Galway CHAMBER
I MBUN GNÓ AR SON GNÓ

Galway Chamber Submission

Brief of Evidence to An Bord Pleanála

By: Conor O'Dowd – President of Galway Chamber

22 January 2015

AN BORD PLEANÁLA
TIME 17.00 BY GALWAY CHAMBER
27 JAN 15
LTR DATED 24. FROM
PL PA0033

Good afternoon.

My name is Conor O'Dowd and I am addressing this hearing in my capacity as Deputy President of Galway Chamber of Commerce.

Galway Chamber has been in existence for well over two hundred years and currently has around 300 members employing approximately 13,000 people. Our members are represented in all significant business sectors in the city and its environs. We are proud of the work we have carried out for our members and this city over many years. Our remit includes acting as an agent of change in respect of the expansion and enhancement of the city's infrastructure – two past projects which we initiated were Galway Airport and The Galway Technology Centre which both fulfilled a vital infrastructural need.

Our Council, having formed the view that the redevelopment of Galway Harbour represented a critical infrastructural requirement, carried out a survey of our members early last year which indicated widespread support for the redevelopment of the Harbour. In response to a question as to whether the existing port now needs to be redeveloped for the long term benefit of the city and the region, there was an emphatically positive response of 98%.

Armed with this overwhelming mandate, a Port Development Committee was established to support the redevelopment of Galway Harbour. Galway Chamber was joined on this committee by representatives from the [Latin Quarter, the Galway City Business Association, WestEnd Traders and Salthill.com.] We are delighted to represent these organisations today and thank them for their invaluable support and input.

Given our interaction with our members and other stakeholders and the work of our Port Development Committee, we remain more convinced than ever of the need to redevelop Galway Port.

I am joined today by Declan Dooley, Chairman of the Chamber's Port Development Committee. Declan was President of Galway Chamber in from 2011 to 2013 and is a long serving member of the council of Galway Chamber.

I am pleased to hand over to Declan who will introduce our other speakers and briefly outline the content of our presentation today.

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By: Declan Dooley

22 January 2015

Declan Dooley – Biography

I am the Chairman of the Galway Chamber Port Development Committee.

A native of County Galway I have lived in the city for the past 25 years.

I am founder member and Managing Director of Independent Free Newspapers, Publisher of both the Galway Independent and the Cork Independent Newspapers.

Founding Member and Director of Magnify a Galway based marketing agency.

I am also a Director and Shareholder of Right Foot Limited T/A Foot Solutions, a specialist retailer in Galway city.

Combined my companies employ over 60 full time staff in Galway city and Cork.

I am a long time member of Galway Chamber of Commerce and served as President of Galway Chamber from 2011 to 2013. I have also served as Deputy President and Vice President of the Chamber. I am a member of the Amicable Society of Past Presidents. All unpaid voluntary positions.

I am actively involved, on a voluntary basis in the promotion of Galway and the promotion of business in Galway.

I am the Chairman of the SCCUL Enterprise Awards Judging Panel and a member of the SCCUL Mentors program

I Hold a Batchelor of Technology and Education in Engineering B.Tech(ed)Eng. From the University of Limerick.

I am married to Deirdre and we have 5 children, 3 of whom are studying Engineering in NUIG and two in Secondary School.

I am a passionate sailor and have sailed the entire West and South coasts of Ireland and the south coast of England.

I believe in sustainable development and the protection of our environment.

I am here today to represent the views of Galway Chamber of Commerce and the best interests of the people of Galway, my children and future generations.

Mr. Inspector

Galway Chamber of Commerce together with The Galway City Business Association, The Latin Quarter, The West End Traders, Salthill.com & Galway Technology Centre, represent the views of the vast majority of business across the city and its hinterland and out into the western region. Our collective membership comprises of over 700 members, member companies & organisations who collectively employ over 20,000 people here in the city and the greater catchment area of Galway Port.

Galway Chamber is also speaking today on behalf of WestBic and the Western Development Commission, two significant development agencies that represent the entire west & northwest regions. I would like to acknowledge Mr. Paddy McGuinness Chairman of WDC who is in the room today.

As a collective we are here today to categorically and emphatically support the development of the Port of Galway in line with the planning application which has been submitted by the Port of Galway (the Applicant).

Mr. Inspector, Our submission will take approximately 1 (one) hour and will be broken in to 4 (four) segments of approx. 15 minutes each.

Segment 1: The History of the Port of Galway

Segment 2: The socio-economic Benefits of developing the port of Galway

Segment 3: Harnessing Our Ocean Wealth

Segment 4: Summation

We are conscious of your request Mr. Inspector, that we not repeat points that are already made to the hearing but, as we are one of the last to speak, you will appreciate that many of the relevant points from a business perspective have already been made by numerous other speakers and while we will endeavour not to repeat those points unnecessarily or to labour on points that have already been emphasised, you will appreciate that there may be some unavoidable repetition but we will try to keep that to a minimum and we would ask for your forbearance in this regard.

INTRODUCE: William Henry – Historian

INTRODUCE: Morris O'Gorman

INTRODUCE: Mike Devane

INTRODUCE: Declan Dooley

Speaker: Declan Dooley

A Chigire: Is é Calafort na Gaillimhe spiorad agus beatha na cathrach agus an cheantair mórthimpeall air, le fada an lá. Is í an fharraige ár n-oidhreacht, is cuid dínn fhéin í agus tá muide inár gcuid den fharraige. Is é an Calafort a mhúnlaigh an chathair sa riocht ina bhfuil sí inniu ann. Tá sé ríthábhachtach mar sin nach ligfeadh muid i ndearmad é san am atá amach romhainn. Má ligean, bainfidh muid an bheocht agus an bhrí as saol na cathrach.

Mr. Inspector, We have just heard a brief but telling history of the Port of Galway. William Henry has outlined how the Port of Galway was viewed over hundreds of years by successive governments and administrations as a port of great importance to Ireland, and in times gone by, to Britain, and indeed, Europe. A strategically placed port and a port around which the city of Galway has grown.

In fact every city on this island, with the exception of the medieval inland city of Kilkenny, is a coastal city that has grown around its respective port. Dublin, Waterford, Cork, Limerick, Belfast, Derry, the Town of Sligo and of course our own city of Galway. And while we describe our ports as being "of the city" the port of Dublin, The port of Galway etc. It would in fact be more accurate to describe our cities as being "of their port", Dublin of the port Cork or the port and Galway of the port.

Throughout the centuries Galway continued to develop around its port and grew to be the third largest city in Ireland. But this has not been without its challenges. The port of Galway , has tidal restrictions compounded by a gated docks which has limited port operations to just 4 hours a day over the last 100 years, which has resulted in our port and our city falling behind.

The current port policy categorizes the Port of Galway as a port of regional significance.

Galway Port is strategically located and has played a vital role in the survival of this region throughout history. Over the centuries our island nation has experienced great waves of prosperity followed by great troughs of depression. The great era of exploration followed by the great famine, the invention of the steamship and transatlantic travel, numerous wars including World War I and World War II. At all times our ports and in particular the port of Galway has played a major role in seizing the opportunities and surviving the socio-economic traumas.

Today, our region is recognised and designated as the least economically developed part of our country. If we are to have any chance to develop and grow, to stop the haemorrhaging of our talented & well educated young people and provide the necessary job opportunities for all our people it is imperative that we invest in infrastructure in this region that gives us access to our ocean wealth. It is imperative that we develop our port.

Economic Benefit:

Galway Chamber and the groups we represent, endorse and support the business case for the extension of our port as set out by Ray Burke Consulting, and the potential Economic Benefit analysis presented to this hearing by John Lawlor of DKM. We endorse and support the Government's Integrated Marine Plan and the Harnessing our Ocean Wealth strategy. We also reference the following reports: Proposed Master Plan Summary and Strategic Positioning Statement for Galway Port Prepared by: Dr. Natasha Evers and Mr. Frank Greene 2012 (copy attached) and the various reports referenced therein including.

[1]. *Ireland's Ocean Economy* (2010) Report by the Socio-Economic Marine Unit (SEMRU), NUI Galway.
[2] *Ocean Energy Roadmap 2050*. Sustainable Energy Authority of Ireland (SEAI)`

[3] *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

[4] *Cruise Tourism to Ireland*, 2010. Research Report. Bord Fáilte.

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

[6] *Economic Study for Ocean Energy Development in Ireland*. (2010). SEAI

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

[8] *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.

And finally, As a business community we recognise the huge economic development potential on our doorstep as set out, just now, by Maurice O'Gorman and Mike Devane.

This overwhelming body of evidence underpins this proposed extension of the Port of Galway.

We stand ready to seize and develop these opportunities for our city, our region, our children and our children's children.

We must extend the Port of Galway as proposed. This is, without doubt, the most significant and strategically important development for this great city, and the proud ancient province of Connacht.

We are now standing on the cusp of a wave of opportunity to harness our ocean wealth and the port of Galway is once again ready to play its part. We submit to you Mr. Inspector and to the Bord that there is no alternative.

The Port of Galway, Our Port, Our future.

Calafort na Gaillimhe, Ár gCalafort, Ár dTodhchaí

Go raibh míle maith agat a Chigire agus a dhuine usuail go léir.

TRANSLATION

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The Galway Port has always been the lifeblood of our city and its environs. The sea is our inheritance, it's part of who we are and we are part of the sea. It has shaped our city into what it is today. It's essential that we do not leave it behind as we move towards the future. In doing so, we would be terminating the life-force of our city

Galway CHAMBER
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A History of the Port of Galway

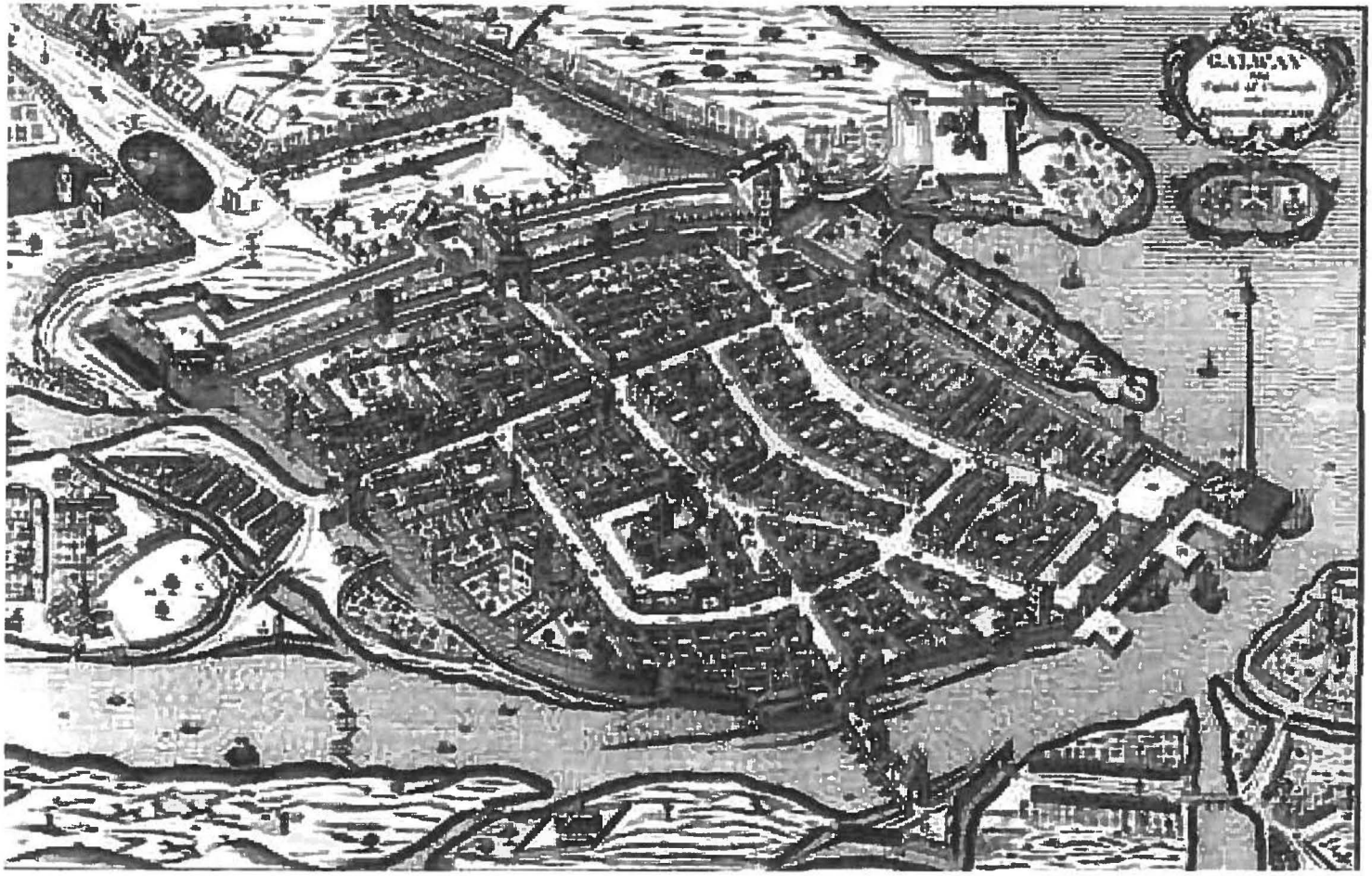
Brief of Evidence to An Bord Pleanála

By: William Henry

22 January 2015

William Henry – BIOG

William Henry is a local historian, archaeologist and author from Galway City. He is a former officer and committee member of the Galway Archaeological & Historical Society; the Old Galway Society. He is also a former director of Galway Civic Trust. Over the years he was the recipient of a number of awards including the Mayoral Award Winner for Heritage, Environment & Conservation for 2007. He was also honoured by the National University of Ireland, Galway with an Honorary Doctorate in 2011. In 2013, Galway City Council honoured him with a Civic Reception in recognition for the enormous amount of work he has completed, in books, papers and events. He has written twenty-one books and twelve booklets; and was co-author and contributor in a number of other books. He has also written many articles and papers which have been published in magazines, journals and newspapers. His publisher is Mercier Press in Cork. He is also the author of 'Talking History', the weekly historical column published by *Galway Independent* newspaper.



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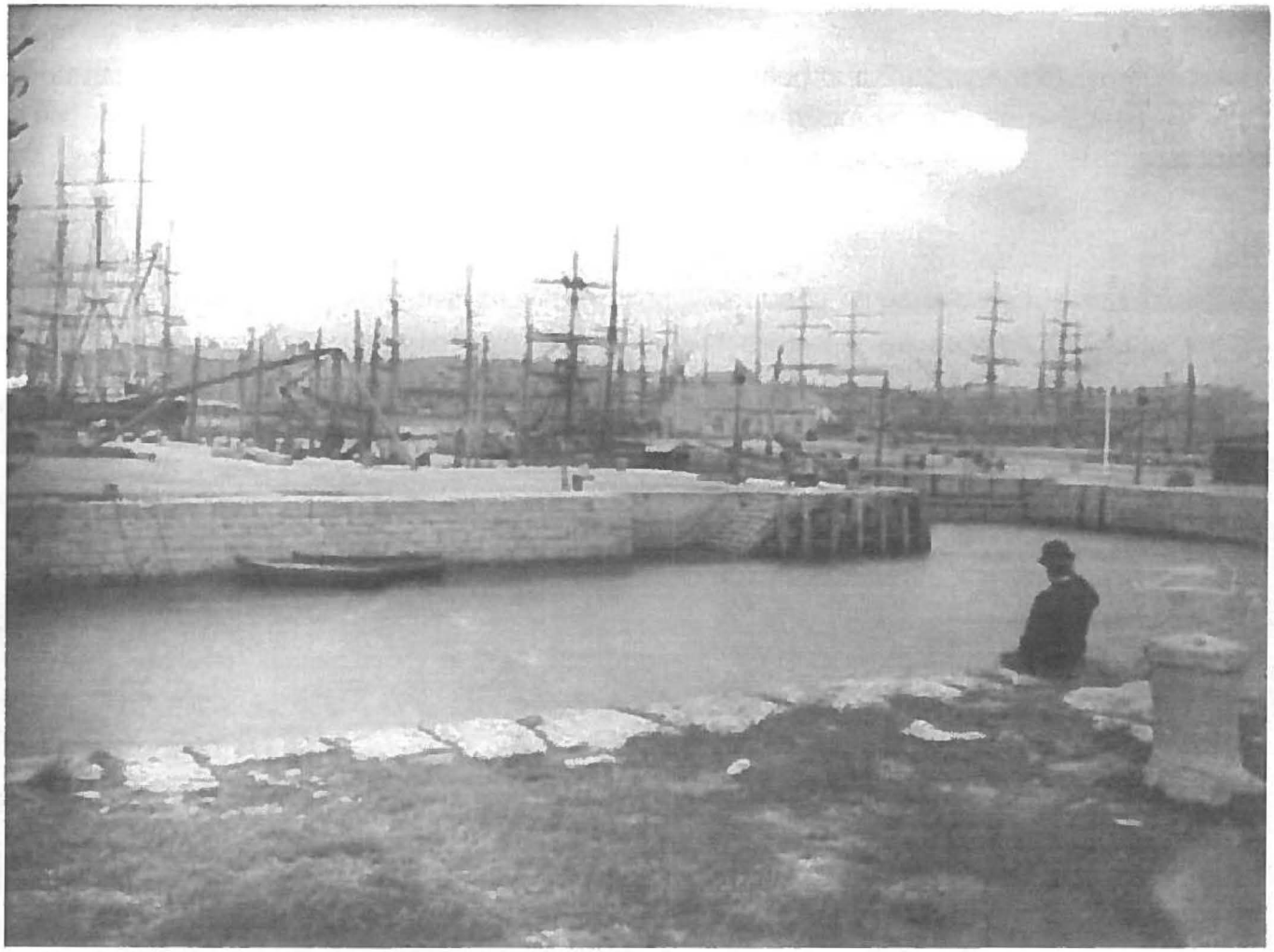

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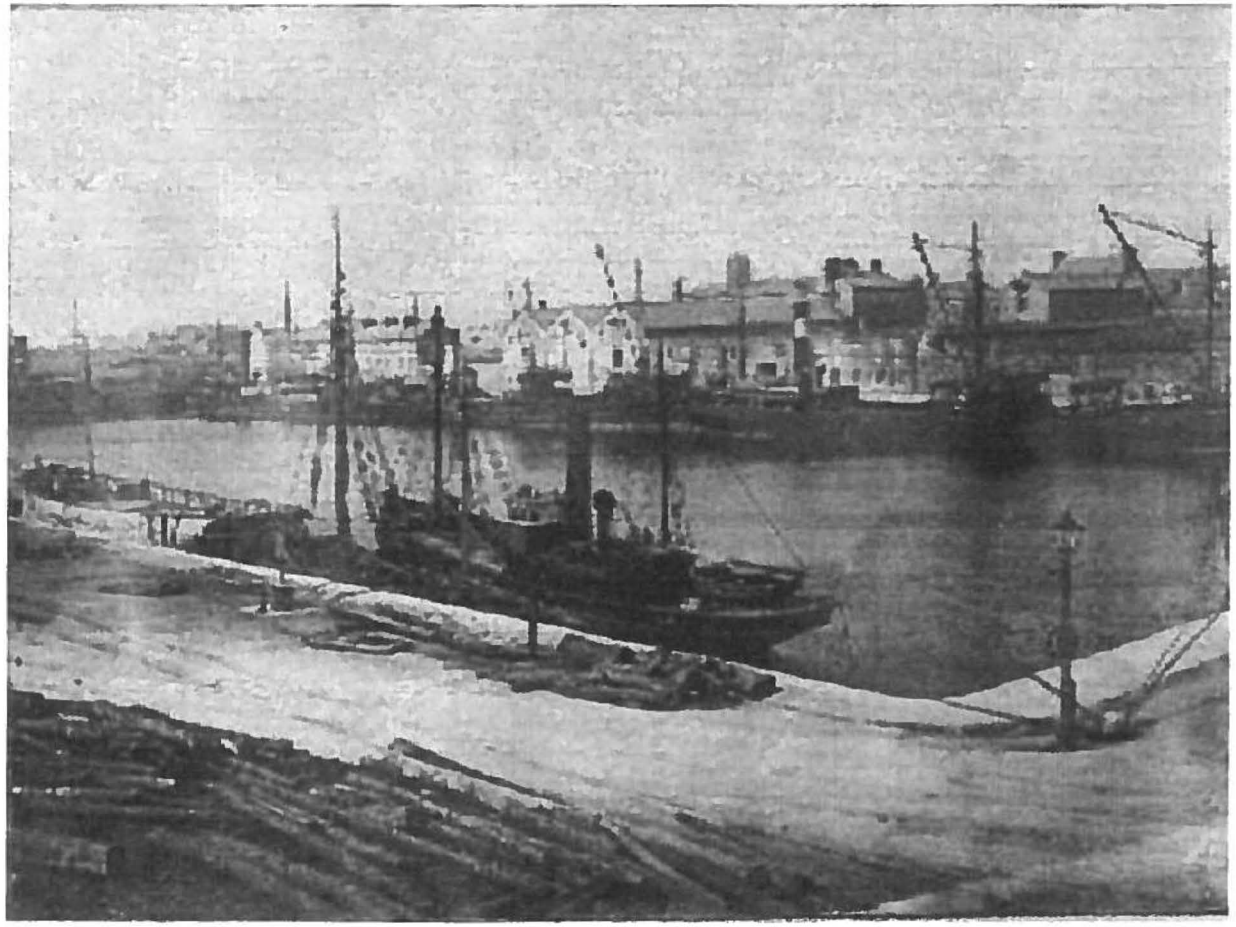
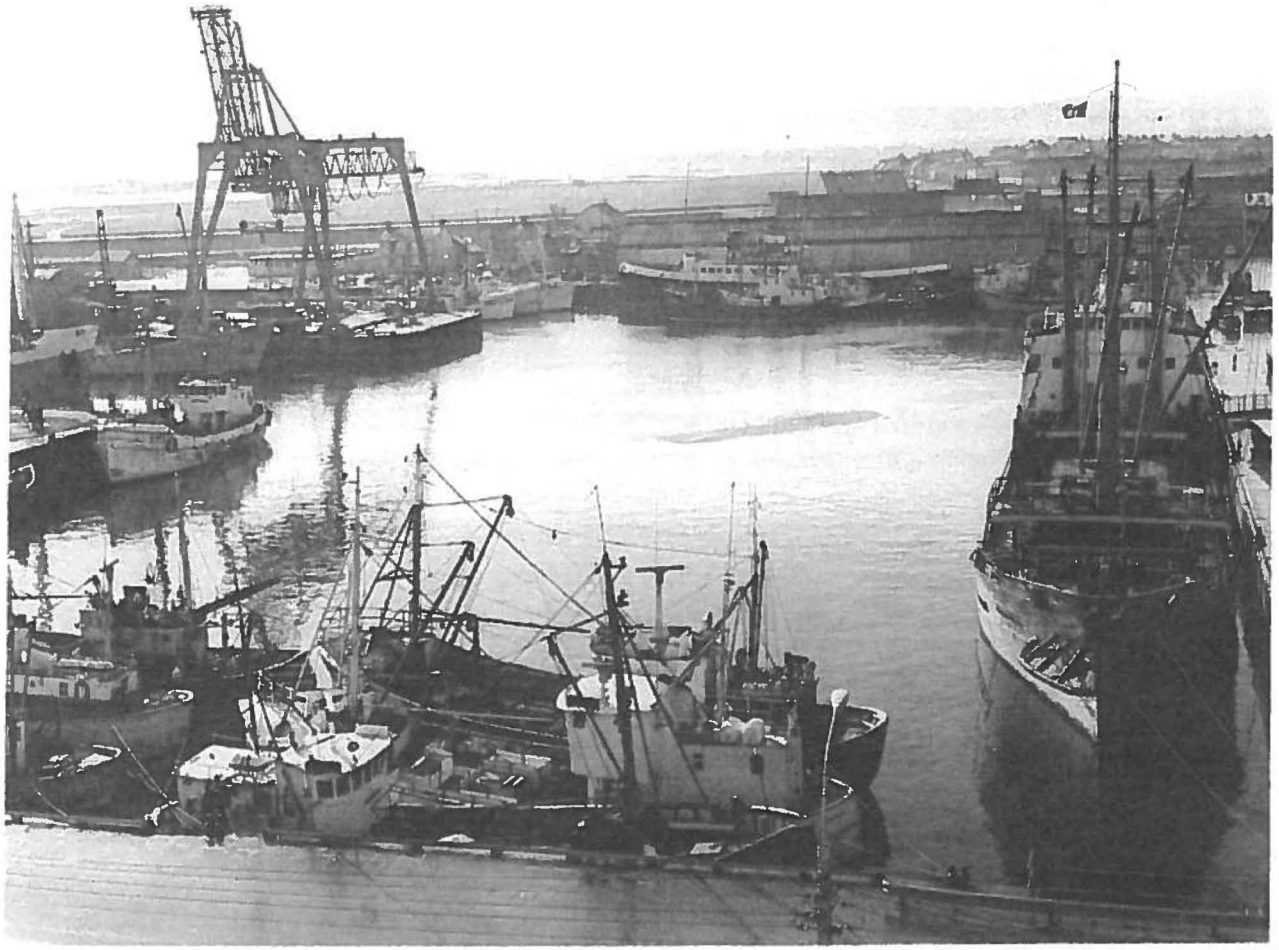


1579: The Royal Charter of Queen Elizabeth I was granted on 14 July of that year. Among the privileges bestowed on the town was that the Mayor of Galway would be created Admiral of the Port and Bay of Galway recognising the sea trade.

Seventeenth Century Wars: The Cromwellian and Williamite wars of the mid and late seventeenth century signaled the end of a gilded era for the city and its port.

- **Eighteenth Century Dock:** However, the accomplishment of Galway as a major trading port over the centuries has never forgotten. Although wars of the seventeenth century forced the city and port into decline, its maritime heritage continued with the development of Eyre's Dock or Mud Dock as it was more commonly known. This was built sometime during the eighteenth century, but was a sad reflection on the great port of the medieval period. The port authorities were never really satisfied with this harbor and its limited potential.



- **1825:** Lloyds of London became concerned about insuring ships that were using Galway docks. A new harbour was required if the port was to regain its maritime prominence that it enjoyed during the medieval period when was it was considered the third most important port after London and Bristol.
- **1830:** The Harbour Commission was established and 63 members were appointed. This brought a stronger and more concentrated drive to the idea of a new port. The first Harbour Master was Lieutenant John Moore, he was followed in turn by his two sons, Francis (1849) and Lawrence (1851).

1833: The building of the new Commercial Docks commenced. There was much excitement in the city as it created much needed employment. This in turn had a very positive effect on all concerned and in particular with the local business community.

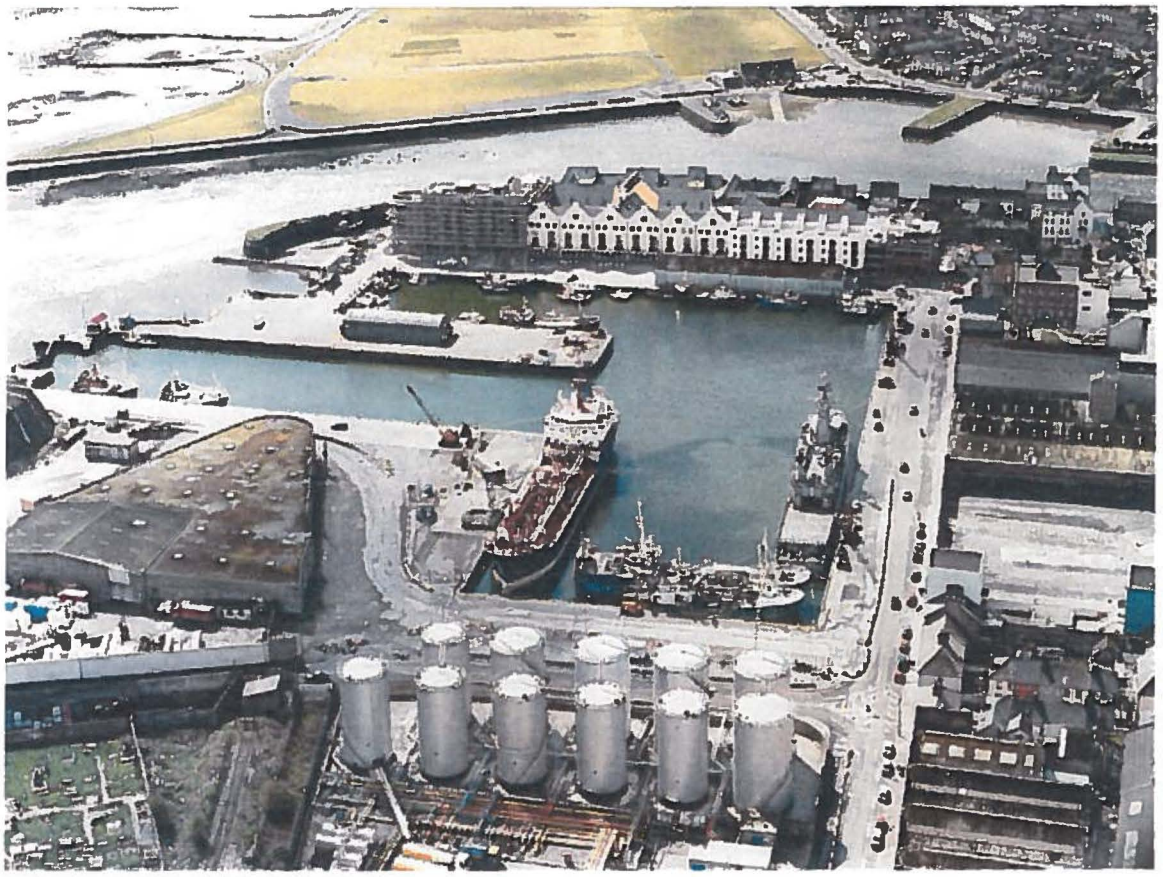
1839: Captain Christopher Yorke, who was a pilot attached to Galway Docks reported at a meeting on 13 January of that year that part of the old dock had collapsed and because of this two boats *The Mayflower* and *The Blackbird* were destroyed. This destruction occurred on the 'Night of the Big Wind' which occurred on the 6th of that month. It caused terrible tragedy and destruction. That morning three boats sailed from Galway docks bound for Carraroe and Rosmuck. They never reached their destinations and no trace of the twenty-three people on board these vessels was ever found. All the fishing vessels in the docks were sunk and many of the ships in the harbour were reduced to driftwood. This put more pressure on the port authorities to have the Commercial Docks completed.

1842: The new Commercial Docks opened. It had cost a total of £40,000 to complete.

1845-1850: The new dock was opened at a most appropriate time. Thousands of poor and destitute people escaped the terrible famine that ravished the country. It has been estimated that 100 emigrant or 'coffin ships' as they were sometimes called serviced Galway port during those years.

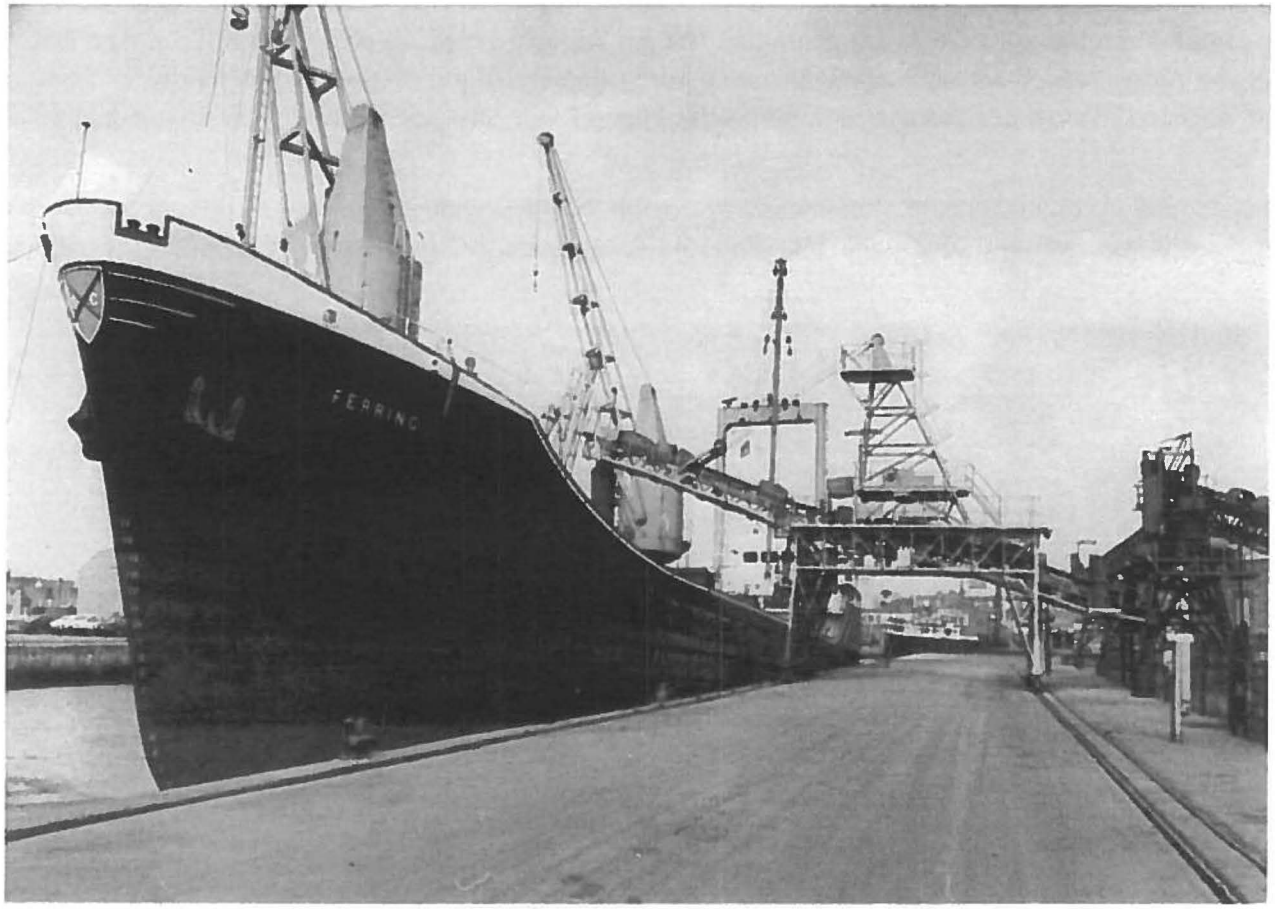
1852: The Royal Navy proposed building a pier between the Claddagh and Grattan Road, which was to be connected to Mutton Island. The deepening of the sea bed was also required, but the idea did not become a reality.

1858: The Galway Line was set up. It was a trans-Atlantic shipping company which operated out of Galway port. The company had seventeen ships and proved that Galway had great potential if it had a larger harbour. Also in 1858, there was great excitement on Sunday 25 July of that year when the *Prince Albert* arrived in Galway harbour on her maiden voyage to Halifax and New York. It was one of the finest steamers afloat and hundreds of people turned out to view the ship.



1863: In October of that year the first meeting of the Galway Graving Dock Company Limited took place. They requested funds from the Government for improvements to Galway docks. This resulted in an addition to the port of Galway.

1883: The new Dun Angus dock opened and was later joined to the Commercial Docks increasing the size, which generated more trade. Because sufficient finance was not available to provide an adequate entrance channel from the bay, transatlantic passenger liners were frequently forced to suffer irritating delays, while waiting to have people and supplies ferried to and from the ships.

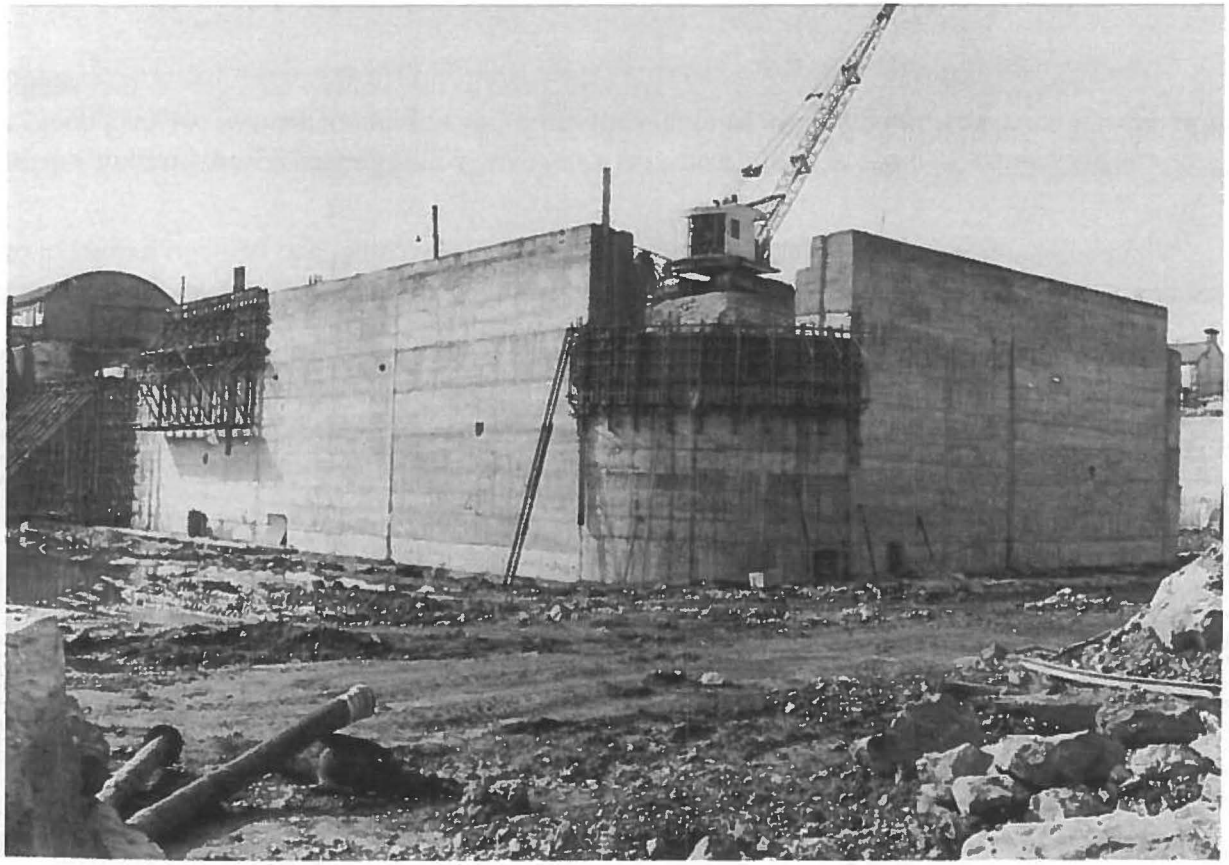


1891: In February the first regular steamer service between Galway port and the Aran Islands began. The Congested Districts Board paid a subsidy to the Galway Bay Steamboat Company to provide a steamer called *City of the Tribes.* She was sold in 1903 and was replaced by the *SS Duras*, which was built specially for the Aran Islands trade.

1913: A very impressive plan for a new harbour was proposed by Robert Worthington. The location chosen this time was an area between Rusheen Bay and Barna. It seems that this area was ideally suited and although the plans were impressive, involving two large piers, it did not materialise.

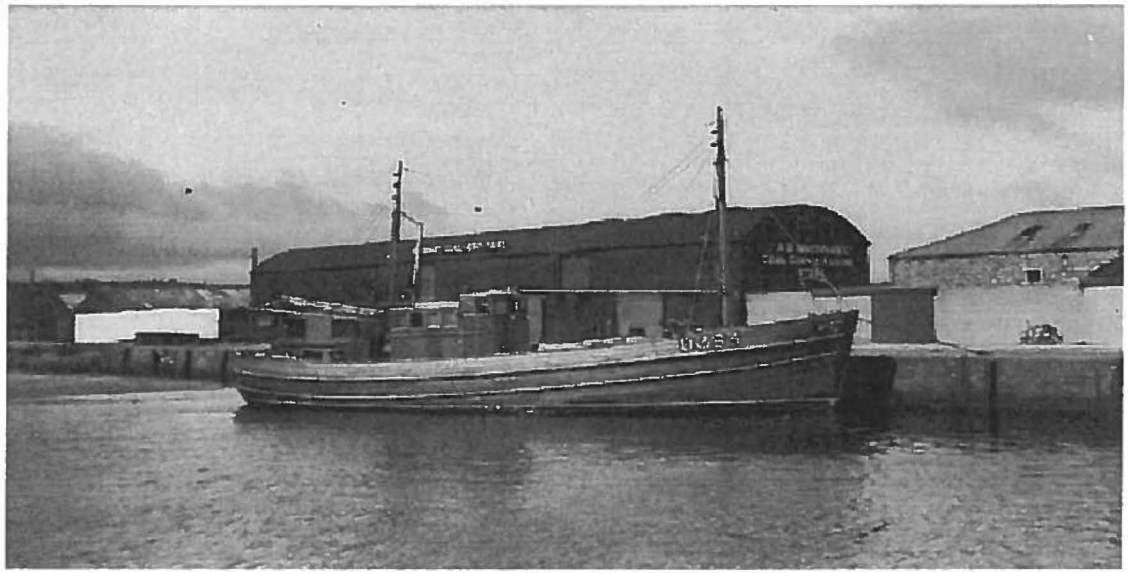
1916: British troops and marines were landing at Galway docks to help crush the Easter Rebellion. Rebel prisoners were taken on board a number of ships. War ships also fired shells inland an attempt to destroy rebel positions.

1917: The British Admiralty proposed building a huge naval port near Furbo at a cost of some £7,000,000. This was during the Great War when Galway was experiencing a lot of maritime activity off the coast. However, the end of the war also saw an end to the plans.



1927: Galway was reopened as a transatlantic port and attracted four of the world's largest liner companies. However, the existing facilities at the port were not adequate for such sea traffic. Plans were drawn up for an entirely new port the following year. The scheme was entitled the **'National Harbour'** and Barna was the chosen site. Again the plans failed to materialise.

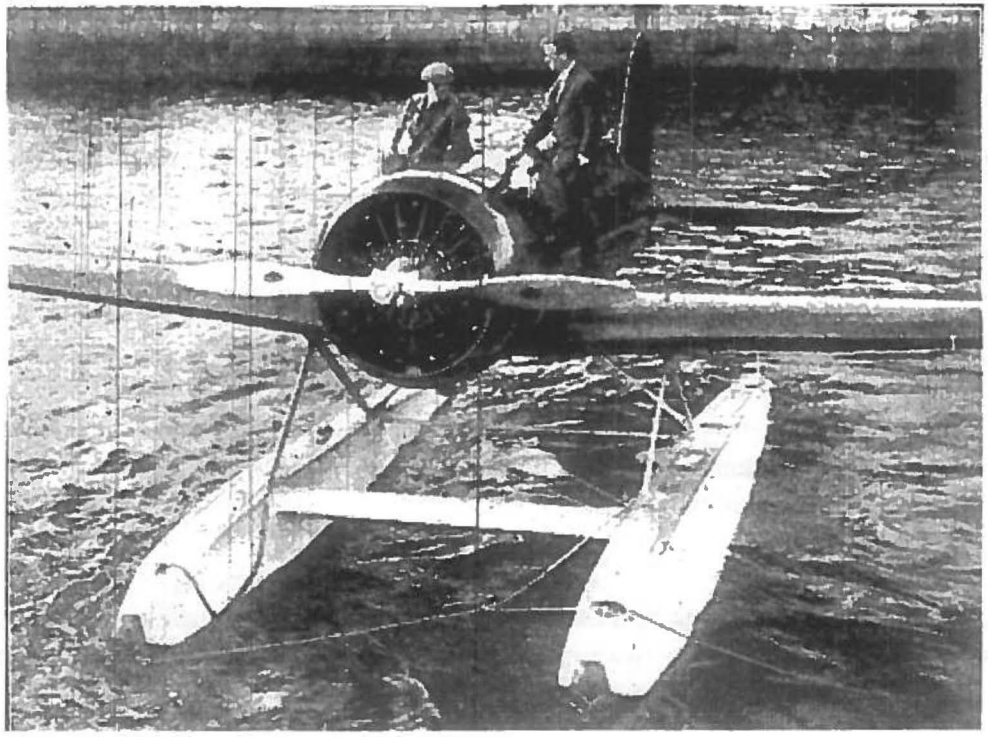
1930: Galway was described as the **'Gateway of Europe'** as it was the closest port to the United States. It was also the safest harbour and not given to fog. The government were also told that a deep sea port would open up the great **'Highways of the Atlantic Ocean'**. Thousands of people, both business and tourists would converge on the city. These were the words of Senator Oliver St. John Gogarty in a letter he sent to the Irish Government and also published in the national press.



1932: Big Liners For Galway: On 1 February 1932, *The Galway Observer* newspaper announced that there was going to be major developments to the port. It was to become the **'Gateway to Europe'** for trans-Atlantic maritime traffic. The following report was published under the heading 'Big Liner for Galway'

Galway says the is this year to become a recognized port for trans-Atlantic shipping, big developments having been arranged for by the Cunard Steamship Co., Ltd., and the White Star Line. There are to be regular sailings to the United States and to Canada. These follow upon the success of experimental calls in these lines at the ports last session.
Galway may yet become **Europe's Gateway** as the double Atlantic trip from America can be done in about a fortnight. Already the Cunard Company have made arrangements for the regular sailings of three of their vessels from Galway to Boston and New York in connection with the conveyance of Irish passengers.

Keen American interest has been displayed in the possible development of a new harbour scheme for Galway. As Galway is capable of receiving the largest ocean liners, the New Trans-Atlantic services will have an important bearing on the projected **National Harbour** site at Furbough, in which, an influential United States syndicate is especially interested.



1933: Charles Lindbergh and his wife Annie landed their seaplane, *Tinemissartog,* between Nimmo's Pier and Mutton Island. Their plane caused much excitement when it was towed into the docks escorted by the Claddagh fleet. There were many local dignitaries at the dockside to greet them.

1937: A new harbor scheme began for the development of the Commercial Docks. It was a major project and the accepted tender, the Associated Contractors Limited placed the cost at just slightly under £200,000. The stringent work of deepening the entrance channel into the docks continued for over two years. The channel ran from Dun Aengus dock to a point more or less midway between Mutton Island and Hare Island.

1939: Galway harbour witnessed some sad and harrowing sights. Shortly after the declaration of World War II on 3 September, the *SS Athenia,* a passenger ship en-route to Canada was torpedoed by a German U-Boat. The attack took place about 250 miles off the north-west coast of Ireland. On Monday Captain T. Tierney, the Galway Harbour Master received a wireless message from the *MV Knute Nelson* a Norwegian Freighter. It stated that she had picked up over 430 survivors many of them badly injured. On Tuesday morning, the Aran Tender *Cathair na Gaillimh* under Captain William Goggin left Galway docks to meet with the *MV Knute Nelson,* at sea and transfer the survivors, who were then taken to Galway.

1948: Galway Harbour experienced a considerable increase in the amount of shipping using the docks. In September of that year all of the buildings surrounding the docks were decorated with Irish flags in a tribute to W. B. Yeats whose remains were being taken ashore for the final journey to Sligo for burial.

1966: In January the first ships entered the new up-graded harbor after some two years of redevelpment. It was also the 50th anniversary of the 1916 Rebellion and there was a lot of emphasis was placed on remembering those who suffered during the Irish struggle for independence. The quays at Galway docks were named in memory of Seamus Quirke, Sean Mulvoy, Michael Walsh and Christopher Folan, four men who lost their lives during the war of independence.

1994: This year the Enterprise Park opened on reclaimed land south east of the harbour.

2003: In June it was announced that the port was on target to handle over a million tons of cargo for that year. In one day alone some 1,661 tons of steel was unloaded. Prior to this period any steel coming into the country was received through the port of Limerick.

2009: In May the Volvo Ocean Race included Galway as a stop-over venue attracting hundreds of thousands of people to Galway. This triggered a huge investment as major work was carried around the harbour. The dockland was transformed and brought a carnival atmosphere to the area. The event was an enormous success and was unprecedented in the history of the Volvo Ocean Race. Galway Docks witnessed the return of the event in June 2012. Sections of the old docks took on all the appearances of a continental yachting marina.

Summary: Over its history many plans were put forward to return Galway to its former glory as a major sea port. There were a number of ambitious plans put forward over the past century to build a new port. While energy was always there in abundance, they lacked the required finance to complete such impressive projects.

History of Galway Harbour: Galway, and its relationship with the sea dates from prehistoric times. It is easy to imagine some type of landing port located at the mouth of the River Corrib from the earliest centuries.

The story of Galway from the thirteenth century is one of powerful merchants controlling trade through the port of Galway. The development of the medieval Galway harbour was vital to the prosperity of the city. This was a golden age in the history of Galway, which was recognised across mainland Europe and in England.

There are phrases from this period which certainly indicate its importance, these include 'As proud as a Galway merchant' – The city of cut-stone facades' – 'In what part of Galway is Ireland'. The accomplishments of city trade owed its success to the extensive imports and exports through the port of Galway.

Because of this success there was great rivalry from Limerick. In fact James Hardiman writing in 1820 stated that 'The city of Limerick, from an early period of our history, was jealous of the growing trade and prosperity of Galway'. However, he said that Galway 'long retained its superiority'. This continued until the people of Limerick, 'weary of the contest, concluded a peace'.

The port of Galway continued to experience much success in trade and commerce under the control of the city's 'Merchant Princes'. These families became known as the Tribes of Galway and were among the most powerful traders in the country. During the fifteenth century Galway was licensed as one of the four ports in Ireland. The others were Dublin, Cork and Waterford. They developed lucrative trading links with European ports and indeed even further afield to the West Indies and other places. The imports included wine, iron, lead, spices and silks, while exports were wool, fish, hides, tallow and other general provisions.

The Galway Coat of Arms: The Galway Coat of Arms is extremely important not simply to identify the city, but also because they indicate its powerful maritime history. The city and its impressive development through overseas trade came about as a result of its impressive port. A ship was used in the Galway Arms from *circa* 1578-1661, which validates the city's powerful sea trade. This resulted in Galway becoming one of the most important ports in the British Isles. All of this trade brought great wealth to the city where its merchant classes became the envy of the island. In 1961, the Chief Herald of Ireland confirmed the present Arms of Galway which is also a ship.

Galway Port Timeline

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1579: The Royal Charter of Queen Elizabeth I was granted on 14 July of that year. Among the privileges bestowed on the town was that the Mayor of Galway would be created Admiral of the Port and Bay of Galway recognising the sea trade.

Seventeenth Century Wars: The Cromwellian and Williamite wars of the mid and late seventeenth century signaled the end of a gilded era for the city and its port.

Eighteenth Century Dock: However, the accomplishment of Galway as a major trading port over the centuries has never forgotten. Although wars of the seventeenth century forced the city and port into decline, its maritime heritage continued with the development of Eyre's Dock or Mud Dock as it was more commonly known. This was built sometime during the eighteenth century, but was a sad reflection on the great port of the medieval period. The port authorities were never really satisfied with this harbor and its limited potential.

1825: Lloyds of London became concerned about insuring ships that were using Galway docks. A new harbour was required if the port was to regain its maritime prominence that it enjoyed during the medieval period when was it was considered the third most important port after London and Bristol.

1830: The Harbour Commission was established and 63 members were appointed. This brought a stronger and more concentrated drive to the idea of a new port. The first Harbour Master was Lieutenant John Moore, he was followed in turn by his two sons, Francis (1849) and Lawrence (1851).

1833: The building of the new Commercial Docks commenced. There was much excitement in the city as it created much needed employment. This in turn had a very positive effect on all concerned and in particular with the local business community.

1839: Captain Christopher Yorke, who was a pilot attached to Galway Docks reported at a meeting on 13 January of that year that part of the old dock had collapsed and because of this two boats *The Mayflower* and *The Blackbird* were destroyed. This destruction occurred on the 'Night of the Big Wind' which occurred on the 6th of that month. It caused terrible tragedy and destruction. That morning three boats sailed from Galway docks bound for Carraroe and Rosmuck. They never reached their destinations and no trace of the twenty-three people on board these vessels was ever found. All the fishing vessels in the docks were sunk and many of the ships in the harbour were reduced to driftwood. This put more pressure on the port authorities to have the Commercial Docks completed.

1842: The new Commercial Docks opened. It had cost a total of £40,000 to complete.

1845-1850: The new dock was opened at a most appropriate time. Thousands of poor and destitute people escaped the terrible famine that ravished the country. It has been estimated that 100 emigrant or 'coffin ships' as they were sometimes called serviced Galway port during those years.

1852: The Royal Navy proposed building a pier between the Claddagh and Grattan Road, which was to be connected to Mutton Island. The deepening of the sea bed was also required, but the idea did not become a reality.

1858: The Galway Line was set up. It was a trans-Atlantic shipping company which operated out of Galway port. The company had seventeen ships and proved that Galway had great potential if it had a larger harbour. Also in 1858, there was great excitement on Sunday 25 July of that year when the *Prince Albert* arrived in Galway harbour on her maiden voyage to Halifax and New York. It was one of the finest steamers afloat and hundreds of people turned out to view the ship.

1863: In October of that year the first meeting of the Galway Graving Dock Company Limited took place. They requested funds from the Government for improvements to Galway docks. This resulted in an addition to the port of Galway.

1883: The new Dun Angus dock opened and was later joined to the Commercial Docks increasing the size, which generated more trade. Because sufficient finance was not available to provide an adequate entrance channel from the bay, transatlantic passenger liners were frequently forced to suffer irritating delays, while waiting to have people and supplies ferried to and from the ships.

1891: In February the first regular steamer service between Galway port and the Aran Islands began. The Congested Districts Board paid a subsidy to the Galway Bay Steamboat Company to provide a steamer called *City of the Tribes.* She was sold in 1903 and was replaced by the *SS Duras*, which was built specially for the Aran Islands trade.

1913: A very impressive plan for a new harbour was proposed by Robert Worthington. The location chosen this time was an area between Rusheen Bay and Barna. It seems that this area was ideally suited and although the plans were impressive, involving two large piers, it did not materialise.

1916: British troops and marines were landing at Galway docks to help crush the Easter Rebellion. Rebel prisoners were taken on board a number of ships. War ships also fired shells inland an attempt to destroy rebel positions.

1917: The British Admiralty proposed building a huge naval port near Furbo at a cost of some £7,000,000. This was during the Great War when Galway was experiencing a lot of maritime activity off the coast. However, the end of the war also saw an end to the plans.

1927: Galway was reopened as a transatlantic port and attracted four of the world's largest liner companies. However, the existing facilities at the port were not adequate for such sea traffic. Plans were drawn up for an entirely new port the following year. The scheme was entitled the **'National Harbour'** and Barna was the chosen site. Again the plans failed to materialise.

1930: Galway was described as the **'Gateway of Europe'** as it was the closest port to the United States. It was also the safest harbour and not given to fog. The government were also told that a deep sea port would open up the great **'Highways of the Atlantic Ocean'**. Thousands of people, both business and tourists would converge on the city. These were the words of Senator Oliver St. John Gogarty in a letter he sent to the Irish Government and also published in the national press.

1932: Big Liners For Galway: On 1 February 1932, *The Galway Observer* newspaper announced that there was going to be major developments to the port. It was to become the **'Gateway to Europe'** for trans-Atlantic maritime traffic. The following report was published under the heading 'Big Liner for Galway'

Galway says the is this year to become a recognized port for trans-Atlantic shipping, big developments having been arranged for by the Cunard Steamship Co., Ltd., and the White Star Line. There are to be regular sailings to the United States and to Canada. These follow upon the success of experimental calls in these lines at the ports last session.

Galway may yet become **Europe's Gateway** as the double Atlantic trip from America can be done in about a fortnight. Already the Cunard Company have made arrangements for the regular sailings of three of their vessels from Galway to Boston and New York in connection with the conveyance of Irish passengers.

Keen American interest has been displayed in the possible development of a new harbour scheme for Galway. As Galway is capable of receiving the largest ocean liners, the New Trans-Atlantic services will have an important bearing on the projected **National Harbour** site at Furbough, in which, an influential United States syndicate is especially interested.

1933: Charles Lindbergh and his wife Annie landed their seaplane, *Tinemissartog,* between Nimmo's Pier and Mutton Island. Their plane caused much excitement when it was towed into the docks escorted by the Claddagh fleet. There were many local dignitaries at the dockside to greet them.

1937: A new harbor scheme began for the development of the Commercial Docks. It was a major project and the accepted tender, the Associated Contractors Limited placed the cost at just slightly under £200,000. The stringent work of deepening the entrance channel into the docks continued for over two years. The channel ran from Dun Aengus dock to a point more or less midway between Mutton Island and Hare Island.

1939: Galway harbour witnessed some sad and harrowing sights. Shortly after the declaration of World War II on 3 September, the *SS Athenia,* a passenger ship en-route to Canada was torpedoed by a German U-Boat. The attack took place about 250 miles off the north-west coast of Ireland. On Monday Captain T. Tierney, the Galway Harbour Master received a wireless message from the *MV Knute Nelson* a Norwegian Freighter. It stated that she had picked up over 430 survivors many of them badly injured. On Tuesday morning, the Aran Tender *Cathair na Gaillimh* under Captain William Goggin left Galway docks to meet with the *MV Knute Nelson,* at sea and transfer the survivors, who were then taken to Galway.

1948: Galway Harbour experienced a considerable increase in the amount of shipping using the docks. In September of that year all of the buildings surrounding the docks were

decorated with Irish flags in a tribute to W. B. Yeats whose remains were being taken ashore for the final journey to Sligo for burial.

1966: In January the first ships entered the new up-graded harbor after some two years of redevelpment. It was also the 50th anniversary of the 1916 Rebellion and there was a lot of emphasis was placed on remembering those who suffered during the Irish struggle for independence. The quays at Galway docks were named in memory of Seamus Quirke, Sean Mulvoy, Michael Walsh and Christopher Folan, four men who lost their lives during the war of independence.

1994: This year the Enterprise Park opened on reclaimed land south east of the harbour.

2003: In June it was announced that the port was on target to handle over a million tons of cargo for that year. In one day alone some 1,661 tons of steel was unloaded. Prior to this period any steel coming into the country was received through the port of Limerick.

2009: In May the Volvo Ocean Race included Galway as a stop-over venue attracting hundreds of thousands of people to Galway. This triggered a huge investment as major work was carried around the harbour. The dockland was transformed and brought a carnival atmosphere to the area. The event was an enormous success and was unprecedented in the history of the Volvo Ocean Race. Galway Docks witnessed the return of the event in June 2012. Sections of the old docks took on all the appearances of a continental yachting marina.

Summary: Over its history many plans were put forward to return Galway to its former glory as a major sea port. There were a number of ambitious plans put forward over the past century to build a new port. While energy was always there in abundance, they lacked the required finance to complete such impressive projects.

Galway CHAMBER
I MBUN GNÓ AR SON GNÓ

THE BUSINESS STATEMENT FOR THE PROPOSED HARBOUR EXTENSION AT THE PORT OF GALWAY

Brief of Evidence to An Bord Pleanála

Maurice O'Gorman

22 January 2015

Maurice O'Gorman

Maurice O'Gorman is a director of Galway Chamber of Commerce. Until October 2013 Maurice was Managing Director, Chief Operating Officer and Head of Strategy at NCB Capital, the investment banking arm of The National Commercial Bank, Saudi Arabia. NCB Capital is the largest asset manager in the Middle East, a dominate player in securities trading and investment banking. Maurice was also a board member of Eastgate Capital Group, a leading private equity and real estate firm. Prior to joining NCB Capital Maurice held the position of Capital Markets Advisor at the Capital Markets Authority, the regulator of the securities industry in Saudi Arabia. From 1992 Maurice held the position of Capital Markets Advisor at the Saudi Arabian Monetary Agency (central bank). Maurice was involved in the development of a number large-scale infrastructural projects on behalf of the Saudi Arabian Government. Prior to his move to Saudi Arabia Maurice worked for the London Stock Exchange. Maurice graduated from Northumbria University with a BA (Hons) in Leadership and Management, and qualified as a Registered Representative in both the UK and Saudi Arabia.

Introduction

Maurice O'Gorman is a resident of Galway. Maurice is a director of Galway Chamber of Commerce. Until October 2013 Maurice was a Managing Director, Chief Operating Officer and Head of Strategy at NCB Capital, the investment banking arm of The National Commercial Bank, Saudi Arabia. NCB Capital is the largest asset manager in the Middle East with over US$12 billion in assets under management, a dominant player in securities trading and investment banking. Maurice was also a board member of Eastgate Capital Group, a leading private equity and real estate firm. Prior to joining NCB Capital Maurice held the position of Capital Markets Advisor at the Capital Markets Authority, the regulator of the securities industry in Saudi Arabia. From 1992 Maurice held the position of Capital Markets Advisor at the Saudi Arabian Monetary Agency (central bank). Maurice developed and managed large-scale infrastructural projects on behalf of the Saudi Arabian Government. Prior to his move to Saudi Arabia Maurice worked for the London Stock Exchange. Maurice graduated from Northumbria University with a BA (Hons) in Leadership and Management, and qualified as a Registered Representative in both the UK and Saudi Arabia.

Context

The business sector, as represented by the Galway Chamber of Commerce, the Galway City Business Association, The Latin Quarter, The West End Traders & Salthill.com, argue that the extension of the Port of Galway will deliver a huge economic and social dividend to the City of Galway and the Western region[1].

An important goal of the Galway Chamber of Commerce is to proactively and positively influence the future growth and development of the city and the region. To achieve this, we require a coherent industry and enterprise strategy for the next ten years that will serve Galway and the greater Western Region.

To put the need for growth and development into context;

- The population of All Dublin is now 152% greater than at the foundation of the State. In contrast, the population of Connacht is now less than it was in 1926.
- 78% of new employment supported by the IDA in 2014 was based in either Dublin or Cork.
- In the West, the income per head is 6.4% less than the national average, lagging 18.4% behind All Dublin.
- Unemployment in Galway remains at the national average, at a higher level than both Dublin and Cork.

[1] Various extracts and references are made in this document, including the Irish National Ports Policy, UK National Ports Policy, economic studies produced by Ray Burke and DKM and Failte Ireland, Irish Maritime Development Office, the Centre of Economic and Business Research in Britain.

Our strategy has the stated aim of increasing the West's Gross Value Add to the national average by 2020. Assuming a national growth rate of 2% in this period, the West will require a growth rate of 5.4% p.a. in the same period to achieve this goal. This is an ambitious but achievable target.

As we have already heard today, throughout our history the Port of Galway has developed, thrived and changed, supporting the free movement of people, and the trade in goods and commodities, which is the basis for our prosperity. As travel and trade have changed over time, and as ships and their cargoes have developed in size, character and technology, so the nature of ports has changed, creating new opportunities for local and regional growth.

The need for safe harbours, with built defences interacting with and changing the natural environment, providing unimpeded access, with water deep enough for the largest vessels, remains.

The Port of Galway is a key component of the transport infrastructure of the Western region. It is likely that without it, which would appear as the most likely outcome if we do not proceed with the proposed extension, that Galway and the region will remain one of the least economically developed parts of the country.

The current Port is not fit for purpose and the lack of investment in infrastructure is damaging Galway's and the region's reputation and ability to grow:

- Visitors to Galway's Art Festival had to circumnavigate the mountain of scrap metal in order to view one of the main exhibits. The mountain of scrap metal detracts from what is a beautiful marina.
- Currently ships larger than 5,000 tonne cannot enter the port. As the size of ships is increasing, it will soon be impossible for the majority of ships to enter the Port. The Port will cease to exist as a commercial enterprise. We will still need to import goods and fuel; the cost of doing so, from a port 130kms away, will inevitably lead to increased prices and reduce competiveness nationally.
- Implementation of the Seveso directive limits building within Galway City. This in turn has limited growth and development. Re-siting of chemical and oil storage will allow for future development of the docks hinterland and the City.

Turning to the Economic Benefits of the Harbour Expansion

- All industries must seek to benefit from change. The cruise industry is the fastest growing part of the tourist industry in Europe. Galway must capitalise on this. Galway as the gateway to the West, and an important destination on the Wild Atlantic Way is a natural stopping point for cruise ships. The lack of facilities in the Port of Galway is recognised as an impediment to capturing this opportunity.

- Based on the experience of Northern Ireland, we believe that cruise ship tourism would result in substantial job creation and revenue opportunities for Galway and the Western region.
- The development of the Galway Port will give impetus to the regeneration and development of Galway City as a Waterfront City, complementing the existing city centre and medieval Galway. Whilst Galway is renown as a tourist destination, it lacks certain facilities such as a conference/performance centre. The extension of Galway Port would result in land being made available to locate such facilities. We believe that such development will substantially increase Galway's and the region's attractiveness as a tourist destination.
- Employees in knowledge-based companies have a preference to work and live within the same area and to be able to walk or cycle to work. We are aware of foreign companies that have considered Galway to locate their European headquarters and have not done so due to a lack of inner City office space. We believe that the development of the marina and the regeneration of the hinterland, both at the docks and the CIE site will provide the much needed inner city office space required to house employees of indigenous and foreign companies.
- Expansion of the Marina and the development of maritime tourism berths will result in increased tourism, resulting in revenue growth and employment. An expanded marina will also allow Galway to host additional and larger regattas. We believe that additional revenue could be worth several million Euros to the City and the region and result in substantial employment opportunities.
- The highly successful 2009 and 2012 Volvo Race hosted in Galway demonstrated the demand for maritime leisure. Both events drew hundreds of thousands of tourists to Galway. At this time, there are limited facilities available for those who wish to visit Galway and use it as a base for maritime tourism. The extension of the Port of Galway will open up the area for new berths.
- The ability for domestic ferries to dock in Galway will strengthen the regions interconnectedness, promote greater economic opportunities for Island communities and increased tourist numbers to the Islands and coastal areas.
- Galway could play an important national role in the wave energy and fixed offshore wind industry. As noted by leaders in the industry, if Galway does not provide the facilities, offshore wind developers, wave and tidal manufacturers could source the manufactured equipment for projects outside of Ireland. The 2012 Irish Maritime Development Office report notes, "Given the scale of development planned...there are clear opportunities for Irish companies and Irish ports to take advantage and profit from the business. This development, if exploited, could result in the creation of hundreds of sustainable jobs in the medium to long term." The report, also references a recent assessment by the Centre

of Economic and Business Research in Britain in terms of jobs created to support the Ocean Economy and provides examples:

- Belfast Harbour: up to 300 long term jobs, of which 150 are involved in construction
- Port of Mostyn: 100 long term skilled engineering and technical jobs – 120 construction jobs
- Able Humber Port: 3,000 short to medium term jobs in a variety of marine and land based companies including foreshore property developments.
- Port of Cuxhaven (Germany): 1,700 to 2000 jobs (2012) to increase to 3,000 jobs by 2015.

The 2012 Irish Maritime Development Office report estimates that 100-200 long-term jobs could be created to support this sector alone in Galway over the next 10-15 years.

- The technology required to support the Ocean Economy compliments the existing ICT infrastructure in Galway and will provide additional employment opportunities within this sector.

- The Port of Galway currently facilitates a number of indigenous companies. Economic studies have shown that given increased port capacity that these companies would expand, creating additional job opportunities. By bringing together groups of related businesses within and around the estate, ports also create a cluster effect, which supports economic growth by encouraging innovation and the creation and development of new business opportunities.

- The Chamber additionally believes that the regeneration of the Port of Galway is interconnected with other initiatives that the Chamber is championing. The Chamber has proposed the establishment of a permanent covered market along the lines of the English Market in Cork and Milk Market in Limerick. We believe that the covered market would prove an excellent retail outlet for artisan and seafood producers and in turn would encourage the local fisheries sector.

- For an island economy, there are limited alternatives available to the use of sea transport for the movement of freight and bulk commodities. Airfreight is often used for high-value items and express deliveries. But this alternative is constrained by the volumes that can practically be carried by air. As a consequence, shipping will continue to provide the only effective way to move the vast majority of freight in and out of Ireland, and the provision of sufficient sea port capacity will remain an essential element in ensuring sustainable growth in the regional economy.

- The Port of Galway plays a vital role in the import of oil. Port handling needs for energy can be expected to change as the mix of our energy supplies changes and particularly as renewables play an increasingly important part as an energy source. Ensuring security of energy supplies through our port is an important consideration.

- Of similar importance is the ability of our naval fleet to operate freely. Current restrictions mean that dock gates are only opened for 2 hours in every 12-hour cycle. Should a disaster at sea occur, a naval ship harboured in Galway would be unable to respond.
- The Chamber welcomes and encourages competition, recognising that competition drives efficiency, and lowers costs for industry and consumers, so contributing to the competitiveness of our economy. Effective competition requires sufficient spare capacity to ensure real choices for port users.
- The extension of the Galway Port will also help to assure the resilience of the national infrastructure. Port capacity is needed at a variety of locations and covering a range of cargo and handling facilities, to enable the sector to meet short- term peaks in demand, the impact of adverse weather conditions, accidents, deliberate disruptive acts and other operational difficulties, without causing economic disruption through impediments to the flow of imports and exports. Given the large number of factors involved, the Chamber believes that resilience is provided most effectively as a by-product of a competitive ports sector.

Failure to Proceed

Suspension or termination of development will have significant negative impact on the viability of the Galway Harbour Company, local industry, and the region as a whole:

- Costs for indigenous industries would increase, and in some instances make these enterprises unviable;
- Galway and the region would not benefit from the increase in cruise ship tourism;
- Galway and the region would not benefit from the anticipated growth in the Ocean Economy, and
- Galway and the region would loose jobs.

As noted earlier, Galway and the region are recognised by EU designation as one of the least economically developed parts of the country. The Port of Galway is an intrinsic part of region's infrastructure. It supports all aspects of the local economy, directly and indirectly supports employment, and the generation of revenue.

Failure to proceed and thus reducing the possibility of providing additional capacity for the movement of goods and commodities through the extension of the port would be to accept limits on economic growth. It would also limit the local and regional economic benefits that this development would bring. Such an outcome would be strongly against the public interest.

Galway CHAMBER
I MBUN GNÓ AR SON GNÓ

Future Western Region Economic Growth – Harvesting Our Ocean Wealth

Brief of Evidence to An Bord Pleanála

By: Mike Devane

22 January 2015

Michael G Devane

Michael Devane works as a Business and Industry Executive focused on the strategic development of enterprise and the promotion of collaboration between public and private entities. He is the Chairman of SmartBay, the new national platform to support research and innovation in the Marine ICT sector. In this role and others he has a keen interest in the translation of research and innovation for economic purpose. He is a former member of the Board of American Chamber of Commerce and Chair of the American Chamber Research and Development Working Group, and continues to work with the Chamber in the development of new forms of engagement between Academia and Industry. Over the last six years Mike has chaired the Digital Enterprise Research Institute at NUIG and was instrumental in combining research centres to form INSIGHT (Data Analytics Research Centre) the largest research center in the State. He is also chairman of ICHEC (Irish Centre for High–End Computing) and a member of the Industry Advisory Board of KTI (Knowledge Transfer Ireland). He is also a board member of the Galway Chamber of Commerce and is active in developing the Atlantic Economic Corridor in the Western Regions.

Michael was the VP and Managing Director of Lucent Technologies International Sales until 2007. He had direct responsibility for all of Lucent's Operations and Investments in Ireland including its transition from a manufacturing entity and the development of Bell Labs, Ireland. Previously he was VP of Lucent's Supply Chain Operations in Europe until 2004. His operational background within the ICT and the Discrete Manufacturing sectors, include, experience in organization and business development and new venture startups, within both multinationals and small enterprises. Much of his career has focused on the transformation of enterprise, the development and expansion of new or foreign direct investments. He has significant experience in re-structuring operations, including the transition and outsourcing of manufacturing and engineering activities and the creation of new value opportunities and capability.

Michael has over 25 years experience in managing and leading multinational companies in Ireland / Europe. Michael has both Executive Operational Management and Industry Consulting experience and background across multiple industries and enterprises.

Future Western Region Economic Growth

Galway Harbour

Mike Devane

Support GalwayPORT
OUR PORT - OUR FUTURE

Future Growth in Ireland's Economy

- GDP in 2014 > €180B
- 4.6% growth – highest in EU
- Young educated workforce (50% under 35)
- Strong FDI presence – search for value
- Untapped Sovereign wealth - Natural Resources
- Marine Resources – Food, Energy, Bio-Marine
- Western Region gateway to Atlantic

Real Map of Ireland

HARNESSING OUR OCEAN WEALTH

Vision and Goals

OUR VISION

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.

GOAL 1

THRIVING MARITIME ECONOMY

- Sustainable economic growth of our marine/ maritime sectors
- Increase the contribution to our national GDP
- Deliver a business-friendly yet robust governance, policy and planning framework

GOAL 2

HEALTHY ECOSYSTEMS

- Protect and conserve our rich marine biodiversity and ecosystems
- Manage our living and non-living resources in harmony with the ecosystem
- Implement and comply with environmental legislation

GOAL 3

ENGAGING WITH THE SEA

- Building on our maritime heritage, strengthen our maritime identity
- Increase our awareness of the value, opportunities and societal benefits
- Engagement and participation by all

SECTORS

Seafood (Fisheries, Aquaculture, Seafood Processing)

€1,000 MILLION

SOURCE
Target for seafood set under Food Harvest 2020

Maritime Commerce and Ship Leasing

€2,600 MILLION

SOURCE
IMDO 2020 projection

Marine and Coastal Tourism and Leisure (including Cruise Tourism)

€1,500 MILLION

SOURCE
Fáilte Ireland 2020 projection

Marine ICT and Biotechnology

>€61 MILLION

SOURCE
Projected based on 2007 SEMRU company survey

Ports and Maritime Transport Services, Maritime Manufacturing, Engineering, Offshore Oil and Gas, other marine industries

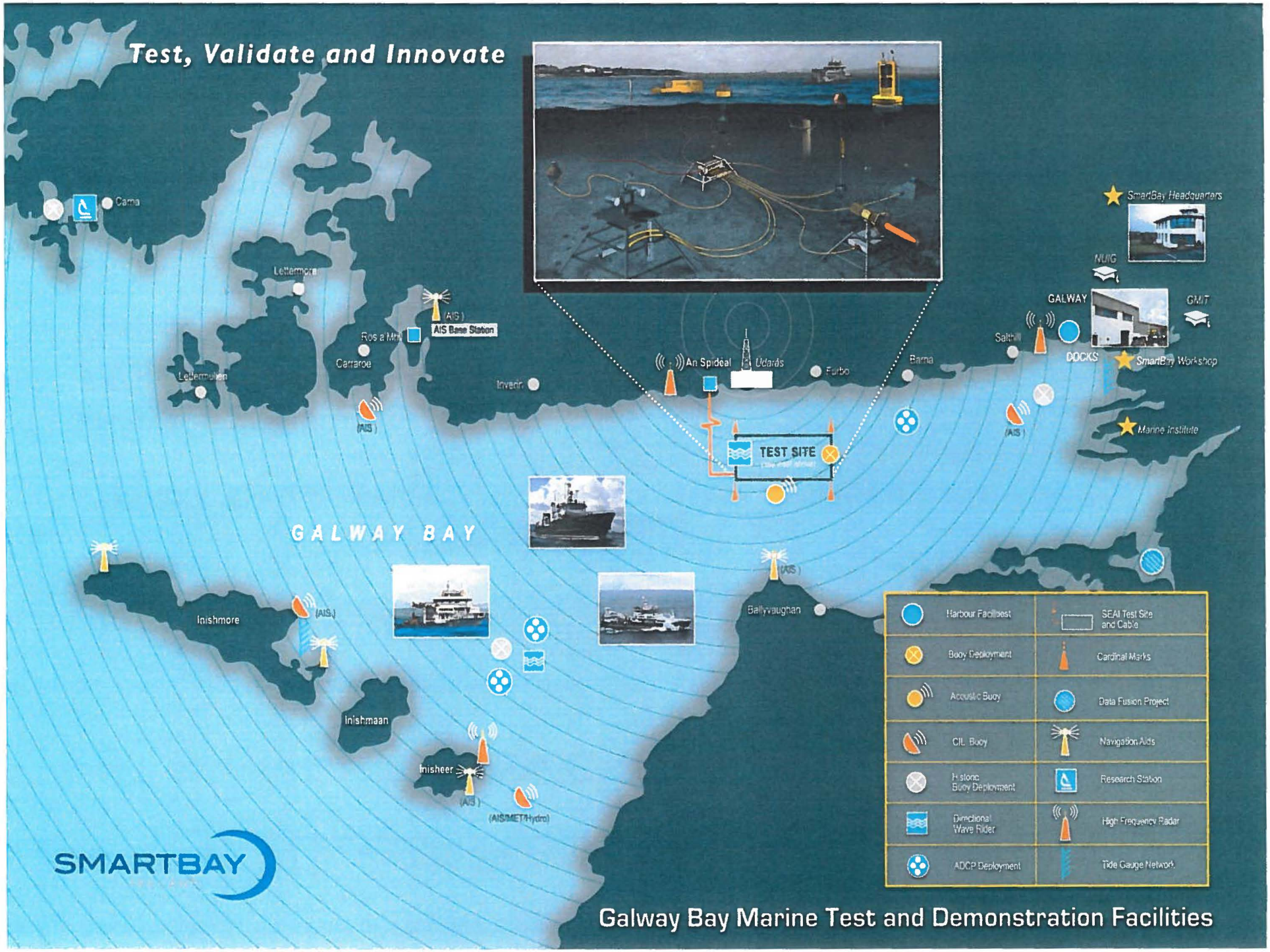
>€1,200 MILLION

SOURCE
As measured from the most recent comprehensive review of Ireland's Ocean Economy

PROJECTED ANNUAL TURNOVER 2020 > €6.4 BILLION

Galway - Access to Atlantic

- Galway is a natural Gateway to Atlantic
- An extension of a primary Road/Rail artery
- Sheltered Bay for early Capability Development
- Home to SmartBay and SmartOcean Program
- Centre for proposed Atlantic Observation
- Service port for Energy and Aquaculture sites
- New sectors – Engin/Technology and Service


Test, Validate and Innovate
Carna
Lettermore
Lettermullen
Carraroe
Ros a Mhil
AIS
AIS Base Station
Inverin
An Spideal
Udarás
Furbo
Barna
Salthill
GALWAY
DOCKS
NUIG
GMIT
SmartBay Headquarters
SmartBay Workshop
Marine Institute
TEST SITE
GALWAY BAY
Inishmore
Inishmaan
Inisheer
(AIS/MET/Hydro)
Ballyvaughan
Harbour Facilities
Buoy Deployment
Acoustic Buoy
CIL Buoy
Historic Buoy Deployment
Directional Wave Rider
ADCP Deployment
SEAI Test Site and Cable
Cardinal Marks
Data Fusion Project
Navigation Aids
Research Station
High Frequency Radar
Tide Gauge Network
SMARTBAY
Galway Bay Marine Test and Demonstration Facilities

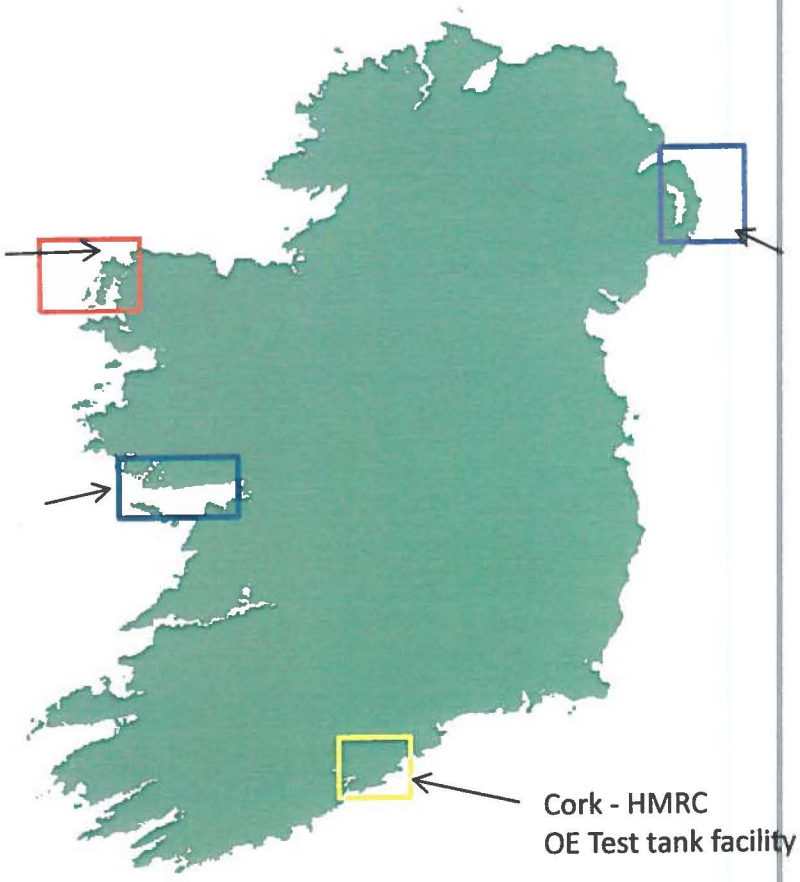
Ocean Renewable Energy Development

2050 Scenario

50GW Production

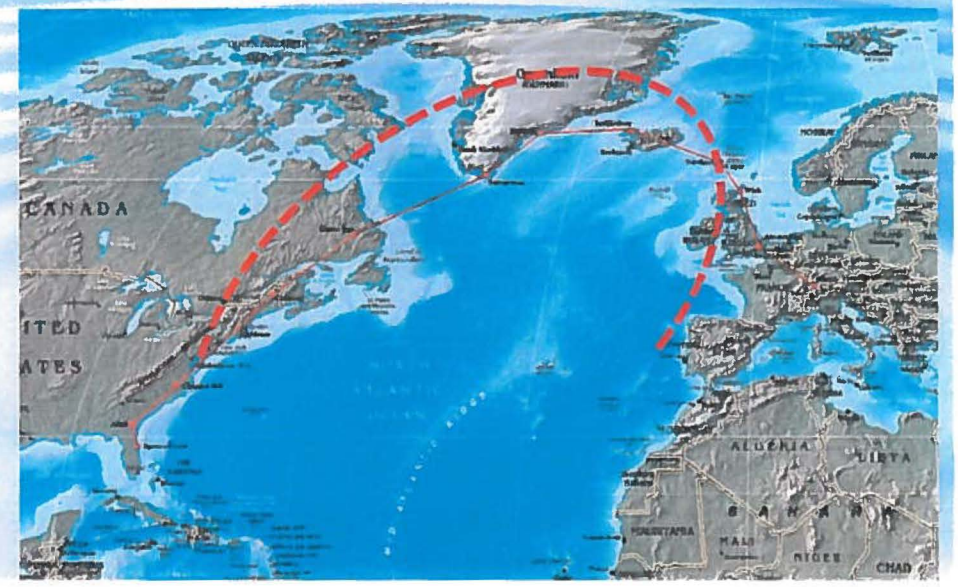
€15bn Export of Electricity

Estimated 70k Jobs

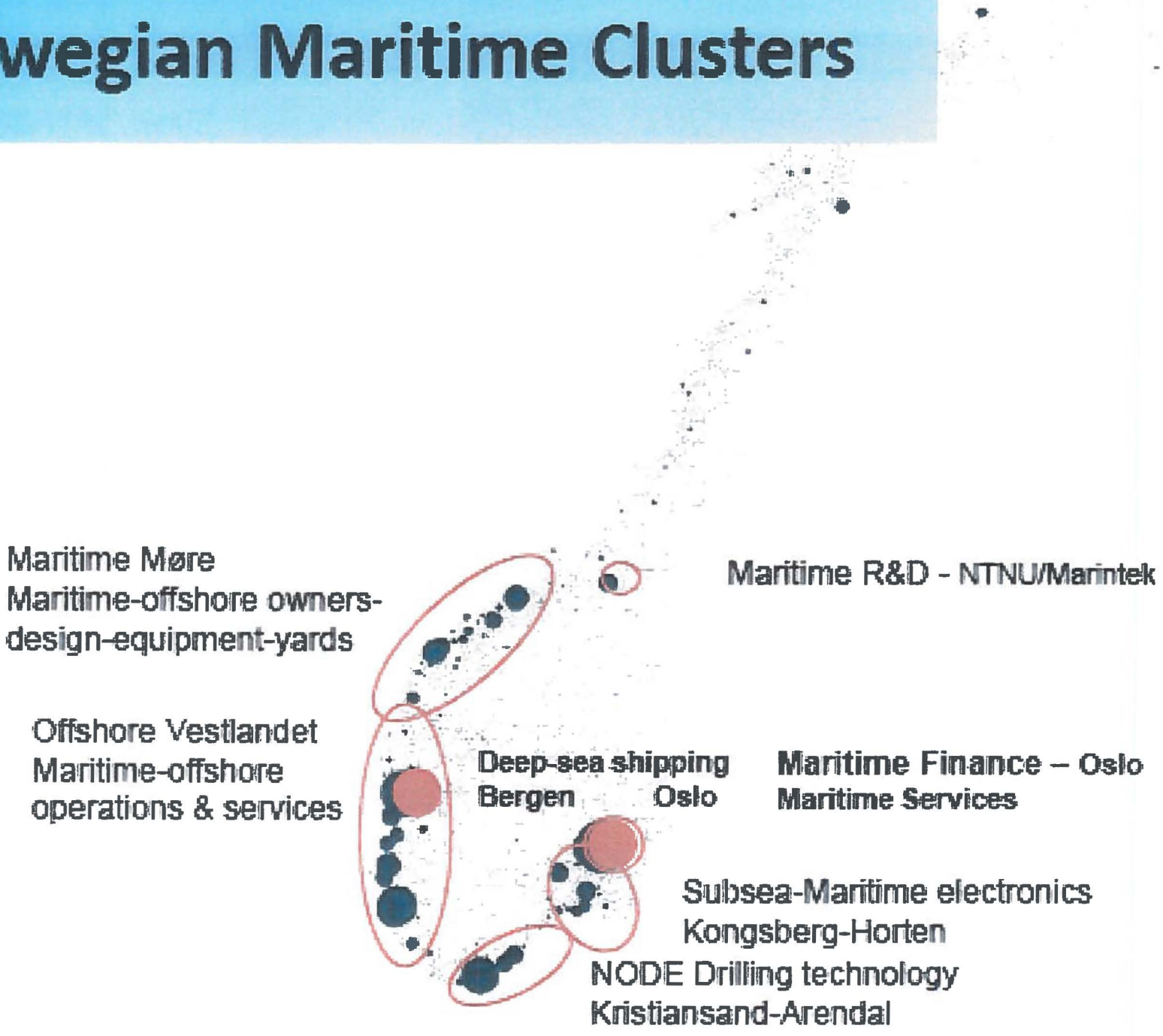


Marine Capability Build Out

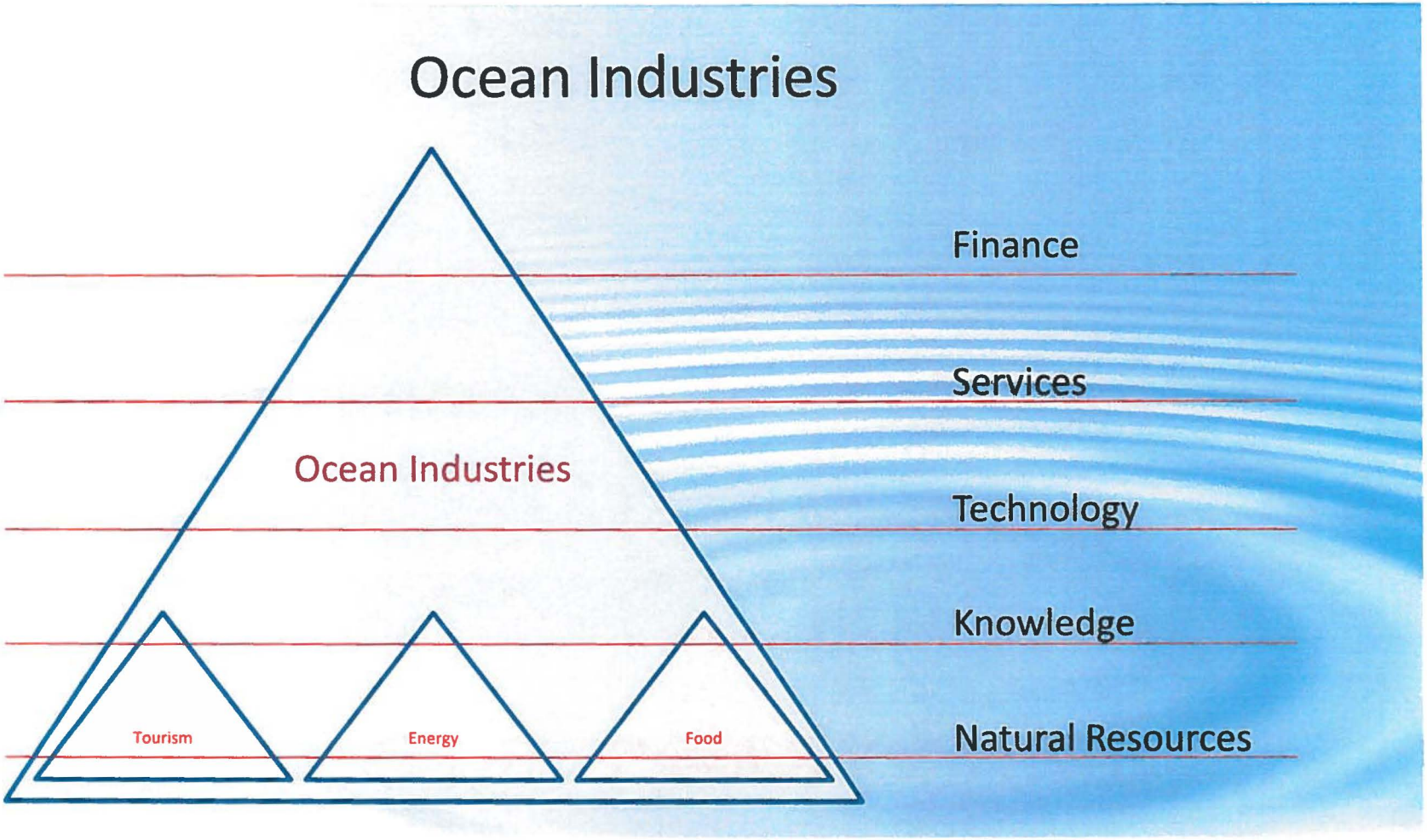
- ❑ Refocus Science and Research on Atlantic
- ❑ Dual Purpose Observation and Test Platforms
- ❑ Marine Renewable Energy Program
- ❑ Smart Ocean Program
- ❑ Regional growth
- ❑ Galway Centric
- ❑ Ocean Technology
- ❑ X-sector value
- ❑ Atlantic Arc



Norwegian Maritime Clusters

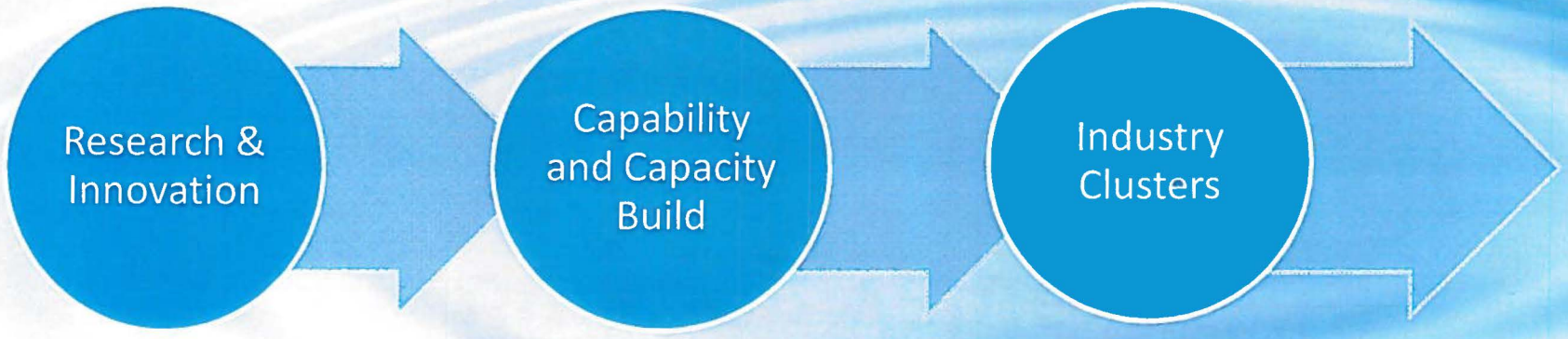


Building Value

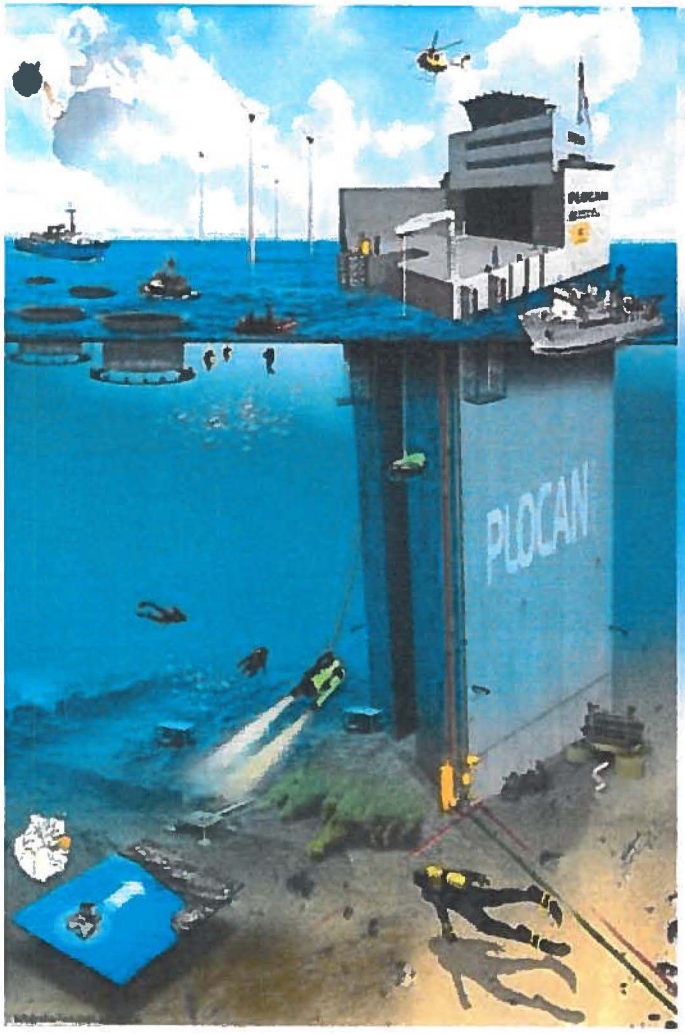


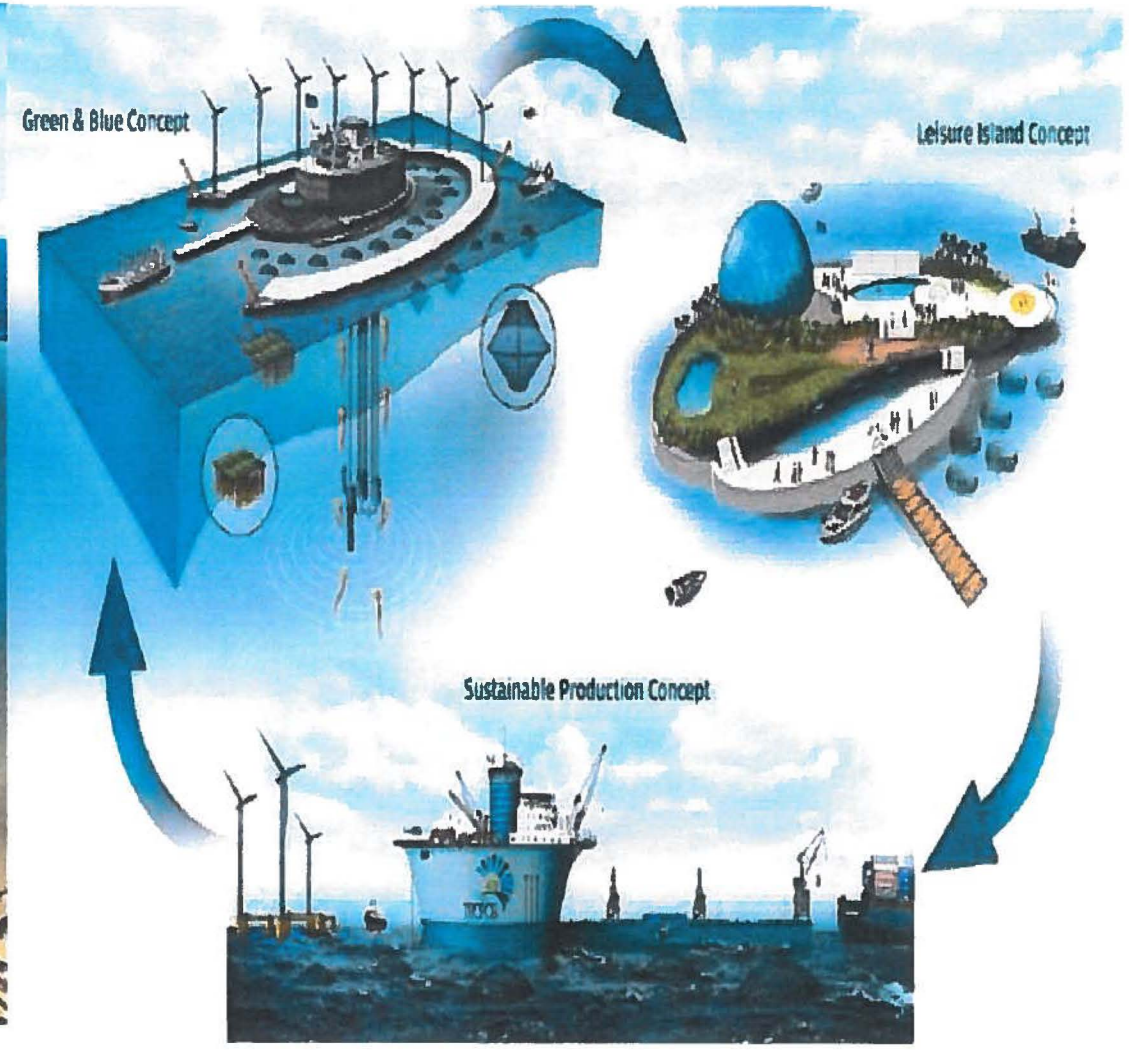
Economic Development

- ❑ Strengthen Research and Innovation
- ❑ Build Capacity and Capability
- ❑ Build Infrastructure
- ❑ Develop Industry Clusters
- ❑ Atlantic Focus



Future Marine Platforms





Galway's strategic action:
To extend and build a new port
to serve the new marine economy .....

Support GalwayPORT
OUR PORT - OUR FUTURE