is a number of additional reports and studies that need to be considered in the context of finalising the production of the Masterplan.

The key additional studies that might be undertaken as part of the Masterplanning process include:

- » A Strategic Environmental Assessment and Appropriate Assessment of the proposals outlined in the Issues Paper and likely to be reflected in the Masterplan.
 - » A Landscape/Visual assessment of the proposals detailed in the Issues Paper should form part of the Masterplan.
 - » A Mobility Management Plan (Port Travel, Port Transport and Logistics Plans).
- » A soft values programme designed to address how the soft values associated with the Masterplan will be delivered, including improvements to landscaping, provision of amenities and related matters.
 - » A study on the provision of cruise facilities – where will they go in the context of the integrated Masterplan.
 - » A study on pricing incentives to secure optimum use of port lands by tenants/licensees.

5 Additional Meetings



Arising from the submissions made by respondents to the Issues Paper there is a number of further meetings that should be arranged with specific stakeholders before the Masterplan is finalised.

These include:

- » ESB - concerning future generating activities at Dublin Port.
- » P&O European Ferries – concerning changes to operations in Dublin Port.
- » BirdWatch Ireland – relating to ecological and habitats impacts.
- » Inland Fisheries Ireland – concerning impacts on aquatic ecology.
- » DDDA – concerning the relationship between the DPC Masterplan and the DDDA Masterplan.
- » DCC – to address the observations of the City Council on the operation of the Port.
- » DCC Architects – to discuss issues relating to visual impacts, conservation and cultural heritage.
- » NTA – to explore the additional studies that they mention as being key to the effective working of the Port.
- » An Taisce – to address specific concerns they raise about the impact and operation of the Port over the term covered by the Masterplan.

6 Strategic Environmental Assessment



As a consequence of the consultation process a full Strategic Environmental Assessment is being conducted by Jacobs Engineering to inform, shape and assess the matters that will be reflected in the Masterplan.

This process involves an additional round of consultations and engagement with key stakeholders and will be fully integrated with the Masterplanning process.

7 Some Initial Observations from the Consultation Process



With the benefit of the considerable feedback and reaction to our Issues Paper a number of observations can be made which will assist the conclusion of the Masterplanning process.

The key observations arising from the responses to the Consultation Process that need to be addressed in the Masterplan are:

- » The objective of growing Dublin Port to enable it to handle 60m tonnes by 2040 is generally regarded as a reasonable basis for long term planning of the port.
- » There remains considerable unease among some stakeholders about any further works to increase the footprint of the port beyond its current 260 hectares.
- » There is concern about creeping infill for decades. Whatever level of infill is proposed in the final Masterplan, the Masterplan should confirm that there will be no more infill beyond that point.

» The responses to the Consultation Process make clear the imperative that the Masterplan should recognise the imperative to continue to make the most from the Port's existing land before any new land is created by reclamation works. Measures suggested by respondents to meet this imperative include:

- Moving non-core activities out of the port (particularly empty container storage depots) and using the freed up land for transit storage of cargo.
- Using market initiatives to increase still further the utilisation of existing terminals and facilities.
- » Examination of the responses to the consultation process from trade and logistics interests suggests that in the case of the Ro-Ro mode (where we believe there will be the highest level of growth), market initiatives could be introduced to include facilitating and incentivising increased frequencies of ferry operations (particularly on the short sea route to Holyhead) such that Dublin would more closely resemble Dover in terms of the intensity of land and berth usage.

- » To the extent that market forces in the shipping sector continue the recent trend of containerised cargo moving from Lo-Lo ships to Ro-Ro ships, some respondents suggest that DPC would provide facilities to support this trend. Such a movement would greatly lessen the demand for deepwater and expensive berths for Lo-Lo container ships.
- » More generally, to respond to concerns about optimum land usage, DPC should consider the use of pricing mechanisms to encourage efficient usage of land as follows:
 - Decrease allowable free dwell time for cargo while increasing charges for cargo remaining after this free time expires.
 - Include minimum sum payment obligations which would financially penalise low terminal throughputs and poor capacity utilisation in the specific operating agreements with ferry companies.

7 Some Initial Observations from the Consultation Process continued



- Maintain a policy of increasing rental levels over time in line with the provisions of the lease agreements for Lo-Lo terminal operators in order to provide an economic disincentive to low land utilisation¹.
- » The Issues Paper and the responses to the consultation process suggest that there is a foreseeable demand today to provide berths capable of handling Ro-Ro ships of 240m length. Such berths could be required within three to five years and the Masterplan needs to show where such berths will be provided.
- » Cruise ships are currently handled at deepwater berths more suited for cargo handling. The foreseeable growth in cargo will, therefore, put pressure on DPC to move the cruise ships to alternative facilities. This is a major issue on which there is widespread support for the development of new facilities for Cruise Liners.
- » Among the suggestions received during the consultation period is that oil storage facilities should be moved from the Port to an inland location, thereby freeing up 23 hectares of land for transit cargo storage. Such a move would self-evidently be expensive and would face significant planning and environmental challenges. Nonetheless, the Masterplan should evaluate this possibility.
- » There is a desire expressed by some respondents that the Masterplan should ensure that any future developments at the Port are future proofed. In this context, the Masterplan should evaluate the depths of new berths to be developed, even if the depths exceed the Port's ruling depth below -7.8m at Chart Datum (CD). The Masterplan should determine the maximum depths which might be considered for the bar and for berths in the Port and include these as fundamental parameters in our Masterplan.

¹ The preferred alternative to this would be to negotiate alternative franchises with leaseholders. Such franchises would give Dublin Port Company direct control on cargo dwell times.

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