

From: john jordan [REDACTED]
Sent: 03 February 2017 13:30
To: National Planning Framework
Subject: Ireland 2040 Our Plan

Sirs,

I come from a Marine/ Naval background and travelled most of my working life on ships. Going forward Ireland is poorly served for 24/7 Harbour spaces and facilities for ships such as Drydocks and ship repair, shipbuilding, and ports NOT constrained by tidal requirements or locks.

We have two worthwhile Ports such as Dublin and Cork. There is ongoing development in Cork but it is mostly controlled by private interest requirements and should be subject to ongoing scrutiny to achieve maximum potential of Port Development.

Waterford at Belview is a useful port but is constrained by the nature of shallow bars in the river, it will continue as useful infrastructure, using existing facilities.

Foynes and it's associated terminals deals with major bulk cargoes such as Bauxite, alumina, Coal, oils. It can handle very large tonnage except at Limerick which is a lock in basin of limited capacity. It's limiting feature is the long passage from Loop Head into Foynes Island some hours of steaming.

Galway which had many historic plans for a non tidal/lock dependant port is still restricted by lack of development and ships require high water to enter and leave the port.

Dublin port while continuing to develop, has rid itself of the newest drydock in Ireland to allow DDA develop a Cruise Terminal. Drydocks are the No.1 facility for any Maritime nation to cater for National and Foreign shipping. Ships have to be drydocked and serviced to comply with Insurance and international safety requirements. It's not a breakdown service solely but ongoing for a ship's certification and clearance to operate.

I would recommend that the overall Maritime sector , including New and existing Port Development be included in Ireland 2040.

regards
John Jordan

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