



The Chartered Institute of
Logistics & Transport

Ireland

SUBMISSION BY THE CHARTERED INSTITUTE OF LOGISTICS AND TRANSPORT IRELAND ON THE DUBLIN PORT MASTER PLAN ISSUE PAPER MAY 2011

The Chartered Institute of Logistics and Transport in Ireland (CILTII) is the independent professional body in Ireland for those involved in logistics, and all modes of transport. It currently has a membership of over 1000 in Ireland. The Institute's qualifications are recognised worldwide as evidence of a high level of professionalism in the industry. The Institute in Ireland maintains close links with the International Institute, which has a membership of 31,000 logistics and transport professionals throughout the world. As an independent body, the CILTII does not lobby on behalf of any individual or group. Rather it strives to take a considered overview of the logistics and transport industry and tries to influence developments within that industry that are likely to benefit society as a whole.

CILT Ireland comments

We welcome the publication of Dublin Port Company's Master Plan Issues Paper, 2011 (the "**Master Plan**").

The CILTII recognise the important role that Dublin Port ("**Dublin Port**"), operated by the Dublin Port Company (the "**DPC**"), plays not only to the transport industry in Dublin but also to the Irish economy as a whole, and looks forward to the further development of Dublin Port as a means to enhance economic growth.

- 1.1 We welcome prudent planning for the future development of Dublin Port and the realisation that the Master Plan does not set out a frame work for what must happen in the future, but rather seeks views from interested parties about what future developments may entail.
- 1.2 Following on from the recent publication of the Report of the Review Group on State Assets and Liabilities, commonly referred to as the McCarthy Report, the CILTII would like to enquire what impact, if any, the Report's publication will have on DPC's future development plans. If the port sector is to undergo amalgamation and/or privatisation, with the DPC becoming responsible for the management of other port(s) within the State, will same result in future proposed development plans being re-evaluated?



- 1.3 The CILTI support the provision of better reception facilities for cruise ships at Dublin Port and the creation of dedicated cruise ship berths at North Wall Quay. CILTI also acknowledge that such facilities will likely generate a low return on investment for the DPC. However, we are of the view that investing in the cruise liner sector will increase tourism and result in a return on investment for the economy as a whole, particularly in the Dublin area.
- 1.4 We would welcome the extension of the Dublin Bikes scheme to Dublin Port and the introduction of cycle paths and green areas within Dublin Port. Such provisions would further enhance the re-integration of Dublin Port and Dublin City. 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.
- 1.5 CILTI would like to enquire as to the future plans to enhance access for foot passengers using the cross-channel ferries services. We note that the LUAS now runs to the Point Depot and are of the view that given the close proximity of the LUAS terminal to Dublin Port, this should be something that is brought to the attention of the public and such transport links should be promoted.
- 1.6 With regard to a possible new river crossing, the CILTI recommend the temporary introduction of a ferry crossing to ascertain the demand side for such service. A feasibility study could also be undertaken to ascertain if a ferry crossing was a viable, cost efficient and reliable alternative to the construction of a bridge across the river.
- 1.7 Should it be possible to relocate the Tern Colonies, the CILTI would be supportive of the proposed extension of Dublin Port and in general the proposed modernisation plans, subject to the proviso that such expansion would only occur if and when the need for same arose.
- 1.8 We are of the view that the needs of Dublin Port should be taken into consideration in any future planning and/or land use policies. We are also of the view that the needs of local residents and communities must also be considered, and we welcome the engagement of the DPC with local residents and communities in that regard.
- 1.9 The CILTI support the undertaking of dredging and quay wall strengthening programmes to ensure that Dublin Port can adequately service larger feeder vessels, of up to 2,500 TEUs for example.
- 1.10 We would welcome the introduction of a scheme whereby non-core port functions within Dublin Port would be discouraged through the introduction of a levy or tax.



However, such a scheme should only be introduced on a phased basis and those effected businesses should be given adequate notice of the plan to introduce such a scheme and/or be provided with relocation assistance if necessary. Such a scheme should not be used arbitrarily or in a manner that adversely impacts upon the local economy.

- 1.11 The CILTI would welcome the greater integration of transport at Dublin Port through the introduction of more rail freight services. The DPC would facilitate such services within Dublin Port, the responsibility for scheduling such services rests with rail service providers. This is obviously something that is outside of the DPC's control. However, we propose that the DPC establish a working group with CIE to consider enhanced sail-rail transport links.
- 1.12 In relation to the creation of a dry port facility, we are of the view that feasibility studies for same should be undertaken, and at that only after the government have fully digested the recommendations of the McCarthy Report. It could well be the case that, following the introduction of some of the recommendations contained with the McCarthy Report, that the enhancement of rail links between other ports and cities would be more appropriate than the construction of a land port. This however remains to be seen.

Conclusion

The CILTI welcome the publication of the Master Plan and look forward to engaging further with the DPC in relation to the future development of Dublin Port.

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

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