The Chartered Institute of Logistics and Transport Ireland

Submission to the Dublin Port Post 2040 Dialogue

28 June 2021

The Chartered Institute of Logistics and Transport (CILT) Ireland welcomes the **Dublin Port Company** (**DPC**) to launch the **Dublin Port Post 2040 Dialogue**. We complement the Dublin Port Company on their achievements to date and support the DPC with their continued good work and initiatives in modernising the port operations and elevating the port capacity and through the Masterplan 2040. Dublin Port Company has published seven papers describing the challenge that lies ahead (see https://www.dublinportpost2040dialogue.ie/).

The CILT recognise the important role that Dublin Port plays not only to the transport industry in Dublin but also to the Irish economy as a whole, particularly in light of the Brexit and Covid-19 disruptive impact on the trade patterns and logistics operations.

Currently in 2021, the Dublin Port Company sought views on the long-term planning of essential port infrastructure for Dublin. We would like to put forward a few key points of discussion in the following sections.

1. Port capacity and potential infrastructure investment

As mentioned in the *Dublin Port Post 2040 Dialogue – Paper 2*[1], due to the port capacity limit, Dublin Port will reach its maximum throughput capacity projecting between 2030 and 2040. Additional port capacity will be needed on the east coast of Ireland to cater for the growth.

We agree with the view that moving cargo handling activities in Dublin Port to a new port built on a greenfield site will be extremely challenging in terms of environmental impact and enormously investment (as in *Dublin Port Post 2040 Dialogue – Paper 7*[2]). Moreover, port expansion and development options are generally limited by geography and land-use restrictions among major European port cities.

However, in the absence of lack of interest and funding in alternative solutions such as suggested developing alternative ports, that the idea of limited land reclamation could be considered post 2040. It's important the port infrastructure can react to changes in shipping volume, and service demand, especially in the post-Brexit era.

For land reclamation[3], several ports are implementing this, such as Singapore, London Gateway port. Liverpool also invested in a new terminal that allowed access to deeper water and hence larger vessels. But these port are much bigger ports than Dublin port, and most follow the landlord port model, except from UK ports which are private.

One advantage of the land reclamation is that it gives more direct access to deep water, however, the feasibility in Dublin port needs to be assessed based on sea bed depth in Dublin.

Some other issues of Dublin port is that the hinterland is quite small so there is a limit to the to/from cargo demand and also that it is further away from major routes. A port

[1] Dublin Port Post 2040 Dialogue – Paper 2: https://www.dublinportpost2040dialogue.ie/wp-content/uploads/2020/09/Paper-2-How-have-other-European-port-cities-developed.pdf
[2] Dublin Port Post 2040 Dialogue – Paper 7: https://www.dublinportpost2040dialogue.ie/wp-content/uploads/2020/09/Paper-7-Options-for-the-greenfield-development-of-additional-east-coast-port-capacity.pdf
[3] For more information on land reclamation, please see - https://wpassets.porttechnology.org/wp-content/uploads/2019/05/25182103/Port_expansion_through_land_reclamation.pdf

in the south of Ireland might have been a possible way to develop a transhipment hub for North America to Europe route.

So limited reclamation to allow space for the development of warehousing stock even so that a port centric model could be used to minimise movement of containers to/from the port could be an idea worth exploring. This could link with the port-city ties and the possibility of an urban consolidation centre there for imported goods destined for Dublin.

We are of the view that a study of freight flow for Ireland in the post-Brexit era could be conducted to forecast the potential demand for shipping tonnage, international road freight going in/out of Ireland, as well as assessing the additional future capacity of Dublin Port in terms of ability to handle additional RoRo, LoLo, General Cargo and Cruise Vessels. A timeline or roadmap to develop the infrastructure to provide that capacity should be proposed by DPC. A working group between Dublin Port and the other key ports on the East Coast (i.e. Arklow, Rosslare) in Ireland should be formed for such study.

2. Green ports and sustainable shipping

Ports are denoted as "the new power plants" in terms of their environmental and social impact on the neighbourhood. Air pollution from ship exhausts harms the surrounding area of the ports and coastal areas. Also, the road-intensive freight transport to and from ports will lead to a series of environmental and social issues in urban areas. Countries in Europe (and also around the world) are developing strategies, technologies, and regulations for mitigating the environmental impacts of the maritime industry (Munim and Saha[4], 2021).

The CILT would welcome more green initiatives from the DPC to address the climate change and sustainability issues. We are of the view that DPC could take this open dialogue as an opportunity to engage with stakeholders from both public and private sectors to align the sustainability strategy on a company, regional, and national level, in order to help Ireland to contribute to the United Nations Sustainable Development Goals (SDGs).

The Dublin Port Company needs to consider the challenges that environmental challenges and carbon and emission reduction will have on port infrastructure and operations. We propose some suggestions and questions for further consideration as follows:

- It is important that the DPC to uptake green power sources from both the national grid and further develop self-generated electricity (such as offshore wind[5]) capabilities where viable.
- Invest in more infrastructure and take steps to adapt DPC's vehicle fleet, to greener technologies, where and when operationally viable to do so. E.g. install electric vehicle charging points, and incentives for low-emission vehicles using parking facilities in the ferry port;

[4] The latest research study by Munim and Saha (2021) reviewed the green port and sustainable shipping practices within the European maritime transport network, such as sustainable port operations, environmental pricing, adopting green technologies, supply chain collaboration. See - Green Ports and Sustainable Shipping in the European Context, https://link.springer.com/chapter/10.1007/978-3-030-69325-1_4

[5] For example, Belfast Harbour Estate encompasses 2,000 acres offering large scale development opportunities for offshore wind. https://www.belfast-harbour.co.uk/documents/download/321

- Adopt Smarter Port Technology to help Dublin Port address congestion from the freight sector. For example, invest in automated check-in at the ferry terminal to improve throughput speeds, reducing pressure on the need for booths and queuing space.
- Review demerge policies to ensure that cargo keep flowing in/out of the port;
- Remove toll booths, and making the Tom Clark bridge free flow using automated tolling to reduce congestion.

3. Port city and urban freight transport

We are of the view that it is high time to re-evaluate and plan for freight transport at Dublin port and surrounded urban areas.

Increasing cargo volume and road-intensive freight transport to and from ports will lead to a series of environmental and social issues in urban areas, such as increasing greenhouse gas emissions, noise, air pollution, traffic congestion, infrastructure deterioration, historical urban area preservation, reduced mobility, the quality and safety of residents in urban areas.

Therefore, we would seek the inclusion of a dedicated study on freight operation in Dublin Port areas to be considered in the Dublin Port Post 2040 Dialogue to reflect the importance of port and city freight interactions.

For more information, a research study by Browne *et al.* (2017)[6] showcased an example of Gothenburg port in Sweden to illustrate the potential opportunities for port-city interactions, such as:

- Use waterborne urban freight;
- Develop logistics facilities in the port area to deconsolidate containers (e.g. dry ports and port centric logistics as contemporary port strategies);
- Port invests directly in warehouses widening the concept of being landlord beyond port terminals;

[6]Port cities and urban logistics - https://eprints.whiterose.ac.uk/128412/

4. Intermodal transport using rail freight

Currently rail freight is a minor player in the overall current freight market in Ireland; however, it is in a good position to compete with the large volume and the bulk movement of goods and a growing market where companies are seeking more environmentally efficient ways of managing their supply chain.

Rail freight has been widely used as an intermodal mode of transport to improve the connectivity between ports and the city. Existing rail freight operations in Ireland include[7]:

- Container traffic from Ballina to Dublin Port;
- Pulpwood from Ballina and Westport to Waterford Port;
- Zinc ore from Tara Mines in Navan to Dublin Port;
- Ballina and Waterford by XPO (a new twice-weekly rail freight service starts in June 2021)

Rail freight is more environmentally efficient than road freight. However, the cost-efficiency and viability of the modal shift in the Irish context are still debatable. Factors such as infrastructure investment, freight quantity, density, and distance travelled need to be considered. For example, the distance of 300km is considered as the threshold of using intermodal transport, this is primarily based on rate difference (longer distance = lower cost per km). Intermodal shipment is very competitive for high volumes at a short distance, not competitive for low volumes to reach faraway locations.

The CILT would welcome the greater integration of intermodal transport at Dublin Port through the introduction of more rail freight services, which could link with the potential for establishing a short-distance dry port. We are of the view that feasibility studies for rail freight should be undertaken, especially factor in the environmental impact.

[7] Iarnród Éireann & XPO to begin new twice-weekly rail freight service between Ballina & Waterford https://fleet.ie/arnrod-eireann-xpo-to-begin-new-twice-weekly-rail-freight-service-between-ballina-waterford/

5. Active travel in the port area

CILT supports the provision of a 'distributed museum' [8] of attractions across the Dublin docklands and into Dublin Port to preserve the port's industrial history and heritage.

It is critical to consider the road safety issues of active travel for pedestrians and cyclists in the port areas. We are of the view that any such cycle paths would be more appropriate on the south side of the facility, away from the heavy traffic of the RoRo facility.

The existing Tom Clarke Bridge (formerly known as the East-Link Toll Bridge), is now approaching 40 years in existence, the port needs to consider just how important and essential the bridge is now, and any requirements for long term maintenance to ensure its safety and service in the long run. The capacity of road space is currently an issue on the existing bridge at peak times, and footpaths are narrow, and no dedicated cycle track exists on the core part of the bridge.

We propose the following suggestions for further improvements:

- The importance of the port ensuring safety improvements for vulnerable road users such as pedestrians and cyclists on the Tom Clarke Bridge. The 2011 Masterplan suggested that a second bridge crossing was to be under consideration at this location. Consideration should also be taken with regards to the to future residential deveopments and increase in residents numbers. For example, the first application for the long awaited redevelopment of the former Irish Glass Bottle site in Ringsend, which has been designated up to 3,500 homes to house 8,000 people has been lodged with Dublin City Council in 2019[9].A new additional bridge, exclusively for public transport, pedestrians and cycling (including cargo bikes, micro-mobility), to both improve safety and effectiveness of the ports cargo activities on the Southside.
- Luas tram extension potential from the Point towards Poolbeg via bridge option.

[8] https://www.dublinport.ie/dublins-port-heritage/
[9] https://www.irishtimes.com/news/social-affairs/first-application-for-development-of-ringsend-glass-bottle-site-1.3946969

- An option to link up north-south, by river ferry between North and South Greenway at peak commuting times should be provided, especially at times when leisure activities are at peaks such as weekends and summer holiday periods. The current underused small passenger vessel (such as https://www.oldliffeyferry.com) could be utilised to offer a connection with North and South. However, the tide condition could be the biggest issue for this service.
- Connectivity between Dublin City Centre and Dublin Ferryport for public transport should be improved, particularly with plans for the North greenway, and the enhancements to the Dublin Ferryport passenger terminals in that area.This could also be a potential opportunity to trail a new bus technology.
- A shuttle bus service between The Point Area and Dublin Ferryport, to assist in active travel activities and access to cultural activities related to the distributed port.
- It's important to invest in improvements in ship access for foot passengers at Dublin Ferryport. As Tax and Duty-Free Shopping return to UK Sailings as a result of BREXIT, interest will likely develop in using these crossings for days out and short-stay trips. It's likely that greener options of passenger travel are encouraged and potentially incentivised towards 2040 and beyond. This potentially may see a renaissance in more traditional ways passengers travel between UK and Ireland, with Sea travel by foot, gaining more market share over use of Air.

In the meantime, we are of the view that attracting more visitors to the port area might disrupt the freight transport operation. Freight transport in Dublin port and the surrounding urban areas needs to be taken into consideration in land-use and transport planning. Servicing a metropolitan city like Dublin requires consideration on how freight can easily access and egress Dublin Port within the M50 area.

Conclusion

The CILT welcomes the initiation of the Dublin Port Post 2040 Dialogue. By making this submission, we are interested in engaging further with the DPC in relation to the future development of the Dublin Port, as a professional body, and educating our members and professional networks about the situation at the port, thus helping Dublin Port to tap the opportunity and growth in the post-2040 era.

Submitted on behalf of the Chartered Institute of Logistics and Transport in Ireland by,

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Tim Hayes, **Education and Training Committee Chair**

Tim is a member of the Institute's Council, Policy Committee, and is Chair of its Education and Training Committee. Former CEO of Bus Eireann and CILT in Ireland. Over forty-five years has held a range of senior management positions in transport and tourism and has lectured at third level. He holds BE, M.Eng.Sc. and MBA degrees and is a Fellow of the Institute.

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John is a Chartered Engineer, and Director and Chief Executive of the Dublin Transportation Office (which integrated into the establishment of the National Transport Authority in 2009). John has had a wide-ranging career in the area of transportation in both the public and private sectors in Ireland and abroad.

Mick Curran, CEO of CILT Ireland

Mick has for the last three years been the CEO of the Chartered Institute of Logistics and Transport (CILT). Additionally, prior to joining CILT, Mick spent 24 years as a member of the Defence Forces serving in a variety of roles both at home and overseas.