



Galway Harbour Company

Galway Port Development Plan

its your harbour

“Inspiration from the past, Innovation in
the present, A legacy for the future”

Mission Statement

At the Port of Galway, we are embracing the challenges of today's highly competitive marketplace with a proposed re-development of our port. This will herald an exciting transformation in the way we do business. This change will be reflected in our facilities, operations, partnerships, processes, performance and our people.

Our vision for a redeveloped Port of Galway is simple. We want to ensure that the Port remains at the heart of Galway City's economic and social development. Our commitment is to maintain and grow the contribution we make to the local economy in terms of employment and boosting tourism numbers through hosting national and international events such as the Volvo Ocean Race. For our proposed re-development we are taking **inspiration** from our proud past, adopting **innovation** for our present circumstances in the hope of creating a lasting **legacy** for generations to come.

We are very proud of our maritime history and we are therefore cognisant that retaining the Port of Galway, as a significant centre of local and national maritime activity, remains at the forefront of what we do. We are equally cognisant of the changing global economic situation we now find ourselves in. Our Port capacity and facilities are severally inadequate from where they need to be if we are to compete for, and win, new national and international business and if we are to meet the changing requirements of our existing customers. We have to become more cost efficient and price competitive to enable us to grow our business and to have an even greater impact on our economy. To achieve this we need to accommodate larger vessels. Times have changed, tides and trade are transformed, and vessels have tonnage and capacities unimaginable to their commercial ancestors. The Port of Galway is restricted by the size of our current sea channel and the fact that we are a gated port, subject to the vagaries of rising and ebbing tides.

The Harbours Act of 1996 has changed our relationship with the national government. The Galway Harbour Company is a stand-alone economic entity with a mandate to sustain and grow the business of the Port of Galway. Our working relationship with the Department of Transport is on an open and engaging basis.

In all that we do Galway Harbour Company operates an open and transparent policy in terms of engaging with our main shareholder (Dept. of Transport), our customers and our partners. To this end we have so far consulted with over 100 representative bodies including Galway City & County Councils, local & national politicians, resident's organisations, fishing organisations, sailing organisations and business organisations, in order to elicit feedback on our proposed redevelopment. We welcome feedback, suggestions and input from any and all quarters to ensure that the final proposed development is a success. To this end we will shortly announce details of our dedicated Public Forum Consultations at which we will invite feedback and provide information for members of the general public and interested parties on the proposed redevelopment. These Public Forum Consultations will be in addition to

-ongoing presentations to interested parties, direct one to one meetings and through our online forum. All details of this process will be advertised in local media outlets throughout the coming months. We look forward to this exciting and important process before we proceed to planning. We have acknowledged that change is inevitable, and we are embracing it.

If you wish for a one to one meeting please contact Galway Harbour Company office to arrange.



What is now required is your critical and constructive opinion.

What is being suggested for the redevelopment of the Port

The Planning Application for the proposed redevelopment of Galway Harbour is proposed in 2 distinct Phases. **Phase 1 stage 1 & 2** and **Phase 2**.

Phase 1 would be broken down into two stages. **Phase 1, Stage 1** involves the following:

- Construction of 400m of Western Cruise Liner Berth with -12m C.D. water depth
- Construction of 200m of Eastern Goods Berth with -12m C.D. water depth
- Completion of dredging to -8m i.e. New channel out to the existing -8m seabed contour.
- Provision of 16.8hA (41.52 Ac) of back-up land
- Provision of a 200 berth Marina.
- Form and landscape Freight Rail Embankment.

What Galway Harbour Company would Achieve Upon Completion of **Phase 1, Stage 1**

1. Deepened access channel and quay berths to facilitate access of larger vessels to Galway Harbour removing current dock:- gate, width and draft restrictions.
2. Vessel berthing at new Quays to free up existing docks for Marina / Amenity / City related activities.
3. Provision of back up lands to provide adequate space for new and relocation of harbour related activities.
4. Provision of Cruise Liner Berth to significantly enhance Galway Tourist Trade.
5. Provision of Marina and Promenade to enhance Galway's image as an attractive Maritime/Port City.



What is being suggested for the redevelopment of the Port

Phase 1, Stage 2 involves the following:

- Construction of additional 185m of Eastern Quay.
- Construction of Pier Head, giving 220m of Northern Quay for Oil Delivery.
- Construction of Eastern Breakwater, to shelter the 385m of Eastern, the 220m of Northern Quays and the 90m of Southern quays.
- Dredging of inner turning circle North of Pier Head.
- Dredging of Passenger Turning Circle South of Pier Head.
- Provision of further 15.57ha (38.48 Ac) of back-up land
- Construction of 90m of Southern Quay for bulk Goods and for local / Island Ro-Ro business. Construction of Nautical Centre Marina, Fisherman's Port, Nautical Centre and Eastern slipway. Construction of freight rail link to enable freight and cargo to be efficiently transported to and from the harbour.
- 42 Berth Eastern Marina.
- 32 Berth Local Inshore Fishermen's Port.

What Galway Harbour Company would Achieve at Completion of **Phase 1, Stage 2**

1. Adequate deepwater quay berths space and dredged turning circles to allow Galway Harbour to function free from the current:- gate, width, draft, land, public risk and security constraints.
2. Provision of back up lands to provide adequate space for new and relocation of harbour related activities.
3. Full Seveso / Hazardous Product risk relief for the City and Harbour lands in this phase.
4. Provision of additional Marina, Promenade and Nautical centre amenity areas to further enhance Galway's status as an attractive Maritime city and provide an appropriate marina streetscape to the western side of the new port development.
5. Provision of a designated fishing port.
6. The construction of a freight rail link would enable freight to be efficiently transported to and from the harbour. This would result in a reduction in the emissions produced by road freight movement, would help to reduce the congestion on Ireland's road network and is in accordance with National Industrial / Freight Strategy.
7. Adequate deepwater quay berths space to allow for initial container traffic.

The land reclamation of the entire development will include for the provision of harbour related sites for the following:

1. Warehousing /Bulk Goods
2. Oil Tank Farms
3. Coal Yards
4. Steel Yards
5. Car Imports
6. Roll on/Roll off Yards
7. Container Yards - Import/ Export
8. Scrap Metal Yard
9. Waste Export Yard
10. Fishing Port Yards
11. Marina Boat Yards
12. Ship Chandlers
13. Passenger Terminal
14. Open Space
15. Shoreline Promenades
16. Marina Streetscape

What is being suggested for the redevelopment of the Port

PHASE 2 (Indicative Master plan, Future Development)

– not part of the current planning application

Phase 2 involves the following:

- Additional 52 No. Eastern Marina Berths
- 520m of Bulk Goods/Container Quays
- 5.66hA/14 Acres of Back Up Yards with direct access to Road/Rail Lines

What Galway Harbour Company would Achieve at Completion of **Phase 2**

1. Additional cargo quay berthing space
2. Back up lands to provide a cargo quay working area.
3. Provision of additional Marina areas to service growing marine amenity interests.
4. In conjunction with the construction of a freight rail link it would allow Galway to become a container hub for the West of Ireland

PLEASE NOTE: Phase 2 is an indicative master plan of future development and is not part of the proposed planning application.

Why Galway Port Needs be Redeveloped

The reasoning behind the proposed redevelopment of Galway Port is to allow for the maintenance of current core Port activity and to further enhance and grow this business. The redevelopment holds the key to the future survival of the Port as an economic entity. It would allow the Port to compete on a level playing field with both national and international ports. It would allow for the future proofing of the strategic and sustainable survival of the Port for generations to come.

It will Solve:

1. Restrictions of the Current Port Size and Infrastructure on the Core Business of the Port.
2. Restriction of the Current Port Size and Infrastructure on Attracting Cruise Liners.
3. Restriction of the Current Port Size and Infrastructure on Enhancing Port Marina Business.
4. SEVESO Restrictions of the existing Port Lands

Why Galway Port Needs be Redeveloped

1. Restrictions of the Current Port Size and Infrastructure on the Core Business of the Port.

The current Port cannot facilitate vessels with capacity above 6,000 tonnes. The core business of the Port is in the importation of oil, bitumen, steel and general cargo. For economic and environmental reasons this core business is changing at a global level. Companies engaging in the importation of these items are opting to import higher capacity levels to gain more competitive prices. Furthermore vessel sizes are increasing to reduce their carbon footprint thus making the import and export of liquid bulk more environmentally friendly. Instead of accommodating 6,000 tonne vessels the Port of Galway needs to be in a position to accommodate 12- 20,000 tonne vessels. To achieve this the current water channel needs to be widened and deepened and the restrictions imposed by the Port gates needs to be removed.

2. Restriction of the Current Port Size and Infrastructure on Attracting Cruise Liners.

There is little doubt that Galway is an ideal destination for the Cruise sector with its many attractions and magnificent scenic and historical locations. The development of the new port will allow the Port Company to bring a significant number of cruise vessels to Galway. Galway Harbour is unique in that it is situated in the heart of Galway City. This is a major advantage in terms of attracting cruise business. Neither the current channel nor the existing port gates allow for cruise liners to dock at the quayside.

3. Restriction of the Current Port Size and Infrastructure on Enhancing Port Marina Business

If the proposed redevelopment were to go ahead two additional marinas incorporating 242 amenity berths as well as 12 berths capable of facilitating Volvo scale of yachts would be developed. This would allow the port to cater appropriately for marine sports and to attract significant yachting and sailing events to Galway. If we have learned anything from our successful hosting of Volvo it is the significant revenue it and events like it can generate for the local economy.

4. SEVESO Restrictions

Directive 96/82/EC:

This Directive was ratified to control major-accident hazards involving dangerous Class 1 substances. In Galway City the Seveso II Directive concerns the issue of Public Health and Safety due to the proximity of bulk gasoline storage tanks to the City. The proximity of storage tanks for Class 1 substances has serious implications for the Development Potential of the Port and the city. The recent relocation of some of the oil storage to the Harbour Enterprise Park is only step one in fulfilling Seveso requirements regarding any future development plans. The movement of Class 1 substances away from densely populated areas to specially designed jettys is a common feature of most European Ports and this will only happen as part of the proposed redevelopment of the Port. Seveso and the proposed redevelopment are inextricably linked. This final movement of the oil tankers cannot take place unless the proposed redevelopment goes ahead.

Benefits of redeveloping the Port of Galway

Benefits to Galway Harbour Company

By redeveloping the Port, Galway Harbour Company in conjunction with its main shareholder (Dept. of Transport), its many stakeholders and the wider Galway & City community can plan for a sustainable economic future. In its widest sense this planning will include developing additional incomes streams from both its existing core business (liquid cargo) in the form of accommodating larger vessels and from potential new income streams like:

- Cruise Line Business Development
- Marina Business Development
- Event Hosting Business Development
- Marine Research Facilities Business Development
- Wind/Sea Power Generation Business Development
- Additional Import Business Development
- Recreation and Marine Leisure Facility based Business Development

All of the above will form the creation of a revitalised economic hub in the heart of Galway City creating further employment and enhancing the economic contribution being made by the Port to Galway city and its environs.



Benefits of redeveloping the Port of Galway

Direct and Tangible Benefits to the City of Galway

Employment Impact from Construction

Recent analysis carried out by the CIF suggests that every €100 million spent on construction creates an employment impact of 1,000 man-years of employment, returns over €30 million to the exchequer in VAT and Income Tax and saves €30 million a year in social welfare payments. This does not include Corporation tax and the indirect jobs and spend generated in the economy as a result of the spend.

Such economic activity and generation of finance would be of enormous benefit to the local and national economy and would be totally consistent with Ireland's longer-term needs and economic strategy.

Maritime Tourism – Like The Volvo Race

The Volvo Ocean Race's first ever Irish stopover in Galway in May 2009 was worth €55 million to the west of Ireland, according to an independent consultancy study by consultants Deloitte LLP, with €45 million in direct expenditure and €10 million in indirect expenditure in Galway and the west. The event attracted a total of 650,000 spectators to the Galway harbour race village and Salthill promenade during the fortnight. The study by Deloitte shows that in spite of the economic recession, the Volvo race ranks third in terms of spin-off generated by major sporting events in Ireland in recent years – exceeded only by the 2006 Ryder Cup, which was valued in direct expenditure at €143 million, and the Six Nations rugby tournament in 2008, valued at €57 million. The study says that the event generated some 200,000 bed nights in the area in late May and early June.

An analysis of spectator identity indicates that some 52 per cent were from the region, and 17 per cent from elsewhere in Ireland, with 2 per cent being Irish visitors who extended stays to see the race. Some 8 per cent were international

visitors travelling specifically for the race, and 10 per cent international visitors who extended a stay. Some 11 per cent of the total were classified as “non-local” and due in the area regardless of the event. Among a total estimate of 87,000 visitors to the west for the race, 43 per cent were from Continental Europe, 19 per cent from Britain, 17 per cent from Northern Ireland, 11 per cent from North America, 5 per cent from Australasia and 5 per cent from elsewhere.

Benefits of redeveloping the Port of Galway

Direct and Tangible Benefits to the City of Galway

The Potential Contribution from the Cruise Sector

A report prepared by UCC for the Port of Cork estimated the contribution made to the county and region by expenditures incurred by cruise liner visitors and by crewmembers using the Port of Cork as their access point in 2007 when 40 cruise vessels visited the Port with 45,000 visitors. About 80 per cent of cruise passengers generally availed of tour opportunities while crew generally remain at the moored port. Additionally, cruise vessels often purchase local goods and services, e.g. refuse collection, fresh water and produce particularly local unique produce, courier services and minor repairs, and buy-in of local entertainment at ports which they visit, all of which have an economic benefit to the area. The overall contribution, direct and indirect, was calculated to be some €43.5 million and 212 FTE jobs were supported. This level of contribution to the tourist industry indicates the importance of attracting and encouraging this type of traffic to the port region. Dublin Port recently noted that in 2009 its cruise business, comprising almost 80 cruise liners carrying 120,000 passengers and crew, contributed up to €50 million to the local economy.

Marina

There is general consensus that harbours and marinas have a tourism and economic benefit for the towns where they are sited. Marine tourism is a major instrument of regional development. Many tourism enterprises are situated in areas where other employment options are limited. Local communities benefit from investment in facilities for tourists such as leisure and sporting facilities.

Marinas can generate significant income from their activities in terms of local spend, employment and activity. Whether the marina is occupied by a yacht owner, a visitor or a berth owner, local businesses will benefit from the purchases of fuel, supplies and gifts. Chandler purchases and any repairs carried out will also contribute to the local economy. Most users of the marina will spend money in the town on visitor attractions, golf, meals, drink and other day-to-day requirements, and all of this spend will boost the local economy which will have a significant impact on employment and local disposable income.

A survey of businesses in Dún Laoghaire, Kilmore Quay and Malahide, carried out under an Irish Sea Marine Sector Marketing & Business Development Programme funded under the Interreg 111A project 2005-2007, found that marinas in Dún Laoghaire and Malahide had a positive impact on 34 per cent of respondents. At Kilmore Quay, some 50 per cent of businesses surveyed believed that their local marina contributed to their success.

The survey showed that the average spend per berth on maintenance, chandlery, fuel, personal protective equipment (PPE), clothing, insurance, marina berthing fees and training, ranged between €7,787 and €11,011 per berth, and that the average spend per visitor ranged between €105 and €142 on groceries, gifts, chandlery entertainment and eating out, but not expenditure on other services such as repairs etc.



Maps

Phase 1- Stage 1

Phase 1 - Stage 2

Phase 2

