SOCIO-ECONOMIC ASPECTS OF THE ALEXANDRA BASIN REDEVELOPMENT PROJECT

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EXECUTIVE SUMMARY

Dublin Port is a key part of the economic and social infrastructure in the areas that surround the Port. It provides considerable employment directly and indirectly. Given its crucial role in the local economy and the social fabric of its environs, it is important that Dublin Port should continue to invest to ensure that it remains an efficient and effective part of the local and national supply chain. The surrounding area is a direct beneficiary of the levels of economic activity at Dublin Port.

The Irish economic model is heavily based on exports. Initial estimates for 2013 suggest that merchandise exports accounted for 52.6% of GDP and merchandise imports accounted for 30% of GDP. It is estimated that sea-borne freight accounts for 84% of Ireland's trade in volume and 62% in value terms. Dublin Port facilitates the largest volume of Ireland's merchandise trade movements. It handles more than two thirds of containerised trade to and from Ireland and half of Ireland's imports and exports. It also handles 1.6 million passengers through the ferry companies that operate out of the Port and the cruise vessels that call to the Port. Dublin Port Company employs more than 140 people directly, but a further 4,000 people are employed in what is Ireland's largest industrial estate.

Cost competitiveness is a key component of Ireland's trade performance, but areas of non-cost competitiveness are also crucial. The quality of the labour force, the quality of the physical infrastructure, and the IT capability and capacity of the economy are very important elements of non-cost competitiveness. For the internationally traded side of the economy, the quality of air and sea port access is clearly of primary importance. In that context, it is essential that Dublin Port as a port of national significance remains as efficient and effective as possible. If Dublin Port is not operating at maximum efficiency, then the competitiveness of Irish trade and hence of the overall economy will be undermined. This would not be in keeping with Ireland's ambition to build a vibrant and competitive economy based on external trade.

Dublin Port plays a key role in Irish economic life and accounts for a high proportion of Roll-on/Roll-off and Lift-on/Lift-off trade. The port accounts for 40% of imports through Irish sea ports and 45.2% of exports. Trade statistics through the Port clearly demonstrate that it is the port of choice for both importers and exporters. Its key attraction is that it is close to and accessible to the main markets, with 62% of all goods arriving in the Port remaining within 50km and 48% of all exports originating within 50km. A Competition Authority study notes that there are historical and geographical reasons to explain the trade patterns from specific ports. These factors include proximity to urban centres, size, level of choice, service & frequency. The Authority has made some recommendations concerning the lease and licensing arrangements in Dublin Port. These recommendations are being considered as part of a Franchise Review that is being conducted by Dublin Port Company. The Competition Authority recognises that Dublin Port has numerous locational advantages and it sees the benefit of ensuring that the Port is as efficient as possible and contributes to the external trade competitiveness of the Irish economy. Timely investment in the Port to cope with changing trends such as larger vessel size and the growth of cruise ship tourism would be sensible.

In 2013, total gross tonnage through Dublin Port totalled 28.85 million tonnes, which is equivalent to an annual growth rate of 3%. If trade volumes were to grow at an average annual rate of 2.5% out to 2040, this would imply total tonnage of 56.19 million by 2040. This is marginally lower than the projection of 60 million tonnes made in the Masterplan. If trade volumes were to grow at an average rate of 3%, this would imply 64.08 million tonnes by 2040.

The Alexandra Basin Redevelopment (ABR) Project will play an important role in ensuring that Dublin Port continues to play an important role in Irish trade flows and in the overall health of the economy. Plans need to be put in place in the near-term to ensure that the Port will have sufficient capacity to cope with increased merchandise trade growth in the long-term, the growth in cruise ships, and other tourism flows. The Port currently is not in a position to cope with the anticipated global trend in significantly larger ship sizes, and requires facilities to deal with the strong growth in Cruise ship visits that has occurred and which is likely to become a more important element of the Irish tourism product in the future.

It is clear that the issue regarding future capacity at Dublin Port needs to be addressed and solved. If it is not, any negative impacts on the efficient operation of the port will have downstream consequences for the Irish economy, given the key importance of Dublin Port as part of Ireland's economic infrastructure.

The ABR project will have a significant economic and financial contribution during the construction phase. Over the period of the project 598 FTE jobs will be provided. This will result in gross wages of €22.8 million; Exchequer tax receipts of €5.7 million and a total injection of €34.2 million.

Increased port activity will lead to increased employment in Dublin Port. The EU Commission has indicated that for every additional million tonnes passing through a port creates an average of 300 new jobs. If the targets set out in the Masterplan of doubling capacity by 2040 are achieved, this will involve an average of an additional 320 jobs being created annually as a consequence of the growth in volumes between 2012 and 2040.

Dublin Port is a key part of the Irish and international trade supply chain. The imperative is that the Port has the capacity magnitude and facilities to operate as an efficient part of the supply chain. The objective is to make the Port as efficient and effective as possible; to ensure a competitive cost structure and to facilitate the changing nature of cruise ships, cargo ships and trade flows in and out of the Port.

The ABR redevelopment project will make Dublin Port a more cost effective and efficient node in the supply chain. Given the important role that Dublin Port plays in the economy of the Greater Dublin Area and in the wider national economy, improving the quality and capacity of the infrastructure at Dublin Port is strategically important.

INTRODUCTION

Merchandise trade plays a key role in the functioning of the Irish economy and has made a very significant contribution to the economy over the past couple of decades, but particularly since the commencement of very severe economic difficulties in 2007. It is clear that Ireland's future economic success will be heavily dependent on its capacity to trade internationally.

As an island nation, the national ports play a key role in facilitating merchandise trade and tourist flows to and from the country. A key objective of Government policy is to ensure that the commercial seaports make a full contribution to facilitating economic recovery and prosperity. To make this contribution, ports need to be competitive and efficient in order to keep costs down and facilitate maximum levels of trade.

There are 21 ports in the country:

- Eleven ports are owned by nine State commercial port companies under the ownership of the Minister for Transport, Tourism and Sport
- Rosslare Europort is operated by Iarnród Éireann
- Six ports are run by local authorities
- Two ports are fisheries centres where commercial freight traffic is incidental to their primary purpose
- One (Greenore) is a privately owned commercial port.

Dublin Port is the largest and busiest Irish port in the Irish port sector. Dublin Port Company is a state-owned private limited company that was established as a corporate entity in 1997. Its remit is to operate and manage Dublin Port under a mandate provided by its shareholders, the Minister for Transport, Tourism and Sport and the Minister for Finance.

The key role of Dublin Port Company is to operate and manage the port in the most effective, efficient and competitive manner possible in order to facilitate trade for its customers. As such Dublin Port is a key part of the national transport infrastructure and is required to play an integral role in Ireland's economic growth.

The Irish economic model is heavily based on exports. In 2012, merchandise exports accounted for 52.4% of GDP and merchandise imports accounted for 30.2% of GDP. Initial estimates for 2013 suggest that merchandise exports accounted for 52.6% of GDP and merchandise imports accounted for 30% of GDP. It is estimated that sea-borne freight accounts for 84% of Ireland's trade in volume and 62% in value terms[i]. Dublin Port facilitates the largest volume of Ireland's merchandise trade movements. It handles more than two thirds of containerised trade to and from Ireland and half of Ireland's imports and exports. It also handles 1.6 million passengers through the ferry companies that operate out of the Port and the cruise vessels that call to the Port. Dublin Port Company employs more than 140 people directly, but a further 4,000 people are employed in what is Ireland's largest industrial estate.

The Port is now at a crucial stage in its development. Under existing operational conditions it is approaching capacity limits and will need to undertake strategic development if it is to continue to meet its statutory mandate.

This report examines the requirement for the Alexandra Basin Redevelopment Project from a socio-economic and an economic perspective:

- Section 1 analyses the socio-economic profile of the Dublin Port area and its hinterland and shows the important role it plays in the local and national economy.
- Section 2 outlines the key role that international trade plays in the Irish economy.
- Section 3 outlines the role that Dublin Port plays in Ireland's trade and the overall Irish economy.
- Section 4 describes the economic basis for the proposed development at Dublin Port.
- Section 5 examines the employment impacts the proposed development will have both during the construction phase and once the new facilities are operational.

SECTION 1
SOCIO-ECONOMIC PROFILE OF DUBLIN PORT AND ENVIRONS

Demographics

Dublin Port lies at the eastern edge of Dublin city, and is surrounded to the north, east and south by the urban districts of Clontarf, the North Docks and Pembroke. There are eight district electoral divisions (DEDs) that are adjacent to Dublin Port. The DEDs are Clontarf West D, Clontarf West C, Clontarf East D, Clontarf East C, Clontarf East B, North Dock B, North Dock A, and Pembroke East A.

Table 1: Summary of Population Change in the Dublin Area

Area	2002	2011	2002-2011 %	% males in 2011
Dublin City	495,781	527,612	+6.4%	48.8%
Dublin South	238,835	265,205	+11.0%	48.8%
Dun Laoghaire Rathdown	191,792	206,261	+7.5%	47.8%
Fingal	196,413	273,991	+39.5%	49.1%
Greater Dublin Area	**1,122,821**	**1,273,069**	**+13.4%**	**48.7%**
Clontarf West D	2,140	2,066	-1.0%	47.5%
Clontarf West C	3,372	3,366	-0.2%	48.0%
Clontarf East D	2,772	2,673	-3.6%	47.3%
Clontarf East C	3,029	3,113	+2.8%	46.9%
Clontarf East B	6,458	6,759	+1.8%	47.1%
North Dock B	3,628	6,895	+90.0%	51.5%
North Dock A	1,287	1,303	+1.2%	51.8%
Pembroke East A	4,304	4,929	+14.5%	48.0%
Port Environs	**26,990**	**31,104**	**+15.2%**	**48.6%**
State	**3,917,203**	**4,588,252**	**+17.1%**	**49.5%**

Source: CSO, Census of Population 2002 and 2011

An analysis of the population living within these DEDs and the Greater Dublin Area, consisting of Dublin City, Dublin South, Dun Laoghaire Rathdown and Fingal based on Census 2002 and Census 2011 is summarised in Table 1.

Between 2002 and 2011:

- The population of the Greater Dublin Area increased by 13.4%;
- The population of Dublin City increased by 6.4%;
- The population of Dublin South increased by 11%;
- The population of Dun Laoghaire Rathdown increased by 7.5%; and
- The population of Fingal increased by 39.5%
- The DEDs adjacent to Dublin Port increased by 15.2%

Three of the DEDs, Clontarf West D, Clontarf West C and Clontarf East D actually experienced a decline in population. The largest increase in population was in North Dock B, which increased by 90%.

Table 2 summarises the age profile of the population. In the Greater Dublin Area, 20.4% of the population was under the age of 15 years at the time of the 2011 Census. This is just lower than the State average of 21.3%. Within the environs of Dublin Port, just 15.9% of the population is under the age of 15 years.

The percentage of the population over 65 years of age at 12.6% in the environs of Dublin Port is higher than the national average and the Greater Dublin Area. The population of the Dublin Port area is ageing faster than the national average.

Table 2: Age Profile in Greater Dublin Area

Area	Pop < 15 years	% pop < 15 years	Pop >65 years	% pop >65 years
Dublin City	85,075	16.10%	66,490	12.60%
Dublin South	64,583	24.40%	23,053	8.70%
Dun Laoghaire Rathdown	40,012	19.40%	29,872	14.50%
Fingal	69,557	25.40%	19,861	7.20%
Greater Dublin Area	**259,227**	**20.40%**	**139,276**	**10.90%**
Clontarf West D	270	13.10%	272	13.20%
Clontarf West C	500	14.90%	381	11.30%
Clontarf East D	472	17.70%	533	19.90%
Clontarf East C	605	19.40%	580	18.60%
Clontarf East B	1,291	19.10%	1,048	15.50%
North Dock B	887	12.90%	469	6.80%
North Dock A	155	11.90%	165	12.70%
Pembroke East A	782	15.90%	485	9.80%
Port Environs	**4,962**	**15.90%**	**3,933**	**12.60%**
State	**979,590**	**21.30%**	**535,392**	**11.70%**

Source: CSO, Census of Population 2011

Table 3: Marital Status

Area	Single	Divorced / separated	Widowed
Dublin City	60.7%	4.9%	4.7%
Dublin South	55.7%	4.5%	3.1%
Dun Laoghaire Rathdown	52.7%	4.2%	4.4%
Fingal	55.0%	4.5%	2.6%
Greater Dublin Area	**56.9%**	**4.6%**	**3.9%**
Clontarf West D	62.3%	5.6%	4.8%
Clontarf West C	59.4%	5.4%	3.9%
Clontarf East D	50.3%	3.7%	6.5%
Clontarf East C	48.3%	3.8%	6.1%
Clontarf East B	52.3%	4.2%	5.0%
North Dock B	69.1%	4.2%	2.8%
North Dock A	63.1%	5.6%	4.5%
Pembroke East A	63.5%	5.6%	4.5%
Port Environs	59.0%	4.2%	4.5%
State	54.2%	4.4%	4.2%

Source: Census 2011

Table 3 summarises the marital status of the population. The Greater Dublin Area is higher than the national average in terms of the percentage of single people in the population, it is slightly higher than the national average for divorced /separated people, and slightly lower for widowed people. Within the environs of Dublin Port, there are a higher percentage of single and widowed people than the national average. A number of the DEDs within the environs of Dublin Port are considerably higher than the national average for single, divorced/separated, and widowed people.

Given these social conditions, it is important that the area has a large stable employer that provides employment and contributes to the social fabric of the area. The proposed development plans for Dublin Port will help create a more stable and cohesive social infrastructure.

Table 4: Employment Status (% of Population over 15 Years of Age)

Area	At Work	Looking for 1st Job	Unemployed	Student	Home	Retired	Disability
Dublin City	50.8%	1.1%	10.4%	12.6%	7.1%	13.1%	4.3%
Dublin South	52.2%	1.2%	11.6%	10.9%	9.4%	10.1%	4.3%
DLR	1.9%	0.6%	6.0%	14.5%	9.2%	15.2%	2.5%
Fingal	57.4%	1.1%	9.8%	10.5%	8.9%	8.8%	3.1%
GDA	**52.6%**	**1.0%**	**9.8%**	**12.2%**	**8.3%**	**12.0%**	**3.8%**
Clontarf West D	57.0%	1.1%	8.9%	10.4%	5.2%	13.6%	3.4%
Clontarf West C	62.7%	0.6%	6.2%	9.3%	5.9%	12.9%	2.1%
Clontarf East D	49.9%	0.4%	4.8%	13.2%	7.4%	21.8%	2.2%
Clontarf East C	51.0%	0.5%	3.0%	12.9%	8.4%	21.6%	2.2%
Clontarf East B	54.1%	0.6%	4.3%	12.6%	8.4%	17.6%	2.1%
North Dock B	65.3%	0.9%	9.2%	10.2%	4.6%	6.8%	2.8%
North Dock A	56.9%	1.3%	12.5%	8.9%	4.6%	12.6%	3.0%
Pembroke East A	57.2%	0.9%	10.8%	8.8%	6.4%	10.4%	4.9%
Port Environs	**57.8%**	**0.8%**	**7.2%**	**10.9%**	**6.5%**	**13.7%**	**2.9%**
State	**50.1%**	**0.9%**	**10.8%**	**11.3%**	**9.4%**	**12.7%**	**4.4%**

Source: CSO, Census 2011

The employment status of persons aged 15 years and over for the Greater Dublin Area and the DEDs surrounding Dublin Port in 2011 is presented in Table 4.The percentage of the population in employment in the Port Environs is significantly above the Greater Dublin Area and the national average. The number of unemployed as a percentage of the population over 15 years of age in the Port Environs is lower than the Greater Dublin Area and the national average. The student population is lower than the Greater Dublin Area and the national average. All but two of the eight DEDs surrounding Dublin Port have a higher percentage of retired than the state as a whole. This reflects the relatively old age profile of the population in the area.

Table 5: Unemployed as % of Available Labour Force

Area	Unemployment rate
Dublin City	18.5%
Dublin South	19.6%
Dun Laoghaire Rathdown	11.2%
Fingal	16.0%
Greater Dublin Area	**17.1%**
Clontarf West D	14.9%
Clontarf West C	9.8%
Clontarf East D	9.5%
Clontarf East C	6.5%
Clontarf East B	8.3%
North Dock B	13.4%
North Dock A	19.5%
Pembroke East A	17.0%
Port Environs	**12.2%**
State	**19.0%**

Source: CSO, Census 2011

Table 5 shows the number of unemployed expressed as a percentage of the available labour force, which is a more accurate measure of unemployment than that considered in Table 4.

The unemployment rate in the Port Environs at 12.2% is considerably lower than the national average rate of 19% and the average rate of 17.1% in the Greater Dublin area.

It is clear from the foregoing socio-economic analysis that Dublin Port is a key part of the economic and social infrastructure in the areas that surround the Port. Given its crucial role in the local economy and the social fabric of its environs, it is important that Dublin Port should continue to invest to ensure that it remains an efficient and effective part of the local and national supply chain. The surrounding area is a direct beneficiary of the levels of economic activity at Dublin Port.

SECTION 2
MERCHANDISE TRADE IN THE IRISH ECONOMY

Economic Background

Ireland is a textbook example of a small open economy where external trade relations accounts for a very large component of economic activity. In 2012, exports of goods & services were equivalent to 107.8% of GDP, and imports of goods & services were equivalent to 82.6% of GDP.

Merchandise exports accounted for 52.4% of GDP in 2012, and merchandise imports accounted for 30.2% of GDP. Initial estimates suggest that merchandise exports accounted for 52.6% of GDP in 2013, and merchandise imports accounted for 30 % of GDP.

Table 6 shows how this has changed between 1970 and 2013. The growing importance of exports is clearly evident.

Table 6: Trade in Goods % GDP

	1970	2012	2013e
Exports of Goods % GDP	26.7%	52.4%	52.6%
Imports of Goods % GDP	38.7%	30.2%	30.0%

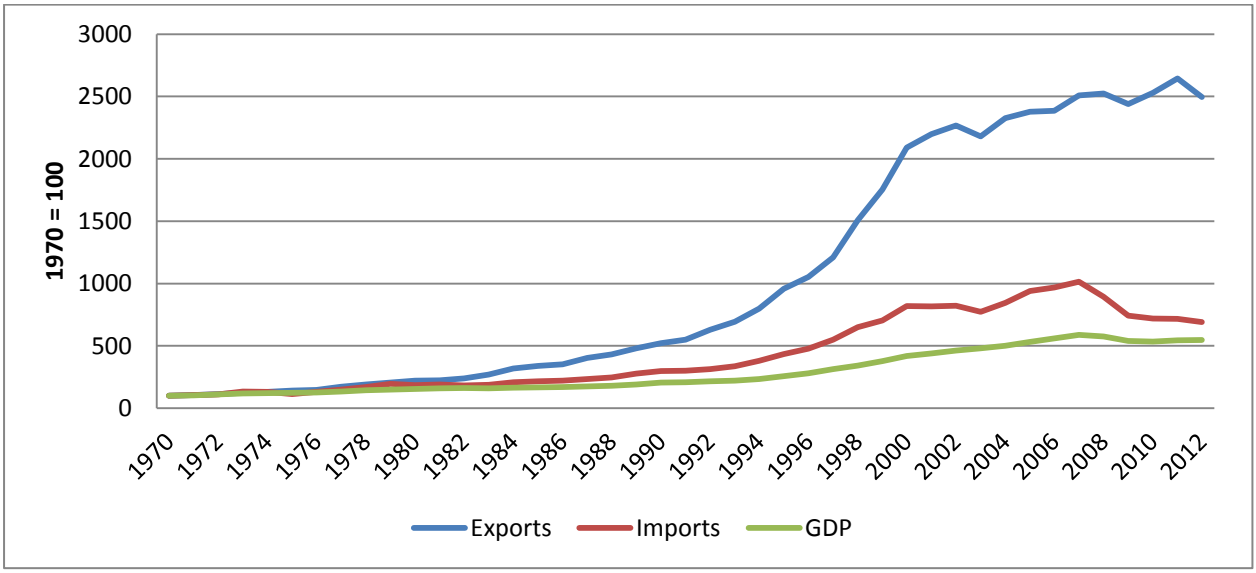
Source: CSO

Figure 1 tracks the development of real GDP and the volume of imports and exports between 1970 and 2012. The volume of exports increased by 2,395% and the volume of imports increased by 590%. Real GDP increased by 446% over the period.

The increasing importance of trade to the economy is evident from Figure 1. Exports have clearly become a very important driver of growth.

The economy has experienced a significant negative adjustment since 2007. Consumer spending and output from the construction sector have both experienced a sharp correction. However, the trade performance has also deteriorated. Between 2007 and 2012, the volume of imports declined by 32%, but exports peaked in 2011 and then declined by 5.7% in 2012.

Figure 1: Trends in trade and GDP 1970-2012



Source: CSO

Table 7 shows how Irish merchandise export trade has evolved over time. In 1948, agricultural produce was basically the only category of merchandise export out of Ireland. In line with Ireland's policy of industrialisation based on a foreign direct investment model, industrial produce has come to dominate Irish merchandise exports.

Table 7: Merchandise Exports by Industrial Origin

	1948		1970		2013	
	€ '000	*%*	*€ '000*	*%*	*€ '000*	*%*
Agricultural Produce	40,464	100.0%	234,636	40.6%	6,351,300	7.3%
Forestry & Fishing	-	-	-	-	604,500	0.7%
Industrial Produce	-	-	318,882	55.1%	79,256,400	91.2%
Not Classified	-	--	24,837	4.3%	677,900	0.8%
Total	**40,464**	**100.0%**	**578,355**	**100.0%**	**86,890,100**	**100.0%**

Source: CSO

Table 8 provides a breakdown of the evolution of Imports by main use over time. Capital goods for production and consumer goods have grown in significance, while materials for production have declined in significance.

Table 8: Merchandise Imports by Main Use

	1948		1970		2013	
	€ '000	*%*	*€ '000*	*%*	*€ '000*	*%*
Producer Capital Goods	18,739	10.8%	145,895	17.0%	4,711,300	9.5%
Consumption Goods	48,647	28.0%	194,637	22.7%	16,279,000	32.8%
- *Food, Drink & Tobacco*	*16,095*	*9.3%*	*43,478*	*5.1%*	*5,008,200*	*10.1%*
- *Other*	*32,552*	*18.7%*	*151,159*	*17.6%*	*11,270,800*	*22.7%*
Materials for Production	102,058	58.8%	500,918	58.3%	26,526,500	53.4%
- *Agricultural Production*	*4,282*	*2.5%*	*32,188*	*3.7%*	*2,127,400*	*4.3%*
- *Other Production*	*97,776*	*56.3%*	*468,730*	*54.6%*	*24,399,100*	*49.1%*
Not Classified	4,124	2.4%	17,722	2.0%	2,118,400	4.3%
Total	**173,568**	**100.0%**	**859,172**	**100.0%**	**49,635,200**	**100.0%**

Source: CSO

Table 9 shows a detailed breakdown of Irish merchandise imports and exports by commodity in 2012 and 2013. Chemicals and related products account for almost 60% of total merchandise exports in terms of value. On the import side Food, Chemicals and related Products, Mineral Fuels and Lubricants, and Machinery and Transport Equipment are the most significant categories by commodity.

Table 9: Breakdown of Merchandise Exports & Imports (2012 & 2013)

Category	**Exports**		**Imports**	
	2012	*2013*	*2012*	*2013*
Food & Live Animals	8.8%	10.1%	11.3%	12.2%
Beverages & Tobacco	1.3%	1.4%	1.7%	1.6%
Crude Materials	1.9%	2.0%	1.4%	1.4%
Mineral Fuels & Lubricants	2.0%	0.9%	14.3%	13.9%
Animal & Vegetable Oils	0.1%	0.1%	0.5%	0.5%
Chemicals & Related Products	59.8%	58.0%	20.8%	21.9%
Manufactured Goods by Material	1.8%	2.0%	7.5%	7.8%
Machinery & Transport Equipment	11.3%	12.0%	25.5%	24.3%
Miscellaneous Manufactured Articles	11.7%	12.3%	12.3%	12.1%
Other	1.3%	1.2%	4.7%	4.3%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Source: CSO

Merchandise trade is a very significant component of the Irish economy and will remain so in the future. As a small open economy that cannot produce everything it requires, Ireland imports many of the goods that the economy consumes and uses to drive investment, and also many of the inputs used to produce the goods that we export.

The value of Ireland's merchandise trade totalled €136.5 billion in 2013. It is estimated that sea freight accounts for 62% of Irish merchandise trade in value terms. Dublin Port accounts for 40% of imports and 45.2% of exports through Irish ports. Hence the value of trade going through Dublin Port is around €38 billion.

Cost competitiveness is a key component of Ireland's trade performance, but areas of non-cost competitiveness are also crucial. The quality of the labour force, the quality of the physical infrastructure, and the IT capability and capacity of the economy are very important elements of non-cost competitiveness for the economy in general. For the internationally traded side of the economy, the quality of air and sea port access is clearly of primary importance. In that context, it is essential that Dublin Port as a port of national significance remains as efficient and effective as possible. If Dublin Port is not operating at maximum efficiency, then the competitiveness of Irish trade and hence of the overall economy will be undermined. This would not be in keeping with Ireland's ambition to build a vibrant and competitive economy based on external trade.

SECTION 3
DUBLIN PORT IN THE NATIONAL & REGIONAL ECONOMY

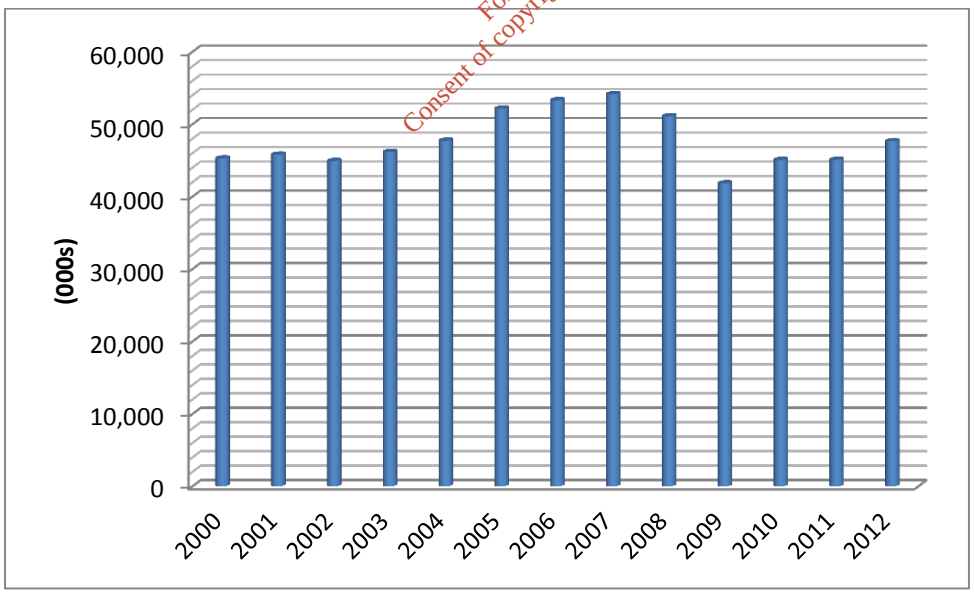
It is estimated that sea-borne freight accounts for 84% of Ireland's trade in volume and 62% in value terms.[ii] Table 10 shows that total freight handled at Irish ports in 2012 was 5.2% higher than in 2000. Total tonnage peaked at 54.1 million in 2007 and then fell to a low of 41.8 million in 2009. It recovered to 47.6 million in 2012, but is still almost 12% off its highs (Figure 2)

Table 10: Growth of Freight Handled by Irish Ports (000 tonnes[iii])

	2000	2012	% change
Ro-Ro	8,947	11,605	29.7%
Lo-Lo	6,262	6,716	7.3%
Liquid Bulk	14,008	13,417	4.2%
Dry Bulk	14,463	15,042	4.0%
Break Bulk & Other	1,593	870	-45.4%
Total	**45,273**	**47,649**	**5.2%**

Source: CSO Statistics of Port Traffic 2012

Figure 2: Tonnage of goods through all ports



Source: CSO

Table 11: Freight Handled by Port & Category of Traffic 2012 ('000 tonnes)

Port	Ro-Ro	Lo-Lo	Liquid bulk	Dry bulk	Break bulk & other	Total
Bantry			3,261			3,261
Cork	50	1,515	5,200	1,759	183	8,708
Castletownbere					31	31
Drogheda				879	80	959
Dublin	**9,691**	**4,892**	**3,444**	**1,813**	**59**	**19,898**
Dundalk				62	5	67
Dun Laoghaire	1					1
Galway		1	415	47	38	501
Greenore				264	110	373
KIllybegs					127	127
Kilrush				3		3
Kinsale				115		115
New Ross				267	2	268
Rosslare	1,864					1,864
ShannonFoynes			1,097	8,938	59	10,094
Sligo				28	6	34
Tralee Fenit					24	24
Waterford		308		814	52	1,174
Wicklow				53	21	74
Youghal					73	73
Total	**11,605**	**6,716**	**13,417**	**15,042**	**870**	**47,649**

Source: CSO Statistics of Port Traffic 2012

Table 11 shows the freight handled by the various ports in Ireland in 2012. Three of the ports, Dublin, Cork and Shannon Foynes account for 81.2% of total seaport trade. Dublin Port has a high proportion of trade in Roll-on/Roll-off, where it accounts for 83.5% of the total, and Lift-on/Lift-off trade, where it accounts for 72.8% of the total. Cork is the biggest player in Liquid Bulk, accounting for 38.8% of the total, while Dublin accounts for 25.7%. Shannon Foynes accounts for 59.4% of total Dry Bulk trade.

Table 12: Total Tonnage of Goods by Region (2012)

Region	Tonnage	%
United Kingdom	16,954	35.6%
Other EU	15,903	33.4%
Non-EU	1,579	3.3%
Other Ports	8,995	18.9%
Coastal	4,218	8.8%
Totals	**47,649**	**100.0%**

Source: CSO Statistics of Port Traffic 2012

Table 12 breaks down port trade by geographic region. Over 35% of trade passing through Irish ports either goes to or originates in the UK.

Table 13: Dublin Port's Share of Trade Tonnage by Region

Region	%
United Kingdom	67.9%
Other EU	42.3%
Non-EU	62.2%
Other Ports	6.0%
Coastal	3.0%
Total	**41.8%**

Source: CSO Statistics of Port Traffic 2012

Table 13 shows the percentage of regional trade tonnage through Irish ports that Dublin Port accounts for. It accounts for almost 68% of trade with the UK that comes through Irish ports.

Within Dublin Port, the relationship with the UK is very significant. The UK accounts for almost 58% of total trade tonnage through Dublin Port (Table 14).

Table 14: Total Tonnage in Dublin Port by Region

Region	Tonnage	%
United Kingdom	11,519	57.9%
Other EU	6,727	33.8%
Non-EU	982	4.9%
Other Ports	544	2.7%
Coastal	126	0.7%
Totals	**19,898**	**100.0%**

Source: CSO Statistics of Port Traffic 2012

Table 15: Profile of Dublin Port's cargo throughput, 2012

000 tonnes	Imports	% of national total	Exports	% of national total	Total	% of national total
Ro-Ro	5,416	86.9%	4,274	79.6%	9,690	83.5%
Lo-Lo	2,593	74.3%	2,299	71.3%	4,892	72.8%
Liquid Bulk	3,437	35.1%	6	0.2%	3,443	25.7%
Dry Bulk	993	8.8%	820	21.6%	1,813	12.1%
Other	25	5.4%	35	7.9%	60	6.9%
Totals	**12,464**	**40.0%**	**7,435**	**45.2%**	**19,899**	**41.8%**

Source: CSO Statistics of Port Traffic 2012

Table 15 shows the pivotal position that Dublin Port plays in Ireland's port trade. 40% of imports through Irish Sea ports come through Dublin Port, while 45.2% of exports originate from Dublin Port. In total, Dublin Port handles 41.8% of total Irish seaport trade. Dublin Port is the most significant port for the Ro-Ro and Lo-Lo trade. It accounts for 83.5% of Ro-Ro through Irish seaports and 72.8% of Lo-Lo.

Table 16: Dublin Port Ro-Ro Market Share (2012)

	Number	% of total
Passenger Cars, Motorcycles & Accompanying Trailers/Caravans	396,198	53.5%
Passenger Buses	8,976	69.2%
Trade Vehicles (vehicles imported or exported)	55,597	58.8%
Loaded Freight Vehicles/Trailers	718,377	86.2%
Empty Freight Vehicles/Trailers	92,198	97.3%

Source: CSO Statistics of Port Traffic 2012

Table 16 highlights the important position that Dublin Port commands in Roll-on/Roll-off trade, in numerical terms.

Table 17: Dublin Port Market Share Lift-On/Lift–Off (2012)

	Number	% of total	TEU	% of total
Loaded Units	237,867	71.6%	425,741	71.3%
Empty Units	60,629	73.9%	100,997	74.6%

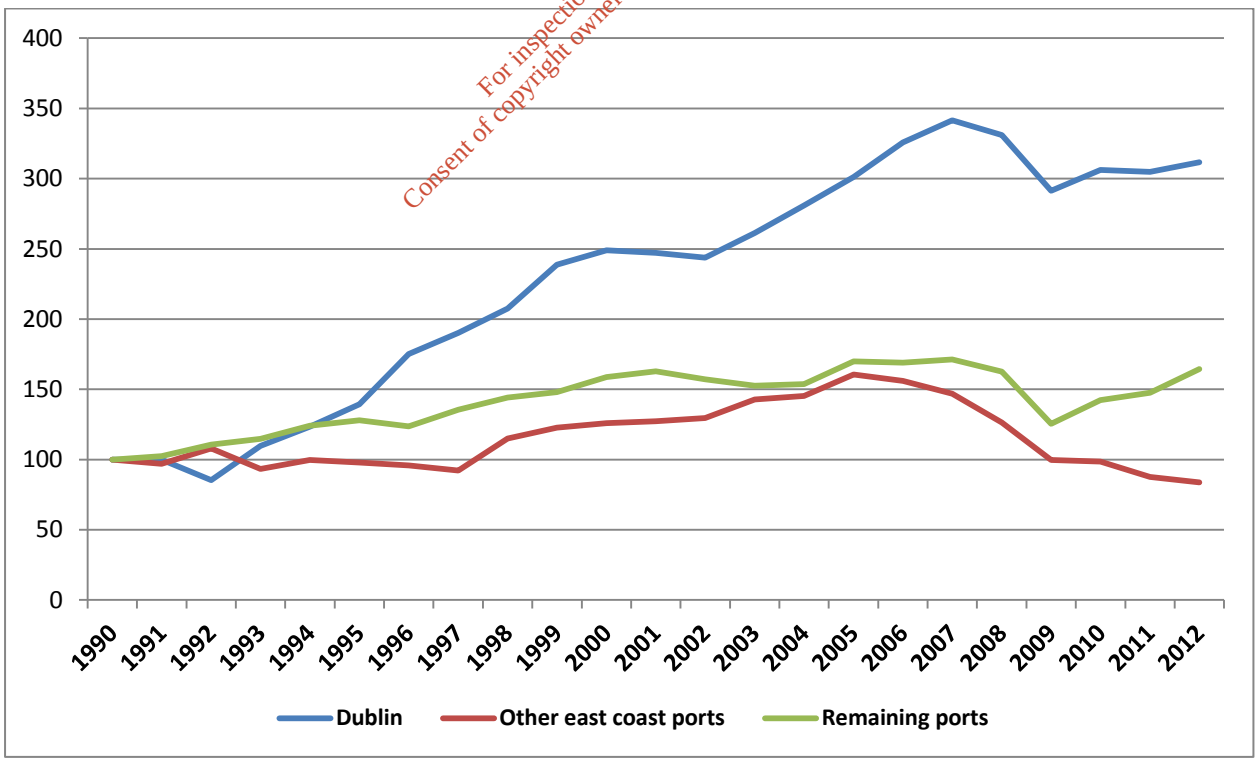
Source: CSO Statistics of Port Traffic 2012

Table 17 highlights the contribution of Dublin Port in Lift-on/Lift-off trade, in both numerical and TEU terms.

The statistics on port trade demonstrate clearly the key role that Dublin Port plays in Ireland's external trade activities. It is also estimated that 1.628 million passengers used Dublin Port in 2013, and 427,000 passenger cars, motorcycles and accompanying trailers and caravans came through the port.

Figure 3 shows the trends in port tonnage through Dublin Port and the other ports between 1990 and 2012. Dublin Port has experienced much more rapid growth than the others.

Figure 3: Trends in Port Tonnage



Source: CSO Statistics of Port Traffic (various)

Table 18 provides a breakdown of tourism vehicle related traffic through the various Irish ports.

Dublin Port accounts for 53.5% of passenger cars, motor cycles and accompanying trailers/caravans that come and go from Ireland. It accounts for 54.9% of vehicles coming in to the country and 52% of those going out.

Dublin Port accounts for 69.2% of total passenger buses that come and go from Ireland. It accounts for 70.8% of those coming in and 67.7% of those going out.

Table 18: Visitor Related Vehicle Traffic by Port 2012

	Passenger cars, motor cycles & accompanying trailers/caravans		Passenger buses	
	Number	***%***	***Number***	***%***
Cork	10,467	2.8%	-	0.0%
Dublin Port	204,613	54.9%	4,508	70.8%
Dun Laoghaire	22,628	6.1%	116	1.8%
Rosslare	134,745	36.2%	1,744	27.4%
Total Received	***372,453***	***100.0%***	***6,368***	***100.0%***
Cork	10,503	2.9%	-	0.0%
Dublin Port	191,585	52.0%	4,468	67.7%
Dun Laoghaire	30,444	8.3%	351	5.3%
Rosslare	135,850	36.8%	1,784	27.0%
Total Forwarded	***368,382***	***100.0%***	***6,603***	***100.0%***
Cork	20,970	2.8%	-	0.0%
Dublin Port	396,198	53.5%	8,976	69.2%
Dun Laoghaire	53,072	7.2%	467	3.6%
Rosslare	270,595	36.5%	3,528	27.2%
Total Traffic	***740,835***	***100.0%***	***12,971***	***100.0%***

Source: CSO Statistics of Port Traffic 2012

Competition & Dublin Port

The rapid growth in business at Dublin Port in recent years and the important position that it holds in Irish merchandise trade business clearly demonstrates that the Port is the port of choice for both importers and exporters. It is clearly viewed by them as the most efficient and cost effective way of accessing domestic and overseas markets.

The key attraction of Dublin Port is that it is close to and accessible to the main markets.

62% of all goods arriving in Dublin Port remain within the 50km of the port and 48% of all exports originate within 50km of the port[iv].

The fact that such a significant segment of goods arriving in Dublin Port are destined for markets that are so close to the Port is not surprising. The reality is that the greater Dublin area plays a dynamic and pivotal role in Irish economic life;

- Over 27% of the population of Ireland lives in the Greater Dublin area, and just less than 40% of the population either lives in Dublin or the three counties that constitute the mid-East – Kildare, Meath and Wicklow.
- Dublin and the Mid-East region accounted for 49.6% of gross value added in the Irish economy in 2010. In terms of disposable incomes per head of population, Dublin was 15.8% above the national average in 2010.
- It is clear that the Greater Dublin Area will continue to play a major role in Irish economic life, accounting as it does for the bulk of merchandise imports and exports and also tourism related traffic.
- Consequently Dublin Port will continue to play a key role in servicing the requirements of consumers and businesses that depend on the Port for exporting and importing goods.

A study by the Competition Authority[v] on competition in the Irish ports sector commissioned by the Minister for Jobs, Enterprise and Innovation Richard Bruton TD in June 2012 as part of the Action Plan for Jobs was published in November 2013.

The Competition Authority focused on two specific aspects: competition between ports – inter-port competition, and competition within ports- Intra-port competition between terminals and service providers. The key focus of the study was on roll on/roll off 'Ro-Ro', lift on/lift off 'Lo-Lo' and bulk cargo.

The Study noted that there are historical and geographical reasons to explain the trade patterns from specific ports. Lo-Lo terminal users want to use large ports like Dublin, Belfast and Cork that are beside large urban areas. Exporters and importers value the level of choice, service and frequency, while container shipping lines value large scale terminals. The Study also noted that competition in Ro-Ro services is on the East Coast in ports such as Dublin, Belfast, Drogheda and Rosslare. This is because Ro-Ro is highly time dependent and the focus is on the supply chain and the delivery lead times. Frequency of service is also important, which again favours the larger ports.

The Competition Authority made some recommendations concerning the lease and licence arrangements in Dublin Port and these recommendations are being considered as part of a Franchise Review that is being conducted by Dublin Port Company. It concluded that for both Ro-Ro and Lo-Lo services, the larger ports are now more likely to attract business away from smaller ports than vice-versa.

The Competition Authority recognises that Dublin Port has numerous locational advantages as a consequence of its proximity to a large urban centre, the frequency and quality of services, and traffic links to the Port. These factors naturally tend to limit Inter-port competition and there is not a lot than can be realistically done to change that.

The Authority also sees the benefit to ensuring that Dublin Port is as efficient as possible and contributes to the external trade competitiveness of the Irish economy. To achieve this, timely investment in the Port to cope with changing trends such as larger vessel size and the growth of cruise ship tourism would be sensible.

Dublin Port plays a key role in Irish economic life and accounts for a high proportion of Roll-on/Roll-off and Lift-on/Lift-off trade. The port accounts for 40% of imports through Irish sea ports and 45.2% of exports. Trade statistics through the port clearly demonstrate that it is the port of choice for both importers and exporters. Its key attraction is that it is close to and accessible to the main markets, with 62% of all goods arriving in the port remaining within 50km of the port and 48% of all exports originating within 50km of the port. A Competition Authority study notes that there are historical and geographical reasons to explain the trade patterns from specific ports. These factors include proximity to urban centres, size, level of choice, service & frequency. The Authority has made some recommendations concerning the lease and licensing arrangements in Dublin Port. These recommendations are being considered as part of a Franchise Review that is being conducted by Dublin Port Company. The Competition Authority recognises that Dublin Port has numerous locational advantages and it sees the benefit of ensuring that the Port is as efficient as possible and contributes to the external trade competitiveness of the Irish economy. Timely investment in the Port to cope with changing trends such as larger vessel size and the growth of cruise ship tourism would be sensible.

SECTION 4
THE ECONOMIC BASIS FOR THE PROPOSED DEVELOPMENT

In considering the proposed development, the project needs to be assessed from both an EU and a domestic context.

EU & National Ports Policy

There is a strong recognition at EU level of the importance of an efficient and effective port infrastructure as a key driver of the internal market.[vi] The European Commission estimates that 37% of the total intra-EU exchange of goods goes through EU ports and 74% of EU trade goes by ship. The EU ports policy towards is based on a belief that 'ports guarantee territorial continuity of the Union by servicing regional and local maritime traffic to link peripheral and island areas. They are the nodes from where the multimodal logistic flows of the trans-European network can be organised, using short sea shipping, rail and inland waterways links to minimise road congestion and energy consumption'.

The 2011 White Paper on Transport and the Single Market Act II both emphasised the requirement for well-connected port infrastructure, and efficient and reliable port services. The European Commission is quite explicit in its belief that the availability of adequate port infrastructure and reliable port services are vital if the Union is to remain competitive in the global markets, improve its growth potential and underpin the internal market. The European Commission estimates that an increase of one million tonnes passing through a port will give rise to an average of 300 more jobs and that by 2030 there will be 15% more jobs in the EU ports directly arising from increased port activity in the EU.

In its policy towards ports, the European Commission in 2007 identified the main causes of the challenges faced by the sector.[vii] These related to 'threats on port performance and hinterland connections, the need to modernise ports while respecting the environment, the lack of transparency in the use of public funding, market access restrictions and issues on the organisation of labour in ports'.

As part of its response to those issues the Commission proposed new guidelines for the development of the trans-European network (TEN-T) and the Connecting Europe Facility (CEF). These policies provide a common planning tool for more targeted investments while widening the possibilities for EU financial support.

The TEN-T is concerned with categorising priority transport corridors in the EU and focusing development on these corridors. It is in essence a comprehensive transport network that includes railways, roads, inland waterways, ports, airports and freight terminals. Within this structure there is a core network of high priority, which connects the major European urban areas and includes the major European transport corridors. Ports are key nodes within this network.

Within the proposed TEN-T network there are 319 ports, with 83 in the core network and 236 in the comprehensive network. For inclusion in the core network, ports must enjoy significant volumes of

freight and/or passenger traffic, have a high level of international connectivity and, by 2030, be connected to the core European rail and road network. The core network corridors are the tools which will help develop the core network by 2030 and they start or end in core ports. Dublin Port is in the core network. This approach will facilitate more integrated infrastructure planning, consistent investment strategies and EU funding will be possible under the TEN-T guidelines, the CEF and the new approach of the Structural Financial Instruments.

This strategy recognises and seeks to address the challenges that are and may prevent the ports infrastructure from helping the EU economy from maximising its economic potential. These challenges include the increased size and complexity of the shipping fleet, particularly ultra-large container ships; new stricter requirements on environmental performance and alternative fuels; the fast growing cruise industry; and the need for gasification facilities (process that converts organic or fossil based carbonaceous materials into carbon monoxide, hydrogen and carbon dioxide), dry biomass and CO_2 transport and storage.

To address these challenges there will be a requirement in many EU ports to invest in the extension of berths, quays and locks; to deepen basins and canals, reconfiguration to facilitate larger ships; and new passenger terminals and cranes.

In the National Ports Policy (2013) [viii] the Department of Transport, Tourism and Sport included Dublin Port, Cork and Shannon Foynes as Ports of National Significance (Tier 1). The criteria used to determine this status is that the port must be responsible for at least 15% to 20% of overall tonnage through Irish ports, and it must have clear potential to lead the development of future port capacity in the medium and long term, when and as required.

The continued commercial development of the three Ports of National Significance is a key objective of National Ports Policy. The Government endorsed the core principles underpinning the Dublin Port Masterplan which are:

- Maximisation of usage of existing port lands
- Reintegration of the port with the city
- Development of the port to the highest environmental standards

The Alexandra Basin Redevelopment Project is consistent with the EU and National Ports Policies.

The Domestic Policy Imperative

The proposed development fits in very well with EU Ports policy, but the domestic priorities are also very compelling.

Dublin Port, as a Core Port in the EU TEN-T network and as a Tier 1 port in National Ports Policy, is a critical infrastructure that does play and will play a key role in the development of the Irish economy.

Following the sharp correction that the Irish economy endured after 2007, it is now essential to re-build the economic model to make it more sustainable and diversified. Improving the export capacity and potential is an essential part of the process.

Ireland is an island economy that is one of the most open to external trade in the world. As an island economy that is so heavily focused on external trade, there is a very heavy reliance on transport services and infrastructure. A well developed and efficient transport infrastructure is essential for speedy delivery and an efficient flow of trade. A properly functioning and efficient transport infrastructure helps control business costs, increases consumer choice and is a major facilitator of tourism and trade.

According to the World Economic Forum[ix] Ireland scores 5.4 on a seven point scale (seven being the best possible score) in terms of investment in infrastructure. Out of 148 countries Ireland ranks 28th in terms of overall competitiveness, but it ranks 33rd for the quality of Port Infrastructure. This suggests considerable room for improvement and provides a strong basis for further investment in the port infrastructure.

In an increasingly globalised economy, where Ireland is being opened up to unprecedented levels of international competition, such a score on port competitiveness is an issue of national concern.

The High Level Review of the State Commercial Ports (April 2003), prepared for the Department of Communications, Marine & Natural resources identified the importance of the port sector to the Irish economy. It stated that '*the commercial ports and their transport linkages are key nodes in the supply chains of both export and import goods and are, therefore, critical to the competitiveness of the Irish economy*'. It went on to point out that '*the market decides where cargoes are imported and exported: the key driver is proximity to centres of population, industry and distribution centres'*.

More recently the importance of ports was again emphasised in the National Ports Policy 2013. This policy statement recognised the importance of ports as national assets that have important economic, social and environmental functions and it re-iterated the crucial strategic objective of ensuring adequate and efficient capacity into the future. It placed the onus on the Ports of National Significance (Tier 1) to 'lead the response of the State commercial ports sector to future national port capacity requirements'. Crucially, it recognised that while there is no short-term pressure on national port capacity, the planning and development of large-scale infrastructure such as commercial port development demands a long-term vision.

Development of the ports is essential to the future competitiveness of the Irish economy, as highlighted by a number of domestic and international agencies including Forfás and the World Economic Forum. Within the port sector, Dublin Port obviously plays by far the most significant role, and it is essential that the Port be allowed develop in order to facilitate growing trade flows, and in order to address Ireland's poor competitiveness score under the infrastructure heading.

Sea-borne freight accounts for 84% of Ireland's trade in volume and 62% in value terms. In light of Ireland's geographic location and reliance on exports, it is essential that international and domestic connectivity is of the highest possible quality. It is essential that Ireland has sufficient port capacity

to handle future growth in trade volumes, and that the ports operate effectively and efficiently and are well connected to the internal road and rail network. Forfás has pointed out that '*Ireland's commercial ports are vital to the country's prosperity*'.

Dublin Port clearly plays a very important role in the Irish economy. Since 1997 Dublin Port Company has undertaken significant investment in infrastructure improvements.

As a consequence of the downturn in the economy after 2007, volumes coming through Dublin Port declined by 9.5% between the peak in 2007 and 2012. However, volumes are beginning to increase again and grew by 3.0% in 2013.

In the Dublin Port Company Masterplan 2012 to 2040, a long-term plan was set out so that Dublin Port would be able to cater for a doubling of trade volumes by 2040.

The plan is driven by the underlying objective of developing the port within its existing footprint to the greatest extent possible and to make maximum use of existing lands and berths.

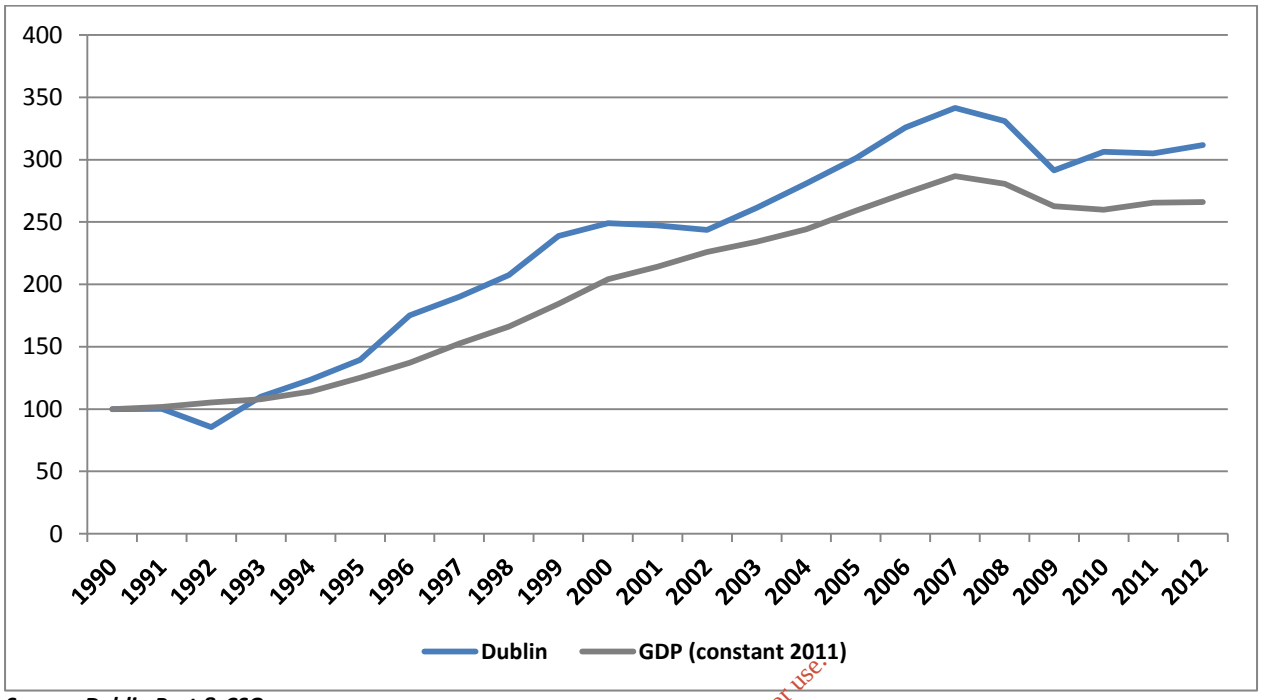
In recognition of this imperative two key areas have been identified as still requiring to be addressed. These are:

- Adequate depth and navigability of the approach channel
- The availability of berths with sufficient depths alongside

The proposed development has as its key objective the upgrading of the port's access channel and berths to cater for ships of varying size, but larger than can currently be accommodated. These ships include container ships, dry bulk ships, deep sea Ro-Ro ships, multipurpose Ro-Ro ferries, and large cruise ships.

Figure 4 shows the strong correlation between growth in GDP and tonnage through Dublin Port.

Figure 4: Trends in Dublin Port Tonnage & GDP



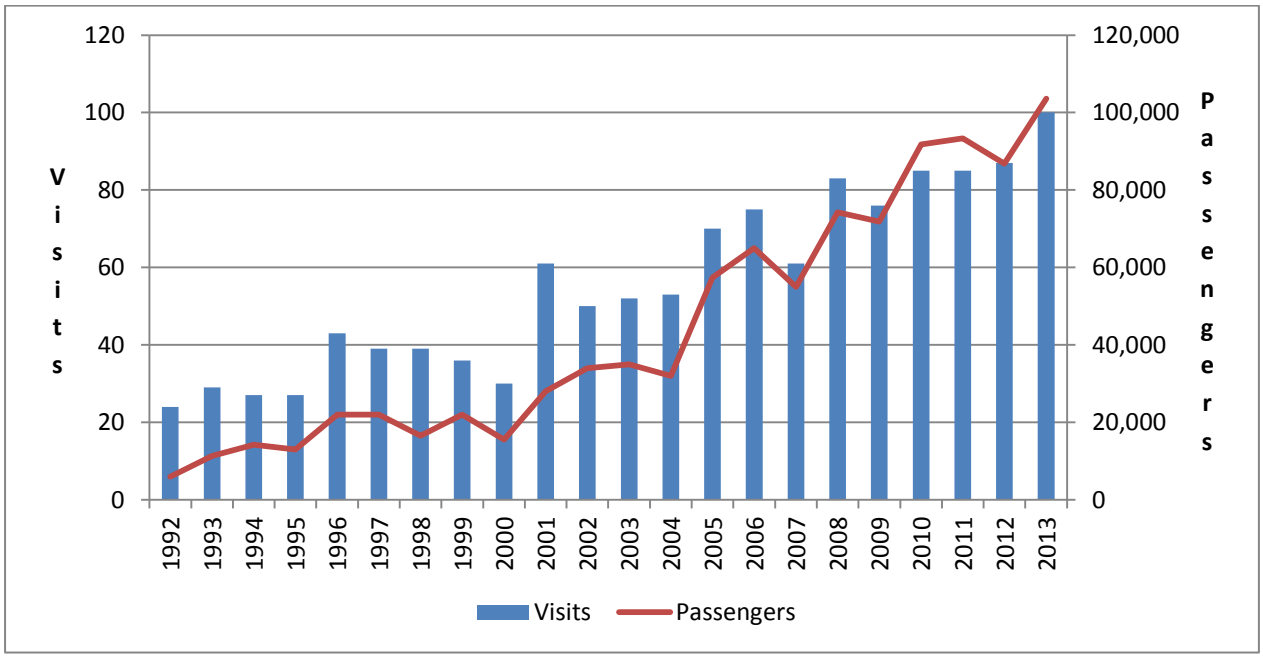
Source: Dublin Port & CSO

Cruise Ships

There has been very strong growth in cruise ship and passenger numbers coming through Dublin Port in recent years. The number of cruise ships visiting Dublin Port has increased from just 24 in 1992 to 100 in 2013. The number of associated passengers coming in through Dublin Port has grown from 6,000 to 103,633 over the same period (Figure 5).

There has been significant growth in cruise tourism globally in recent years and Ireland is benefitting from this growth, with Dublin Port the primary port of choice for visiting cruise liners. Dublin Port offers easy access to the capital city and environs. The cruise sector represents an area of significant growth potential source for Irish tourism over the next decade. The value of cruise tourism to the local economy has been calculated by Dublin Chamber of Commerce in the region of €50m per annum – this has significant potential to grow further.

Figure 5: Cruise Ships & Passenger Volumes



Source: Dublin Port

Capacity Challenges at Dublin Port

It is clear from the foregoing analysis that Dublin Port is the country's premier port in terms of throughput and turnover. It plays a key role in facilitating trade flows in and out of the country, and is also a key contributor to domestic tourism.

A key part of the strategy of Dublin Port Company has been an effort to maximise the efficient use of lands in the port estate, particularly the land that is adjacent to the shore side.

The port estate is the largest industrial estate in the country and covers 260 hectares. Some of the land is not being utilised to its full capacity, but full capacity exploitation is rendered very difficult by the leasehold arrangements in the port. Much of the land within the port estate is held by tenants under long leases. Consequently the Dublin Port Company does not have control or use of this land.

Capacity at Dublin Port is a function of a range of factors, including land, the size of berths, and space for larger cranes.

It is a priority for Dublin Port Company that the land at Dublin Port is being fully utilised and operationally optimised to facilitate trade. Dublin Port Company has a programme aimed at facilitating the effective and efficient use of these lands and the proposed development of the Alexandra Basin Redevelopment Project will help to facilitate this objective.

Given the importance of external trade to the Irish economy, and the key role that ports play in facilitating and enabling this trade, it is crucial that Irish ports have the capacity to facilitate an anticipated growth in trade. Given the dominant position of Dublin Port, it is clearly of vital strategic importance to the Irish economy and its future development needs to be afforded priority treatment.

In 2012, the Dublin Port Company Masterplan set a long term strategic focus on the operation and development of Dublin Port. The Masterplan took account of the sharp slowdown in economic growth and trade volumes that occurred after 2007.

It is envisaged in the Masterplan that an average annual growth rate of 2.5% in trade volumes through Dublin Port will be seen out to 2040. Given that the average annual growth rate in the 30 years to 1980 was 3.2%, and in the 30 years to 2010 it was 4.6%, an average annual growth rate of 2.5% out to 2040 does not look unrealistic.

In 2013, total gross tonnage through Dublin Port totalled 28.85 million tonnes, which is equivalent to an annual growth rate of 3%. If trade volumes were to grow at an average annual rate of 2.5% out to 2040, this would imply total tonnage of 56.19 million by 2040. This is marginally lower than the projection of 60 million tonnes made in the Masterplan. If trade volumes were to grow at an average rate of 3%, this would imply 64.08 million tonnes by 2040.

In its Medium Term Review[X] (July 2013), the ESRI's base line scenario projects average annual GDP growth of 3.9% between 2014 and 2020. If a conservative trade / GDP multiplier of 1.2 is applied to this growth (which is less than the historical relationship between GDP growth and trade volume growth at Dublin Port), this would result in average annual growth of 4.7% in trade volumes through the Port. This is well in excess of the 2.5% growth projected in the Masterplan.

The projected growth in trade volumes is predicated on a range of factors:

- The Irish government will keep a firm focus on re-establishing Ireland as an export driven growth model
- The continued importance of Chemical & Pharmaceutical exports;
- The increasingly strong contribution that Food & Beverage exports will make to the Irish economy – the value of this export component reached a record level of almost €10 billion in 2013
- Increased consumer exports
- An increased focus on tourism
- A focus on the emerging nations such as India and China
- Imports of bulky equipment to facilitate the development of alternative energy, particularly wind energy

Clearly forecasting future merchandise trade flows over a period in excess of 25 years is not an accurate science given all of the variables inherent in such a forecast. The key factors that drive merchandise trade flows in general include domestic demand conditions, external demand conditions, exchange rate trends, developments in relative cost and non-cost trends, inward foreign

direct investment and manufacturing capacity in Ireland. For Dublin Port, obviously the key issue would be to be competitive and efficient enough to continue to be the port of choice for exporters and importers. Key to this will be the capacity in the Port to handle trade flows.

It is against this background that the Alexandra Basin Redevelopment Project needs to be considered. Plans need to be put in place in the near-term to ensure that the Port will have sufficient capacity to cope with increased merchandise trade growth in the long-term, the growth in cruise ships, and other tourism flows. The Port currently is not in a position to cope with the anticipated global trend in significantly larger ship sizes, and requires facilities to deal with the strong growth in Cruise ship visits that has occurred and which is likely to become a more important element of the Irish tourism product in the future.

It is clear that the issue regarding future capacity at Dublin Port needs to be addressed and solved. If it is not, any negative impacts on the efficient operation of the port will have downstream consequences for the Irish economy, given the key importance of Dublin Port as part of Ireland's economic infrastructure.

SECTION 5
EMPLOYMENT IMPACTS OF THE PROPOSED DEVELOPMENT

In assessing the economic impact of the proposed development, the one-off impact during the construction phase and the longer lasting impact post construction need to be considered.

Expansion of capacity at the Port is clearly a requirement for the ongoing growth of Irish trade and the Irish economy. Apart from facilitating continued economic growth, the two key economic benefits would flow from the extra employment that would be generated and the tax revenues that would flow to the exchequer both during the construction phase and once the ABR redevelopment becomes operational. In addition, the income arising from the employment would have a multiplier effect in the local and national economy.

Construction Phase

The proposed ABR redevelopment is considered in 5 blocks:

- Block 1: Preconstruction Stage and Advance Works;
- Block 2: Alexander Quay Extension, Crossberth Quay, Ocean Pier and Ro-Ro Jetty Construction and Associated Demolition Works;
- Block 3: Cellular Wall at 52/53 and Filling followed by Alexander Quay Re-fronting and Associated Re-location of Operations;
- Block 4: North Quay Wall Demolition and Reconstruction & Marina Wall Structure.
- Block 5: Dredging Works.

The following employment levels, wage payment and tax contributions are estimated in each of the phases.

Table 19: Preconstruction Stage and Advance Works

Activity	No.	Duration	Annual wage	Total wage	Tax	Net wage
Design staff	15	1.9 years	€40,674	€1,159,209	€289,802	€869,407
Site operatives	5	0.5 years	€37,600	€94,000	€23,500	€70,500
Total				**€1,253,209**	**€313,302**	**€939,907**
Multiplier effect						***€1,879,818***

Table 20: Alexander Quay Extension, Crossberth Quay, Ocean Pier and Ro-Ro Jetty Construction and Associated Demolition Works

Activity	No.	Duration	Annual wage	Total wage	Tax	Net wage
Site Staff	32	1.75 Years	€37,600	€2,105,600	€526,400	€1,579,200
Site Operatives	80	1.75 Years	€37,600	€5,264,000	€1,316,000	€3,948,000
Design Staff	24	1.75 Years	€40,674	€1,708,308	€427,077	€1,281,231
Total				**€9,077,908**	**€2,269,477**	**€6,808,431**
Multiplier Effect						**€13,616,862**

Table 21: Cellular Wall at 52/53 and Filling followed by Alexander Quay Re-fronting and Associated Re-location of Operations

Activity	No.	Duration	Annual wage	Total wage	Tax	Net wage
Site Staff	16	1.6 Years	€37,600	€962,560	€240,640	€721,920
Site Operatives	40	1.6 Years	€37,600	€2,406,400	€601,600	€1,804,800
Design Staff	12	1.6 Years	€40,674	€780,940	€195,235	€585,705
Total				**€4,149,900**	**€1,037,475**	**€3,112,425**
Multiplier Effect						**€6,224,850**

Table 22: North Quay Wall Demolition and Reconstruction & Marina Wall

Activity	No.	Duration	Annual wage	Total wage	Tax	Net wage
Site Staff – North Q	16	1.25 Years	€37,600	€752,000	€188,000	€564,000
Site Operatives – North Q	40	1.25 Years	€37,600	€1,880,000	€470,000	€1,410,000
Design Staff –North Quay	12	1.25 Years	€40,674	€610,110	€152,527	€457,583
Site Staff – Marina Wall	4	0.5 Years	€37,600	€75,200	€18,800	€56,400
Site Operatives – Marina Wall	10	0.5 Years	€37,600	€188,000	€47,000	€141,000
Design Staff – Marina Wall	3	0.5 Years	€40,674	€61,011	€15,252	€45,759
Total				**€3,566,321**	**€891,579**	**€2,674,742**
Multiplier Effect						**€5,349,484**

Table 23: Dredging Works

Activity	No.	Duration	Annual wage	Total wage	Tax	Net wage
Channel Dredging	15	3 Years	€37,600	€1,692,000	€423,000	€1,269,000
Site Staff – Bull Wall	4	1.6 Years	€37,600	€240,640	€60,160	€180,480
Site Operatives – Bull Wall	10	1.6 Years	€37,600	€601,600	€150,400	€451,200
Design Staff – Bull Wall	3	1.6 Years	€40,674	€195,235	€48,808	€146,427
Dredging - Alexandra Basin	10	1.6 Years	€37,600	€601,600	€150,400	€451,200
Treatment & Placement - Site Staff	2	1.6 Years	€37,600	€120,320	€30,080	€90,240
Treatment & Placement - Site Operatives	20	1.6 Years	€37,600	€1,203,200	€300,800	€902,400
Treatment & Placement - Design Staff	2	1.6 Years	€40,674	€130,156	€32,539	€97,617
Total				**€4,784,751**	**€1,196,187**	**€3,588,564**
Multiplier Effect						**€7,177,128**

Over the period of the project, a considerable number of workers will be employed on the site for varying lengths of time on different aspects of the project. The five tables provide estimates of gross wages paid, the contribution to the Exchequer in various labour taxes, and the net wages paid out over the duration of the project.

It is estimated that over the duration of the following financial flows will occur (see Appendix 1):

- Gross wages paid out €22.8 million
- Labour tax payments to the Exchequer €5.7 million
- Net wages paid out €17.1 million
- Assuming a conservative income multiplier effect of 2, this net wage could result in an injection of €34.2 million into the broader economy.

Such employment creation in the construction industry would provide welcome relief for a sector that has more than halved in size since 2007.

Post completion

Increased port activity will lead to increased employment in Dublin Port. The EU Commission has indicated that for every additional million tonnes passing through a port creates an average of 300 new jobs. If the targets set out in the Masterplan of doubling capacity by 2040 are achieved, this will involve an average of an additional 320 jobs being created annually as a consequence of the growth in volumes between 2012 and 2040.

Dublin Port is a key part of the Irish and international trade supply chain. The imperative is that the Port has the capacity magnitude and facilities to operate as an efficient part of the supply chain. The objective is to make the Port as efficient and effective as possible; to ensure a competitive cost structure and to facilitate the changing nature of cruise ships, cargo ships and trade flows in and out of the Port.

The ABR redevelopment project will make Dublin Port a more cost effective and efficient node in the supply chain. Given the important role that Dublin Port plays in the economy of the Greater Dublin Area and in the wider national economy, improving the quality and capacity of the infrastructure at Dublin Port is strategically important.

APPENDIX 1: CONSTRUCTION PHASE

ACTIVITY	NO.	DURATION	FTE	TOTAL WAGE	TAX	NET WAGE
Phase 1						
Design Staff	15	1.9	28.5	€ 1,159,209	€ 289,802	€ 869,407
Site Operatives	5	0.5	2.5	€ 94,000	€ 23,500	€ 70,500
Phase 2						
Site Staff	32	1.75	56	€ 2,105,600	€ 526,400	€ 1,579,200
Site Operatives	80	1.75	140	€ 5,264,000	€ 1,316,000	€ 3,948,000
Design Staff	24	1.75	42	€ 1,708,308	€ 427,077	€ 1,281,231
Phase 3						
Site Staff	16	1.6	25.6	€ 962,560	€ 240,640	€ 721,920
Site Operatives	40	1.6	64	€ 2,406,400	€ 601,600	€ 1,804,800
Design Staff	12	1.6	19.2	€ 780,940	€ 195,235	€ 585,705
Phase 4						
Site Staff – North Q	16	1.25	20	€ 752,000	€ 188,000	€ 564,000
Site Operatives – North Q	40	1.25	50	€ 1,880,000	€ 470,000	€ 1,410,000
Design Staff – North Q	12	1.25	15	€ 610,110	€ 152,528	€ 457,583
Site Staff – Marina Wall	4	0.5	2	€ 75,200	€ 18,800	€ 56,400
Site Operatives – Marina Wall	10	0.5	5	€ 188,000	€ 47,000	€ 141,000
Design Staff – Marina Wall	3	0.5	1.5	€ 61,011	€ 15,253	€ 45,758
Phase 5						
Channel Dredging	15	3	45	€ 1,692,000	€ 423,000	€ 1,269,000
Site Staff – Bull Walls	4	1.6	6.4	€ 240,640	€ 60,160	€ 180,480
Site Operatives – Bull Walls	10	1.6	16	€ 601,600	€ 150,400	€ 451,200
Design Staff – Bull Walls	3	1.6	4.8	€ 195,235	€ 48,809	€ 146,426
Dredging Alexandra Basin	10	1.6	16	€ 601,600	€ 150,400	€ 451,200
Treatment & Placement – Site Staff	2	1.6	3.2	€ 120,320	€ 30,080	€ 90,240
Treatment & Placement – Site Operatives	20	1.6	32	€ 1,203,200	€ 300,800	€ 902,400
Treatment & Placement – Design Staff	2	1.6	3.2	€ 130,156	€ 32,539	€ 97,617
TOTAL		**31.9**	**597.9**	**€ 22,832,089**	**€ 5,708,022**	**€ 17,124,067**
Multiplier Effect						**€ 34,248,134**

REFERENCES

[i] 'Competition in the Irish Ports Sector', The Competition Authority, November 2013.

[ii] 'Competition in the Irish Ports Sector', The Competition Authority, November 2013.

[iii] Port tonnages in this document are ***net tonnes*** as reported by the CSO. Elsewhere in this application, Dublin Port Company quotes volumes in terms of ***gross tonnes***. Gross tonnage includes the weight of goods, their immediate packaging and (for the unitised modes) the tare weight of containers and freight trailers. Gross weight is derived from ships manifests and differs from the weight of goods shown by the CSO in its statistics. CSO tonnages for the unitised modes do not include the tare weights of containers and freight trailers.

[iv] Atkins origin-destination study for Dublin Port Company, October 2011

[v] 'Competition in the Irish Ports Sector', The Competition Authority, November 2013.

[vi] European Commission, 'Communication from the Commission – Ports: an engine for growth', COM (2013) 295, May 23rd 2013.

[vii] 'Communication on the European Port Policy', European Commission, COM (2007) 616.

[viii] 'National Ports Policy', Department of Transport Tourism and Sport, 2013.

[ix] 'The Global Competitiveness Index 2013-2014', World Economic Forum 2013.

[x] 'Medium Term Review 2013-2020', Economic and Social Research Institute, July 2013.