

LDG-068561-23

BP 40 to issue

✓ CF 13/12/23
File With

S.37

SECTION 131 FORM

Appeal No

ABP— 314485-23

Defer Re O/H

☐

Having considered the contents of the submission dated (received) 8/12/2023
from VPS (Sarah Bell) I recommend that section 131 of the Planning
and Development Act, 2000 be/not be invoked at this stage for the following reason(s):

no new material issues

Section 131 not to be invoked at this stage.

☒

Section 131 to be invoked — allow 2/4 weeks for reply.

☐

Signed

Pat B

EO

Date

14/12/2023

Signed

SEO/SAO

Date

M

Please prepare BP — Section 131 notice enclosing a copy of the attached submission.

To

Task No

Allow 2/3/4 weeks

BP

Signed

EO

Date

Signed

AA

Date



Planning Appeal Online Observation

Online Reference
NPA-OBS-002851

Online Observation Details

Contact Name
Sarah Bell

Lodgement Date
08/12/2023 15:48:16

Case Number / Description
314485

Payment Details

Payment Method
Online Payment

Cardholder Name
Sarah Bell

Payment Amount
€50.00

Processing Section

S.131 Consideration Required

☐

Yes — See attached 131 Form

☐

N/A — Invalid

Signed

EO

Date

Fee Refund Requisition

Please Arrange a Refund of Fee of

€

Lodgement No

LDG—068561-23

Reason for Refund

Documents Returned to Observer

☐

Yes

☐

No

Request Emailed to Senior Executive Officer for Approval

☐

Yes

☐

No

Signed

EO

Date

Finance Section

Payment Reference

ch_3OL6HkB1CW0EN5FC0Nf28UHs

Checked Against Fee Income Online

EO/AA (Accounts Section)

Amount

€

Refund Date

Authorised By (1)

SEO (Finance)

Authorised By (2)

Chief Officer/Director of Corporate Affairs/SAO/Board
Member

Date

Date



UPS
Unit 3, Mygan Park
Jamestown Road
Finglas, Dublin 11
Ireland (Republic of)

Bord Pleanála Case reference: PL06F.314485

Date: 8th December 2023

RE: Planning Authority Case Reference: F20A/0668

Description:

A proposed development comprising the taking of a relevant action only within the meaning of Section 34C of the Planning and Development Act 2000, as amended, which relates to the night-time use of the runway system at Dublin Airport

Background

UPS is one of the world's largest logistics companies, playing a vital role in the collection, warehouse and delivery of goods as well as having the world's largest in-house customs brokerage operations. Our current operations in Ireland includes approximately 1,000 employees across 19 facilities. UPS Healthcare recently announced its expansion in the Irish market with a first-of-its-kind global healthcare facility in Dublin. Opening in 2024, the new facility will boast nearly 6,000 m² of healthcare-dedicated space to connect Ireland's growing pharmaceutical and medical technology industries to UPS's smart global logistics network that serves customers in over 220 countries and territories.

Overview

In light of the appeals that have been submitted to An Bord Pleanála in relation to the FCC/ANCA decision to amend the two onerous conditions attached to the grant of planning for North Runway, UPS would like to highlight our support for the regulatory decision of ANCA.

We feel it is imperative to continue to support current movements at the airport, especially air cargo which fly at night out of necessity not choice, as any reduction in current slots would have a significant impact on our operations and our ability to support businesses in Ireland. Any reductions in our night slots would mean that we would lose our ability to provide Express services, limiting our ability to deliver time critical shipments and incurring a one-day delay to goods entering or leaving the country. This will have impacts along the supply chain and ultimately affect Ireland's competitiveness in the global marketplace.



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We would like to emphasise the following points for consideration by An Bord Pleanála:

- A noise quota count system assigns noise values to each aircraft for its take-off and landing based on its noise certification data. That certification takes into account several factors such as aircraft type, configuration, and maximum take-off weight. By assigning a noise value to each flight operating within a prescribed quota limit, it offers more flexibility and precision compared to a simple movement limit (or cap) for managing airport noise and actively incentivises airlines to use quieter aircraft. The proposed NQS would thus allow for a more effective control of noise compared to a blanket movement limit, which does not differentiate between quieter and noisier operations.
- As recognised in the daa's recently published Economic Impact Study 2023 (Dublin Airport Economic Impact Study), Dublin Airport is a key lynch pin of the Irish economy. This is recognised at all levels of planning policy, with the National Planning Framework charging Dublin Airport with providing High Quality International connectivity in the national interest. Granting planning permission for North Runway Relevant Action will maximise return on the investment made at Dublin Airport to date in the North Runway, and ensure this potential is fully realised.

As per our previous submissions, we would also like to reiterate the points below as well as confirm our support for the FTAi's (Freight Transport Association Ireland) submission.

Night Flights

UPS is committed to ensuring we minimise noise at the airport. We are focused on being a responsible operator and neighbour and believe our operational record reflects this. UPS Airlines, with one of the youngest fleets in the industry contributes to aviation sustainability efforts by operating a fuel-efficient fleet and effectively managing aircraft and air hub operations. As the operator of one of the world's largest cargo fleets, UPS also leads the industry in deploying noise and emission reduction technologies and by executing noise reducing flight procedures. UPS promotes the development, testing and use of noise mitigation procedures to reduce noise on arrival and departure. These can successfully contribute to actual noise reductions, still allowing the competitive and efficient fleet utilisation of global cargo carriers.

Value of Night Flights – Air Cargo

Air cargo night flights via Dublin Airport will be key in supporting Ireland's economic recovery from the coronavirus pandemic as well as providing international connectivity both across



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the Atlantic and into other EU Member States in a post-Brexit world. Having flexibility within its air operations and support for air freight will be critical for Ireland's competitiveness and potential for growth.

Recent research commissioned by the FTAi (Freight Transport Association Ireland) and supported by UPS, DHL and FedEx/TNT, "The Economic Impact of Cargo Night Flying at Dublin Airport," highlighted the importance of goods flown at night to the Irish economy. The key findings include:

- Night flights carry around €19 billion worth of imports and exports every year
- Cargo night flying supports €1.1 billion in GDP and 15,000 jobs
- Night flights are vital for some of the fastest growing sectors in Ireland including pharmaceuticals, hi-tech and retail.
- Cargo night flying at Dublin Airport directly supports around 330 jobs and €27 million in GDP each year at Dublin Airport.

Aviation is key to the supply chain, enabling Irish businesses, especially in the hi-tech, retail, pharmaceutical and healthcare industries to send and receive just-in-time deliveries. Protecting air freight is critical to economic growth and keeping Irish businesses competitive in a 24-hour global economy. With customers requiring late afternoon collections and early morning deliveries, the only time we can move export and import shipments is by air and at night.

Compliance with International Air Agreements

In addition, as we have argued previously, Condition 5 does not sufficiently account for the requirements of Regulation EC 95/93 for neutral, transparent and non-discriminatory rules and the requirement to provide a "fair and equal opportunity to compete" under the U.S.- EU Open Skies Agreement. We also do not believe that Condition 5 complies with EU Regulation 598/2014 which includes a "balanced approach" to noise management, which is why we have supported daa's proposals to amend this condition with a noise quota system and we have welcomed both ANCA's and Fingal County Council's (FCC) decision to accept daa's proposals.



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Summary

In summary, we support daa's proposals which were accepted by ANCA and FCC. A noise quota system provides a more flexible and effective strategy for reducing noise whilst incentivising the use of quieter aircraft. If Condition 5 were to be implemented, or any reduction of slots to the night period were to be introduced, this would have a major impact to our operations and the way that we serve Irish businesses. We would continue to challenge any decision that we feel impacts our competitiveness, violates EU – U.S. Air Agreements, does not take into account the "Balanced Approach" and ultimately restricts growth of our business and the Irish economy as a whole. We cannot emphasise enough the importance of a timely decision, given it is already three years in the planning system for a project of such strategic, national importance.

For more information, please contact:

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