

An Bord Pleanála
64Marlborough Street
Dublin 1

Ref: 61.PA.0033

5th March 2014

RE: SUBMISSION TO AN BORD PLEANALA RE THE GALWAY PORT PLANNING APPLICATION

Dear Sir/Madam,

Galway Chamber of Commerce & Industry Ltd represents 450 members across all business sectors with approximately 20,000 employees in Galway City, Galway County and the region. It has been in existence for 200 years representing the interests and views of its member companies. Galway Chamber actively campaigns for better facilities and infrastructure and to improve the business opportunities, across all sectors and all who do business in Galway and the West of Ireland.

Galway Chamber fully endorses and strongly supports the plans for the redevelopment of Galway Port as proposed by Galway Harbour Company. We respectfully request the opportunity to address the Oral Hearing on the matter of the Galway Port Planning Application.

The Chairman of the Galway Harbour Company has in no uncertain terms expressed the view that:

‘We either develop the Port or we settle for Galway no longer being a commercial port and that would be the first time since the Middle Ages that Galway would not be a commercial trading port....We want to maintain the port for this generation of Galwegians and for the next hundred years’...

(Galway Independent September 2012)

The Galway Harbour Company Strategic Plan 2012-2016 concludes:

‘We owe this development to the people of Galway and future generations. In the current economic environment, it might be thought prudent to adopt a ‘wait and see’ approach, but if this option were chosen we would literally ‘miss the boat’. We must plan for growth, and our efforts and vision will result in success. The alternative is stagnation and decay. Clearly, there is no alternative.’

An up-to-date list of names of every company director, containing the particulars indicated in paragraphs (a), (b) and (c) of Section 196 (1) of the Companies Act 1963, is available on application from the company's registered office. Galway Chamber is a registered brand of Galway Chamber of Commerce, a company limited by Guarantee.

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Galway Chamber Subsidiary Companies



Registered in Ireland No: 100829
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In a recent survey (February 2014) the views of the Galway Chamber members were sought on the need for the development of the existing port of Galway. 98% of respondents supported the development. Between 85% and 97% of respondents agreed that the proposed development would have a positive impact on issues such as the long term economic development of the city and the region; the development of marine tourism and tourism in general; the development of infrastructure and resources that enhance the overall development of the city; the long term development of marine resources in the Atlantic; the promotion of Galway as a maritime city to attract world class maritime events; the promotion of sailing and other water sports as healthy recreation for our youth and the enhancement of the quality of life of the citizens of Galway.

The potential has been demonstrated by the successful hosting of The Volvo Ocean Race 2009 and 2012. Independent economic impact studies proved that these events had a positive impact on the local economy of €30 million in 2009 and €55 million in 2012.

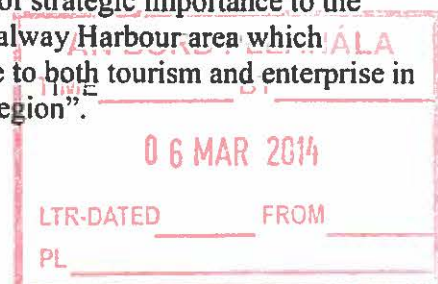
The proposal that Galway would evolve into a waterfront maritime hub, catering for commercial shipping traffic, the development of Galway as a centre for Ocean Energy, cruise liners and marine leisure is the fulcrum to the future of the City.

We need the new port of Galway to be able to accommodate the vessel types and sizes commensurate with servicing and harnessing our marine resources. Geography has done the work for us. We are located adjacent to the world's highest wave energy site and utilising this energy to drive down our fossil energy requirements is fundamental to EU policy and Government targets by 2020. The new port will be able to facilitate this sector from the R&D stage to construction and ultimately deployment of devices offshore, Creating employment in the process. Galway in 2040 can be the world leader in ocean energy technologies (Galway 2040: www.galway2040.ie Port and Dockland)

For these reasons Galway Chamber believes that it is of the utmost importance that any impediments currently existing for the planning and provision of future port developments be mitigated

We believe that sustainable transport is a vital element of any integrated transport planning. Ireland has been supportive of the EU Transport Policy that sees an integrated transport network, with short sea shipping a priority to decongest roads and minimise environmental impacts.

Galway is designated as a Gateway city in the National Spatial Strategy, which confirms its key role and strategic location serving the West of Ireland. This has been confirmed by An Bord Pleanála in considering the Strategic Infrastructure Development status of the new Port, where it acknowledged the Galway Gateway designation, the need to develop key international transport linkages, including ports, and the national importance of strategically-located deepwater ports in supporting "a globally competitive but regionally integrated economy", which requires effective connections to the world, including good sea ports and shipping services. An Bord Pleanála stated that the proposed New Port of Galway "would constitute development of strategic economic importance to the State and region contributing to objectives contained within the National Spatial Strategy." This is also confirmed in the Regional Planning Guidelines for the West Region 2010-2022, which state that "Galway Sea Port is of strategic importance to the West Region....The plans for the relocation and extension of Galway Harbour area which includes deepwater port facilities has the potential to contribute to both tourism and enterprise in the local economy and is considered critical for growth in the region".



Furthermore, the new Port and regeneration of the Inner Harbour are key elements in the development strategy of the Galway City Development Plan 2011-2017, which states that “the plans for the re-location and extension of the Harbour area which include for deepwater port facilities has potential to contribute to both tourism and enterprise in the local economy”.

It is the view of Galway Chamber that the following elements allied to the redevelopment of Galway Port are crucial to the future of Galway and the region

- The Core Business of the Port
- Port Related Employment
- Marine Tourism and Marine Leisure
- Tourism
- Cruise Liner Business
- Development of Ireland’s Marine Resources
- Servicing the Ocean Energy Industry
- Development of Marine Technology Sector

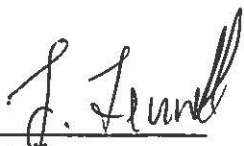
Please find attached submission outlining why Galway Chamber of Commerce feels the proposed infrastructure for Galway Port will lead to the realisation of the Port of Galway as a strategic hub for the three key sectors of regional and national economic importance: 1) Marine Tourism, 2) Ocean Energy, and 3) Ocean/Marine Science Exploration and Commercialization for industry.

As a maritime city and region we have begun to face the sea. The future of our Port is key to the sea becoming more and more important to the economy and the business of Galway and the region.

Galway Chamber believes that the development of the port as a commercial entity and a centre for marine leisure and tourism is a key economic driver and central to the development of Galway city and the surrounding region.

Please find attached cheque for €50 and we also request the opportunity to address the oral hearing.

Yours faithfully,



Jim Fennell
President
Galway Chamber

Enclosures – Galway Chamber Port of Galway Submission & Cheque for €50



Port of Galway as a strategic hub for

- Marine Tourism
 - Ocean Energy
 - Ocean/Marine Science
- ## Exploration and Commercialization

Submitted By:

THE GALWAY CHAMBER OF COMMERCE



1. OBJECTIVES AND RATIONALE FOR GALWAY PORT

The new proposed infrastructure for Galway Port will lead to the realization of Galway Port and 40 Acre hinterland as a strategic hub for three key sectors of regional and national economic importance: **1) Marine Tourism, 2) Ocean Energy, and 3) Ocean/Marine Science Exploration and Commercialization for industry.** A Western strategic hub for commercialising marine diversity and specialization in these three core areas will enable Galway and West region capitalize on its globally competitive location advantage and hence will strategically differentiate Galway Port from other Irish Ports - that are largely and importantly industry and commercially trade focused.

Under a phased process of structural renewal, Galway Port will provide the infrastructural capacity and facilities to realize these three strategic objectives under key developmental and be a concrete and tangible direct response to the Government's overarching Strategy for Harnessing Ocean Wealth Report (2012) and the Strategy on Renewable Energy 2012-2020 (discussed below).

Overview of the Ocean economy

The Ocean Economy can be defined as any economic activity, which directly or indirectly uses the sea as an input¹. The *Ocean Economy* can be divided into currently established marine industries and Emerging industries (See Table 1). Galway and the Western region have inherited a unique and marine resource-rich location. For example, Ocean energy is Ireland's greatest energy resource. Our ocean territory extends to an area ten times our land area, and includes seas with some of the strongest wave energy content in the world². Our enviable geography makes the world's highest wave energy site at Galway's doorstep.

With The Irish Marine Institute, The Martin Ryan Institute for Environmental, Marine & Energy Research at NUI Galway and the Marine & Freshwater Research Centre at GMIT, Galway has already developed a solid infrastructural research base in marine, which has supported the development of current marine industries and has engendered in the last decade a growing number of marine based industries in embryonic sectors of Ireland's Ocean Economy.

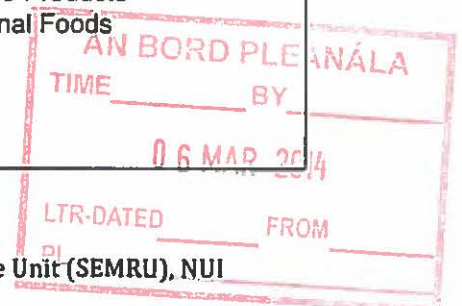
Table 1 Ireland's Ocean Economy

Current Marine Industries	Emerging /Embryonic Marine Industries
<ul style="list-style-type: none"> • WaterBased Tourism & Leisure • International Cruise • Shipping and Maritime transport / ancillary services • Seafood and aquaculture processing • Gas and Oil exploration • Marine Construction & engineering • R&D marine services 	<ul style="list-style-type: none"> • Marine renewable energy • High Tech Products & Services • Biotechnology & Bio Products • Nutrition & Functional Foods • Marine commerce

Source: SEMRU, NUI Galway (2010)

¹ *Ireland's Ocean Economy* (2010) Report by the Socio-Economic Marine Unit (SEMUR), NUI Galway.

² *Ocean Energy Roadmap 2050*. Sustainable Energy Authority of Ireland (SEAI)



The Core Activities of Galway Port

Galway Port's strategic remit for the Western Region will be to deliver a well-designed, planned, managed and operational infrastructural hub to develop and support Ireland's Ocean economy, with particular focus upon three core strategic objectives:

I. Marine Tourism - Cruise, Maritime and Marine Leisure

Located in Galway Bay, Galway Port will be the strategic regional hub for Cruise and Maritime Tourism, and Marine leisure³ - contributing significantly to locally and regionally based business trade and commerce.

- **Waterfront City** - Galway Port is located in the heart of the Galway city making it aesthetically, a perfect location to operate a landmark Waterfront city and tourist destination similar to those in UK and Continental Europe. In order to deliver on its potential, and be a true international landmark, it is recommended⁴ that the project be progressed in line with concepts behind leading international waterfront developments such as Sydney Harbour, Cape Town, and Dublin Docklands. It is recommended that the new Harbour front area of the city be pedestrianised as much as possible and incorporate a number of key leisure and tourism attractions, i.e.:
 - Marine Leisure facilities
 - Municipal Gallery
 - Conference Centre
 - Innovative Cultural Centre reflecting the unique West of Ireland Traditions, Language and Heritage.
- **'Rebooting' Irish Cruise Tourism – An untapped Opportunity**
As a Port located at the heart of the Galway City and in one of the most popular tourist destinations in Ireland - Galway Port is a natural cruise tourist for mid-stage and final destinations, and can generate high-impacting direct and indirect revenues for local and national economy estimated at 25Million Euros pa⁵.

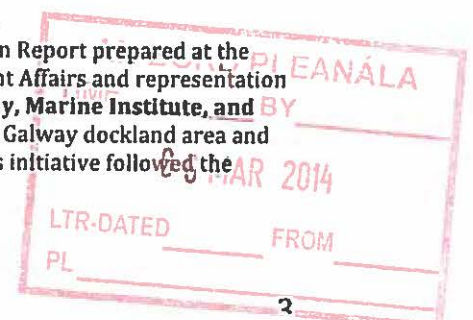
According to Cruise Lines International Association (2010)⁶ the cruise sector of the tourism economy offers serious potential as the cruise industry

³ In accordance with *The Harbours' Act* (1996), Part II, Section 11(4)(c) and (d)

⁴ *Vision for Galway - a Waterfront city for Ireland West*. (2006). Recommendation Report prepared at the invitation of Mr Eamon O' Cuiv TD, Minister for Community, Rural, and Gaeltacht Affairs and representation from Galway City Council, Ireland West Tourism, Galway Harbour Company, Marine Institute, and the Galway Chamber. Group brought together to evaluate the potential of the Galway dockland area and report back with recommendations as to future developments for the area. This initiative followed the completion of a vision for Galway Marine Hinterland by Ireland West Tourism.

⁵ *Cruise Tourism to Ireland*, 2010. Research Report. Bord Fáilte.

⁶ *Cruise Tourism to Ireland*, 2010. Research Report. Bord Fáilte



continues to be the fastest growing sector in the travel and leisure industry in Europe.

The current government recognize that cruise tourism offers important growth potential for the Irish tourism economy. Minister Varadkar (March 2012) states: *'I believe that cruise tourism has significant potential and the recent consultation document published by the Department of Agriculture, Food and the Marine "Our Ocean Wealth – Towards an Integrated Marine Plan for Ireland" confirmed that cruise ship tourism continues to grow...'*⁷

Similarly, Minister, Alan Shatter (April 2011) notes that *"the cruise industry is of significant importance to the Irish tourism economy. Considering the overall contribution of direct spend on cruise tourism injects to the Irish economy, it is worth investing time and effort to grow this sector of the tourism industry"*.⁸

o *The Cruise Business in Ireland - North V. South*

Consequently, while figures have been declining in the Irish tourism industry overall, Fáilte Ireland reports (2010) that cruise tourism in Ireland has experienced growth, with the number of ships increasing from 61 in 1994 to 202 in 2010 and passenger numbers increasing by over 200%⁹. Direct spend from passengers and crew who disembarked at Irish ports, including port charges, was estimated to be at €20.3 million in 2010¹⁰.

However, not too far away, the Northern Ireland's booming cruise ship industry could soon be worth a massive £30m to the local economy alone every year¹¹. Cruise Belfast, the marketing partnership between Belfast Visitor and Convention Bureau (BVCB) and Belfast Harbour, confirmed that the luxury liner business is already bringing in £15m in benefits each year.

o *So why has Irish Ports not tapped into this highly lucrative market?*

The Fáilte Ireland research report (2010) confirms that despite that fact that Ireland is becoming an increasingly important destination on the itinerary of international cruise liner operators, the report found that there are key drawbacks with Irish Ports that restricted them capitalising on the potential opportunities in cruise tourism in the Atlantic rim. Although Ireland has been identified as a natural cruise destination on Atlantic coast, particularly for mid-stage journeys, their report findings identified key deterrents for Cruise operators and

⁷ <http://debates.oireachtas.ie/dail/2012/03/28/00045.asp#N2>

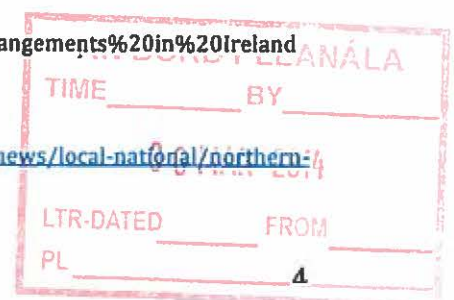
⁸ Dept of Justice Press Release (April 2012): link

<http://www.inis.gov.ie/en/INIS/Pages/Streamlined%20immigration%20arrangements%20in%20Ireland%20for%20cruise%20liners%20for%202012%20season>

⁹ *Cruise Tourism to Ireland*, 2010. Research Report. Bord Fáilte.

¹⁰ *Cruise Tourism to Ireland*, 2010. Research Report. Bord Fáilte.

¹¹ *The Belfast Telegraph*, 2011. <http://www.belfasttelegraph.co.uk/news/local-national/northern-ireland/30m-cruise-ship-boom-for-belfast-16161411.html#ixzz290GRXGqa>



ultimately their cruise customers were: poor port facilities, the port infrastructural constraints and the cosmetic appearance of our ports.

II. Ocean Energy Hub

In line with two key Reports: 1) *The Irish Shipping and Ports Requirements for the Ocean Energy Industry Report (2011)*¹² and more recently the *Report On Strategy For Renewable Energy 2012-2020*, the second strategic objective of Galway Port will be to provide the infrastructural platform and facilities to support the creation and development of an Ocean Energy Hub by:

- Housing an R&D base for Ocean Energy exploration and commercialisation for wave, tidal and wind energy, and offshore oil and gas exploration in the Atlantic shelf.
- Establishing an Energy Campus on the Port lands, supported by a cabled hub infrastructure and the testing and demonstration facilities for new ocean based technologies.
- Providing a platform for organizations to anchor and operate vessel types and sizes commensurate with servicing and harnessing of offshore energy exploration.

A summary of the *Policy Context* underpinning the rationale of this second strategic objective is set out below.

o ***The Irish Shipping and Ports Requirements for the Ocean Energy Industry Report (2011)***

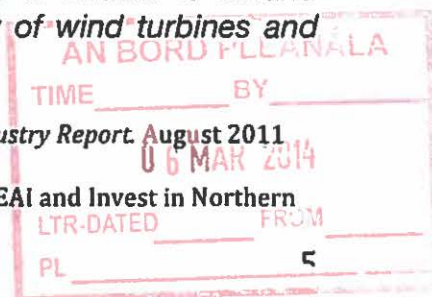
This report states that the development of Shipping and Ports Facilities will play significant role in supporting growth of ocean energy industry. According to Sustainable Energy Authority of Ireland (SEAI, 2010), potentially 29GW of ocean energy capacity can be installed without likely significant environmental effects. This can supply 100% of domestic energy consumption and 6% abroad (SEAI 2010). In 2008, the Ocean Energy Development Unit (OEDU) was set up by SEAI in Galway with the objective of making Ireland a world leader in supplying ocean energy technologies internationally and in generating electricity from the abundant waves and tides off our surrounding coastlines".¹³

According to the Head of the Ocean Energy Development Unit at SEAI, Eoin Sweeney:

"The development of appropriate port locations is critical to Ireland becoming a base for construction and assembly of wind turbines and

¹² *The Irish Shipping and Ports Requirements for the Ocean Energy Industry Report*. August 2011 SEAI and Irish Maritime Development Office (IMDO).

¹³ *Economic Study for Ocean Energy Development in Ireland*. (2010). SEAI and Invest in Northern Ireland.



ocean energy devices. We have a significant opportunity given the very large marine renewable resources available off both our east and west coasts, but we now need to look at the investment in infrastructure required if we are to properly capitalize on the current opportunities in this area. The concern is that if these facilities are not available, offshore wind developers and wave and tidal manufacturers could source the manufactured equipment for projects outside Ireland."

This report recommends that the south and west coasts are best placed to support wave, fixed and floating wind installations. In the near future, marine renewable energy developments will be focused on the fixed offshore wind industry. Further, as pointed out in Minister Rabbitte's address at the recent International Ocean Energy Conference in Dublin¹⁴, Irish Offshore Wind Energy Policy is working in accordance with the aims of the European SET Plan.¹⁵ One of which is the European Wind Initiative which aims to make wind energy more competitive, to harness the potential of offshore resources and deep waters, and to facilitate grid integration of wind power.

o **Report On Strategy For Renewable Energy 2012-2020**

In order to attain the Irish Government's EU mandate target of 40% by 2020 for renewable's contribution to account for gross electricity domestic consumption¹⁶, two of the five strategic goals of this Report is to increase on and offshore wind, and to foster R&D in renewables such as wave and tidal¹⁷. The report establishes that the current Government is committed 'to realising the long term economic potential of Ireland's wave and tidal resources with the objective of introducing ocean energy into the renewables portfolio over time and to develop an indigenous ocean energy sector...future commercialization and deployment of these technologies'. It further acknowledges that 'the commercial and technical feasibility of wave technology still requires a considerable level of research, development and demonstration'.

In this context, Pat Rabbitte Minister for Communications, Energy, And Natural Resources (May 2012), states:

'The Government intends to create the conditions for its development ... and is committed to implementing the actions outlined in this Strategy Report'¹⁸.

Henceforth, a key action of this Report is to:

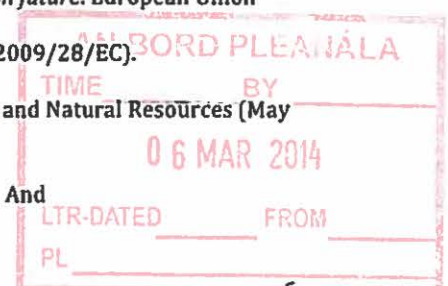
¹⁴ Minister's Opening address at the IV International Conference on Ocean Energy. 16-18th October. Dublin Conference Centre, Dublin.

¹⁵ *European Strategic Energy Technology Plan – SET Plan – Towards a low carbon future*. European Union Publication, 2010, Brussels.

¹⁶ In accordance with the publication of the 2009 Renewable Energy Directive (2009/28/EC).

¹⁷ *Strategy For Renewable Energy 2012-2020*. Dept of Communications, Energy, and Natural Resources (May 2012).

¹⁸ *Strategy for Renewable Energy 2012-2020*. Dept Of Communications, Energy, And Natural Resources (May 2012).



“Continue the Ocean Energy Programme in conjunction with SEAI, IDA, Marine Institute (MI), SFI and EI including support for the Prototype Fund, the Galway Bay/SmartBay incubator and the Marine Energy Research Centre”.

Two examples of such flagship projects underway at the Marine Institute, Galway are described below.

The Marine Institute at Galway: Since 2005, the Marine Institute has worked in partnership with key agencies (EPA, EI and IDA) and industry (SME’s and multinationals) to develop a National Marine Technology R&D Programme. As part of this advanced technology programme, the Marine Institute has launched two key initiatives:

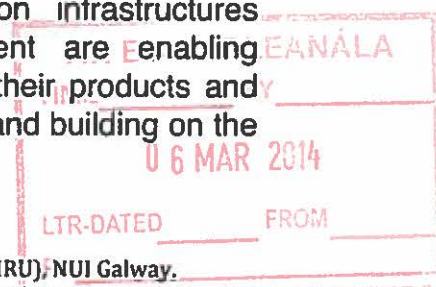
- 1) **SmartOcean** (ICT for the Sea) strategy for 2020 seeks to harness Ireland’s natural marine resources and specialist expertise in Marine Science and ICT to establish Ireland by 2020 as recognized leader in the development, testing, commercialisation and delivery to market of the next generation of innovative technologies addressing evolving global markets in marine renewable energy, environmental monitoring and security and water technologies.
- 2) In conjunction with SmartOcean, **SmartBay** Strategy is to develop a test and demonstration infrastructural platform for ocean technologies with the objective of developing innovative products and services to the global maritime sectors.

- **Emergent Marine high tech Industry cluster**

- There are currently over 50 indigenous and multinational companies based in Ireland engaged in the development and provision of high-tech Marine products and services to the Global Marine Sector¹⁹. A recent report²⁰ undertaken for the SEAI and Enterprise Ireland assessed the supply chain requirements for the offshore energy sector. It identified that the core capabilities of indigenous companies were provision of wireless communication platform, data management and internet-based visualisation tools, streaming data analytics, modelling, simulation, forecasting and engineering design supporting operational management. A number of companies have also developed products and services based on patented research from National Centres of Research Excellence. Although still in the infancy stages, R&D activity and several national research and demonstration infrastructures including SmartBay, SmartOcean, SmartCatchment are enabling technology developers for the testing and trials of their products and services. This represents a niche opportunity for Ireland building on the strengths of its successful ICT cluster.

¹⁹ Ireland’s Ocean Economy (2010) Report by the Socio-Economic Marine Unit (SEMRU), NUI Galway.

²⁰ A study of the Supply Chain Requirements and the Irish Company Capability in the Offshore Wind, Wave and Tidal Energy Sector. April 2012. SEA and Enterprise Ireland.



• *Potential Investment*

The SEAI/EI Report²¹ has also stated that the availability of offshore testing facilities and sites to test and validate new products and services can attract key international device development companies. This would ultimately build critical mass for the sector and lead to the development of a global strategic marine cluster along western coast of Ireland. The very significant potential value of the European / Atlantic seaboard marine renewable energy resource in terms of turnover, value-added and employment, has been described in a number of recent reports (EWEA, 2009, Eur-OEA, 2010, Marine Board-ESF, 2010) and is reflected in growing investments by foreign companies in Ireland and elsewhere along the European Atlantic Seaboard.

At the recent International Conference on Ocean Energy in Dublin, one cohort was a French Trade Mission led by French Enterprise support agency 'UBIFrance' (French equivalent to Enterprise Ireland). The Trade mission led 20 French operators in renewable energy seeking potential investment and collaboration opportunities with Irish companies. Many of these companies have made investments in North coast of Scotland North West France; however, can see enormous opportunities for investment in Ireland given its natural ocean power. French company Veolia Water Ltd is collaborating with Marine Institute on Smartbay estuary project and French Multinational Alstom Ltd. has begun testing offshore wind in Irish Sea²². Niall Gleeson, CEO of Alstom's Irish subsidiary said the Irish sea is currently our testing site for our technology but the real harnessing potential in 3-5 years is located on the Western coast, should facilities be provided and legislation in place.

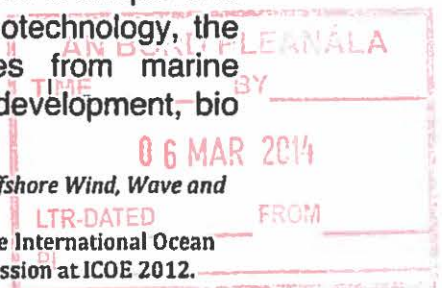
The **Ocean Energy Hub** objective located at New Port of Galway is an actionable response to Policy. To avoid missing the opportunity in every sense, and equally running with the 'irreversible risk' of leaving it 'open for others to gain', as an Internationally positioned Ocean Energy Hub, Galway Port will help exploit, commercialize, build upon and serve our much-needed indigenous renewable energy capacity at home and abroad.

III. Ocean and Marine Science Exploration and Commercialization for the Life Sciences and Food sectors.

Thirdly, in line with the *SmartOcean and SmartBay Operations*, Galway Port hinterlands will offer an infrastructural platform to enable commercial organizations and research institutions to exploit the Atlantic's seafloor of 220 million acres of abundant, rich resources and minerals. Galway and the Western region have inherited a unique and marine resource-rich location. For example, Marine biotechnology, the extraction of value added products and processes from marine organisms, finds economic applications in novel drug development, bio

²¹ A study of the Supply Chain Requirements and the Irish Company Capability in the Offshore Wind, Wave and Tidal Energy Sector. April 2012. SEA and Enterprise Ireland.

²² Interviews CEOs :Pierre Eymery of Veolia Ltd and Niall Gleeson of Alstom Ltd at the International Ocean Energy conference (ICOE), Dublin. Both companies were part of UBI France trade mission at ICOE 2012.



medical devices, food ingredients and industrial chemicals. Ireland's emerging marine biotechnology industry is diverse, spanning different industry sectors and contributing to an array of novel products and processes. Marine biotechnology applications are already evident in a range of bio-products in what are emerging markets and include medical devices, pharmaceuticals, food products – including functional foods, cosmetics, agrichemicals, fine chemicals, proteins and biofuels²³. For example, seaweed producers supply into the agriculture and horticulture, food processing, cosmetics, thalassotherapy and biopharma (functional foods and nutraceuticals) sectors. Research is also on-going with regard to the use of marine micro algae as a bio-energy provider.

Housing the Marine Institute, Martin Ryan Institute at NUI Galway and Marine GMIT, Galway already has a solid research infrastructure, which has led to the creation of marine based industries in recent years.²⁴ This will help to support, strengthen and sustain growth in our key export sectors of Life Science, Health technologies and Food.

In conjunction with the above three aims, Galway Harbour Company will ensure that Galway Port Plans adhere to and satisfy the criteria for ensuring and sustaining healthy marine eco-systems, developing maritime economic activity and Engagement, and harnessing the Sea a source of strategic economic importance to revive our crippling economy - particularly in the West.

2 GALWAY PORT: A CONCRETE, TANGIBLE AND DIRECT RESPONSE TO NATIONAL GOVERNMENT POLICY 2012

In addition to the above-mentioned reports, the three strategic objectives for Galway Port, underpin the realisation and implementation of the Government objectives underpinned in the following National and Regional Strategic Policy Documents:

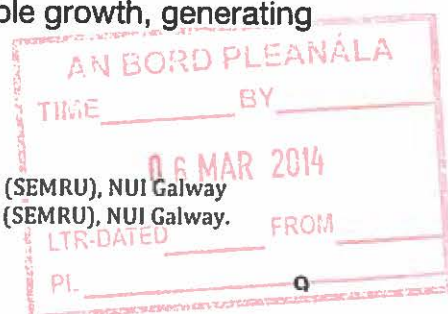
a) Harnessing Ocean Wealth 2012

The proposed development of a Galway Port is a direct response from the West to realise and implement the aims set out in the recent Joint Policy Document titled '*Harnessing Ocean wealth*', launched by Taoiseach and Minister Simon Coveney (July, 2012).

The "Harnessing our Ocean wealth" report indicates that the current Government is determined to ensure that our ocean wealth will be a key component of our economic recovery and sustainable growth, generating benefits for all our citizens. It states:

²³ Ireland's Ocean Economy (2010) Report By the Socio-Economic Marine Unit (SEMURU), NUI Galway

²⁴ Ireland's Ocean Economy (2010) Report by the Socio-Economic Marine Unit (SEMURU), NUI Galway.



'Our ocean wealth will be a key element of our economic recovery and sustainable growth, generating benefits for all our citizens, supported by coherent policy, planning and regulation, and managed in an integrated manner'.

b) Response to Current Government Policies in Marine, Energy, and National and Regional Planning and Sustainability

Further, the realization of Galway Port as a strategic hub for Marine Tourism, Ocean Energy, and Ocean/Marine Science Exploration and Commercialization for key industry sectors will be a direct and actionable response to the goals set out in the recent Government policy reports related to Marine, Tourism, Energy and National and Regional policy overall. The key reports are:

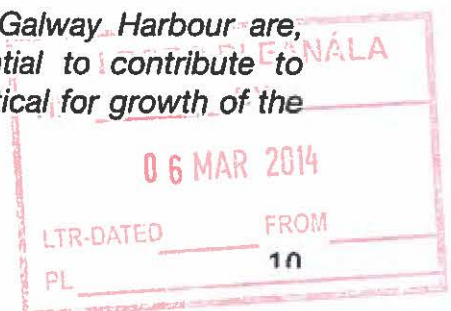
- I. Our Sustainable Future: A Framework for Sustainable Development for Ireland. (2012)
- II. Harnessing Ocean Wealth – An Integrated Marine Plan for Ireland. (2012)
- III. Strategy for Renewable Energy 2012-2020. (2012)
- IV. National Spatial Strategy for Ireland 2002-2020.
- V. Sea Change - A Marine Knowledge, Research & Innovation Strategy for Ireland 2007-2013.

c) National Spatial Strategy and Regional Planning Guidelines

In line with the National Spatial Strategy (2002-2020), Galway's strategic location has been identified as the Gateway for the Western Region. This has been confirmed by An Bord Pleanála in considering the Strategic Infrastructure Development status of the new Port, where it acknowledged the Galway Gateway designation, the need to develop key international transport linkages, including ports, and the national importance of strategically-located deepwater ports in supporting "a globally competitive but regionally integrated economy", which requires effective connections to the world, including good sea ports and shipping services. The Inspector stated that the proposed Galway Port "would constitute development of strategic economic importance to the State and region contributing to objectives contained within the National Spatial Strategy."

The Regional Planning Guidelines for the West (2010-2022) further acknowledge Galway Port of strategic economic importance for the Western region. The Guidelines state:

'The plans for the relocation and extension of Galway Harbour are, which includes deep water facilities, has potential to contribute to tourism and enterprise in local and considered critical for growth of the region'.



d) Galway City Development Plan (2011-2017)

Galway Port and regeneration of the Inner Harbour are key elements in the development strategy of the Galway City Development Plan 2011-2017, which states *that*:

"The plans for the re-location and extension of the Harbour area which include for deepwater port facilities have potential to contribute to both tourism and enterprise in the local economy".

3. THE CURRENT PORT'S CURRENT INFRASTRUCTURAL AND CAPACITY PROBLEM

Originally constructed in 1850s and remodeled in 1960s, the current Galway Port is infrastructurally tired and laggard. Despite the 40 acres of Portland space, the port facilities are limited and shell-like. Further, the Port size and capacity levels restrict vessels of more than 7,000 tones, ruling out cruise line business and other vessels of commercial opportunity. Further, the port can only operate 4 hours in every 24 hours, due to tidal constraints. It renders the current Port touristically, commercially and economically non-viable.

The current infrastructural and capacity constraints do not allow old Galway Port to achieve these above objectives nor its potential for the Western Region to respond to the Government's Vision set out in the recent Ocean Wealth Report (2012), nor the above identified recent Government reports on the Renewable Energy Marine nor in the National and Regional planning policies (listed in point 2).

The proposed infrastructural extension and renewal of the inner harbour are essential for the implementation and realization of the three strategic objectives (see point 1) underpinning the current policy measures and commitments to move Irish economy and the West forward, as set out in the above reports.

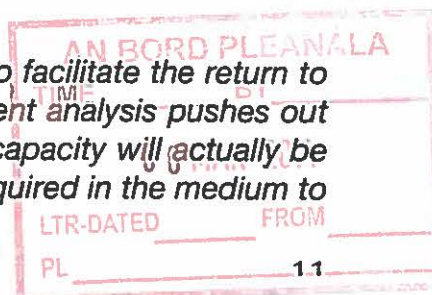
The Galway Harbour Company Strategic Plan 2012-2016 concludes:

'In the current economic environment, it might be thought prudent to adopt a 'wait and see' approach, but if this option were chosen we would literally 'miss the boat'. We must plan for growth, and our efforts and vision will result in success. The alternative is stagnation and decay [of current Port].'

a) Ports Policy Review Consultation Document 2010

The rationale underpinning the proposed Strategic Planning and infrastructural renewal of Galway Port, as set out in this submission document, concurs with the view taken in the Ports Policy Review Consultation Document 2010:

'...It is also important that the ports are in a position to facilitate the return to economic growth when it occurs. While the most recent analysis pushes out the timelines within which substantial additional port capacity will actually be required, it is still the case that new capacity will be required in the medium to long term and this needs to be planned for now'. (p.6).



The Consultation document further identifies the importance of future planning and re-development of strategically located Ports. It states:

'...Many Irish ports are still located at strategically important waterfront city centre sites. There are numerous examples around the world of dockland sites being successfully redeveloped, the Dublin docklands being the most noteworthy example in Ireland.... while the current state of the property market has impacted on any such proposals, these cited present important opportunities for urban development and regeneration for the future. Such developments can provide a win-win situation for both the ports and the cities involved, by freeing up important sites for regeneration, whilst at the same time helping to fund more modern port facilities within the region.'
(p.17)

b) Minister Varadkar's Speech at Dublin Port Conference

In his Speech addressed to the *Dublin Port Company Conference* (5th July, 2012), Minister Leo Varadkar endorsed the importance for future master planning of city Ports in collaboration with urban planners. He further emphasized that some degree of versatility in planning was required to adapt and respond to dynamic changes the local and international environments. He states:

'The operation and development of a large city port such as Dublin should be ruled by long term strategic vision and planning, by both the port authority and the city planner...'

He further adds:

'A master plan is not intended to be restrictive. Rather it should provide a strategic direction for the port's development over the coming decades...'

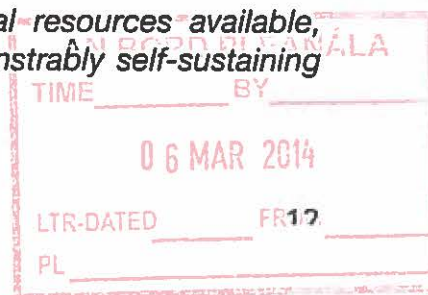
This submission fully concurs with the Minister's view of future and long term strategic port planning. This view reinforces our endeavors to prioritize the future strategic planning of Galway Port in line with urban and regional planners as well as the key stakeholders to ensure Galway Port (see points: 2.c) and 2.d) above) is a Port of strategic national and regional importance over the coming decades and is fully realized and operational to deliver on this remit.

c) Ports Policy Statement (2005)

The former Policy statement recognized that the provision of adequate and efficient capacity through ports into the future is a crucial strategic objective of the Government.

It states:

'In any event, Exchequer support, within the capital resources available, would only be considered where the project is demonstrably self-sustaining into the future'



d) Galway Chamber of Commerce

Representing the Business Community of Galway, the Galway Chamber of Commerce strongly endorse that it is of the utmost importance that any impediments currently existing for the planning and provision of future port development of Galway be mitigated. Mr. Declan Dooley, the Galway Chamber President states:

'We believe that sustainable transport is a vital element of any integrated transport planning. Ireland has been supportive of the EU Transport Policy that sees an integrated transport network, with short sea shipping a priority to decongest roads and minimize environmental impacts. This is a key role for our Port and would be allied to an overall policy to include the Galway City Outer Bypass' (pending).

4. PROGRESS ON FUTURE IMPLEMENTATION:

The implementation of Harnessing Our Ocean Wealth will be a whole-of-Government initiative under the supervision of the Marine Coordination Group (MCG). The MCG is responsible for the Implementation of the 'Ocean Wealth policy' 2012 and have the remit to realize the government's vision by achieving two key economic targets:

- 1) Double the value of Our Ocean Wealth to 2.4% of GDP by 2030
- 2) Increase the turnover from our ocean economy to exceed €6.4billion by 2020.²⁵

As a concrete step for the Western Region and for the attainment of Ocean Wealth policy aims, as well as contributing to key national and sectoral policy, Galway Harbour Company will endeavor to have such steps included in the MCG Progress report to be released in 2014.

5. FORTHCOMING POLICY STATEMENT

Galway Port must be formally recognized as a Port of potential strategic national and regional importance in the forthcoming Port Policy Statement, so action will be taken to ensure that planning permission gets underway to begin this process of development and deliver on its strategic remit set out in this submission.

6. THE EUROPEAN STANCE

According to Maria Damanaki, EU Commissioner for Maritime Affairs and Fisheries:

'Europe's 'blue economy' – has an important role to play in the overall road to Europe's economic recovery... Blue Growth can make a real, tangible and positive difference in terms of growth and jobs for Europe's citizens' (June 2012)²⁶.

²⁵ *Harnessing our Ocean Wealth- An integrated Plan for Ireland.* (July 2012). Government of Ireland Publication.

²⁶ http://ec.europa.eu/commission_2010-2014/damanaki/headlines/press-releases/2012/06/20120620-1_en.htm

