

Mr David Turner
Chairman
Sandymount & Merrion Residents Association
Sandymount Community Centre, Newbridge Ave
Sandymount
Co. Dublin

30th May 2023

By email

RE: Dublin Port 3FM Project

Dear David,

We welcomed the opportunity to meet with yourself, Niall and Karl on Thursday, 4th May as part of our ongoing consultation for the 3FM Project and attach below further details in relation to the matters you have raised.

Dublin Port Company (DPC) takes a long-term approach to strategic planning and the provision of port capacity through phased infrastructure development. Under Dublin Port's 2012 Masterplan, DPC is working to ensure national port capacity will continue to be provided through to 2040 as per our mandate to facilitate international trade. The Masterplan was reviewed in 2017 and re-issued in 2018 after extensive consultation with all projects including 3FM intended to take place within the existing footprint of Dublin Port.

The projects we have undertaken to-date and the 3FM Project is supported by relevant EU, national, regional, and local policies. The 3FM Project is anticipated by the National Development Plan, and is in line with the National Planning Framework, National Ports Policy, and the Greater Dublin Area Transport Strategy 2022 – 2042.

In respect of Dublin Port's 2014 Franchise Policy, considerable work has taken place to recoup lands to Dublin Port control as existing lease agreements expired. In addition, strict controls have been implemented to ensure stronger land utilisation targets, including a dwell time initiative to increase port capacity on the existing footprint. Dublin Inland Port has also since been developed, allowing for transit storage of shipping containers outside the port. In short, Dublin Port is operating at a very high level of efficiency relative to other ports in Europe with plans to improve this further.

In relation to the Sustainable and Holistic Management of Irish Ports (SHIP) discussion papers I can confirm that our previous CEO met extensively with the group, and you can see their analysis of Dublin Port's CSR Scheme and Community Benefit programmes on page 31.

In relation to Area O, we are currently making the necessary preparations to install the illustrative shipping containers, as discussed. The practical implementation of

this is taking a bit longer than expected due to the fact that we need to transport containers on public roads and therefore we need to ensure that the necessary insurance provisions are in place. We will communicate an update on the installation as soon as practicable. Subject to the findings of this exercise we would then engage with you about the landscaping of the bund or potentially increasing the height of the bund if required to disguise the containers.

Of note, Area O will not be exclusively used for containers, the area adjoining area O is to be used for Port Park which is intended to accommodate a number of playing pitches while the next plot will be the new utility area to facilitate services for the Glass Bottle site. Also, the cables from Codling, the offshore renewable energy project which will eventually supply power to 1.2million homes will also cross this area.

Finally, our Community Gain proposal is an integral part of the 3FM Project and represents a very significant investment. As you will be aware, the company has demonstrated over many years its commitment to meeting the social, educational, sporting, and recreational needs of port residents through improved Port-City integration. 3FM provides for significant enhancements in cycle and walkways, sports fields and a state-of-the-art maritime centre with public access. We are excited by the transformation that these developments, in conjunction with our investments in the Arts and other initiatives on the North side of the Port will bring to the local communities. Port / City integration is a central pillar of our long term strategy.


The reality however, is that Dublin Port does not receive any state subsidies and is therefore required to present business cases which support its long term investment. In this respect, Area O is a critical part of the business case for 3FM and if it does not proceed then it has the potential to undermine the financial viability of the project. I make this statement purely in the spirit of communicating the factors that we must consider when making decisions on where we can and cannot invest in order to deliver on our mandate.

I remain confident that we can find solutions which will address the concerns of your members and over time create an amenity which we can all enjoy and be proud of.

As the good weather begins to emerge, I would like to extend an invite to all your members to visit us for a boat and bus tour of the Port. There is so much going on and I think it would be of value to us both.

I look forward to continuing our dialogue and to seeing you soon.

Kind regards

A handwritten signature in black ink, appearing to read 'Barry O'Connell', written over a horizontal line.

Barry O'Connell
Chief Executive