

Dublin Bay Governance and Value

Walter Foley, Regional Assembly, Dublin Office, July 02, 2014



Bay description

- Relatively small, shallow, sandy embayment
- Numerous protected areas – rich in biodiversity supporting socio-economic activity
- Centre of economic activity in Dublin – largest port in Ireland
- Gateway for urban and industrial activity



Dublin's economy

1.Irish Maritime Transport Economist, 2014
2.County Incomes and Regional GDP 2011 (CSO, 2014)

- Capital city; primary city; global city; skills; education; scale; pressures
- Greater Dublin had a population of 1.8 million in 2011;
- Dublin region had a population of 1.27 million;
- New regional assembly area had a population of 2.21m persons in 2011
- 555,000 persons at work in Dublin Region ~ 30% of national total; 40.9% of GVA
 - Coastal Economy
 - (48.7% of GVA from the GDA from 42% persons at work and 39.3% of population)
 - New Regional Assembly will constitute 48% of population and workforce; and 52% GVA.
- Disposable income per capita was €21,329 in Dublin in 2011 (April, 2014) > State
- In Ireland, the volume of cargo shipped through Irish ports increased 3% in 2013¹.
- Construction related material; Cruise business with 277 vessel calls
 - 2.33 million ferry passengers between RoI and GB up 1%



Marine economy

- €1.44 billion in GVA; 17,000 employed FTE
- The Dublin Region was found to derive the second highest proportion of GVA at €372 million worth of marine based GVA compared to the South West €393 million (SEMRU).
- Dublin accounted for 17% of FTE with over 2,700 jobs

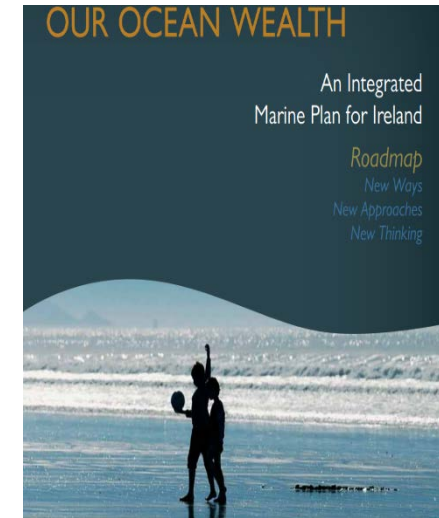
| The industries within the Irish Marine Sector | | |
|---|-------------------------|----------------------------|
| Marine Services Sector | Marine Resources | Marine Manufacturing |
| Ship Owners | Fisheries | Boat Building |
| Port & Maritime Logistics | Aquaculture | Marine Construction |
| Marine Tourism | Seafood Processing | Marine Engineering |
| International Cruise | Seaweed & Biotechnology | Other Marine Manufacturing |
| High Tech Services | Oil & Gas | |
| Marine Commerce | Renewable Energy | |
| Other Services | | |

- 10:1 sea to land ratios – recently described as the “Golden Vale” of the Atlantic by CEO of BIM



Governance

- “Putting People First”
- 3 Regional Assemblies - Spatial and economic development function –
 - strategies replacing Guidelines
- Regional Planning Guidelines,
 - strategic recommendation to address land and marine planning policies in an integrated manner
- Harnessing Our Ocean Wealth
 - Our Ocean Wealth – conference
- Minister of State for Housing and Planning to assume responsibility for Marine Spatial Planning
- Wider drive / need to legislate comprehensively for the integrated management of the coastal zone



Marine policy

- Our Oceans Wealth – Integrated Marine Plan
- 3 goals
 - Maritime economy
 - Healthy ecosystems
 - Engagement by all
- Marine Coordination Group
- 2.4% GDP 2030; > 2% Global average; < EU a
- €6.4 bn annual turnover by 2020

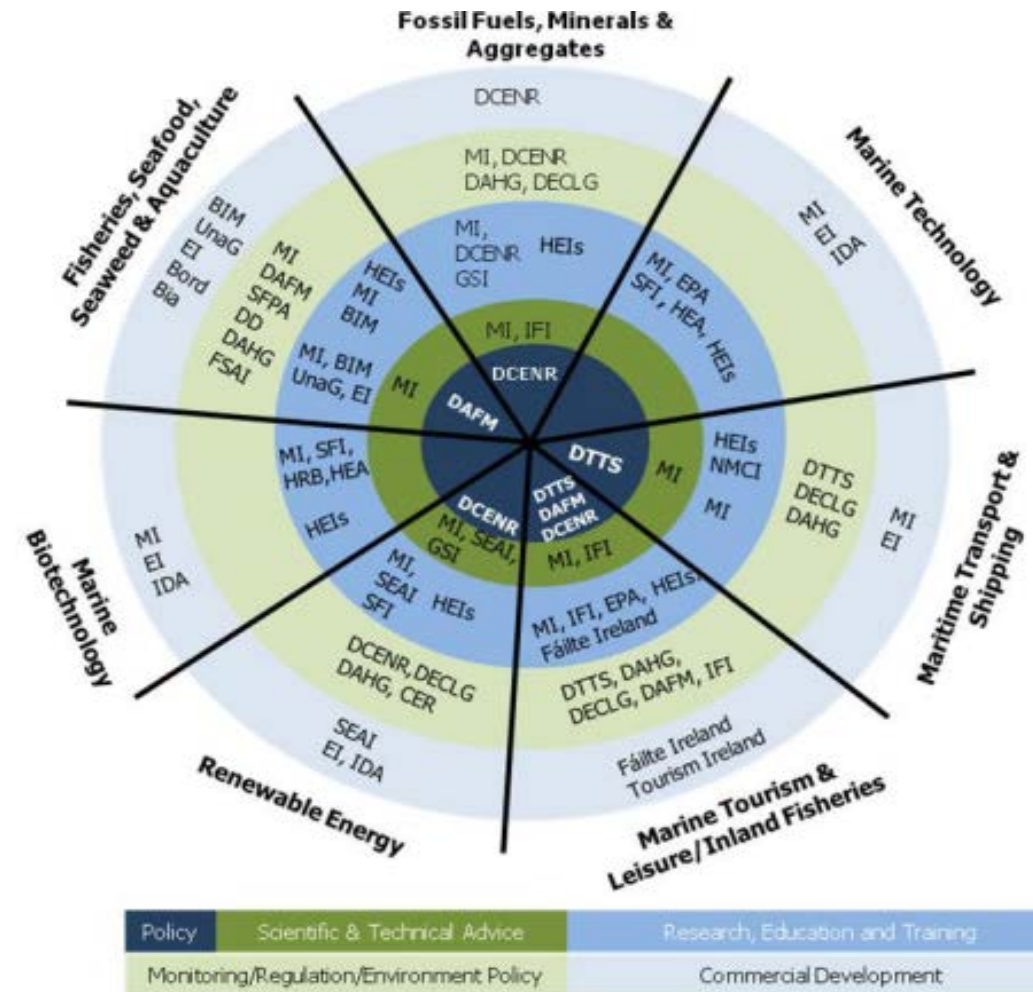


Figure 2: Current government responsibilities for the marine sector (courtesy of the Marine Institute)



Priority Areas

- ▶ Marine spatial planning and ICZM
- ▶ Fisheries/aqua-culture
- ▶ Food and mineral extraction
- ▶ Marine-based tourism and activities
- ▶ Habitat protection and conservation
- ▶ Economic development and employment
- ▶ Transport, trade and port development
- ▶ Marine safety
- ▶ Coastal defense
- ▶ Submarine cables
- ▶ Innovations, research and development
 - Bio-pharma
- ▶ Communications
- ▶ Oil and gas energy and renewables
- ▶ etc



Policy Context — Celtic Seas Partnership

- In 2008, new European legislation was introduced with the aim of promoting sustainable use of the seas. The Marine Strategy Framework Directive.
- By 2016 countries must draw up a programme of measures that is designed to achieve or maintain 'Good Environmental Status'.
- Few mechanisms in place to facilitate any discussion or exchange of information (especially at cross border scale).





Initial Assessment

Marine Atlas

Clarity to implementation process for achieving good environmental status

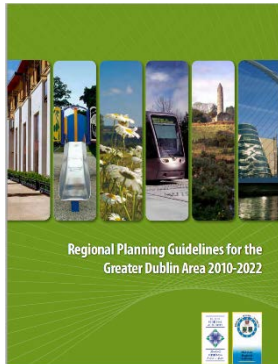
Learning from WFD

Stakeholder engagement



Policy Drivers

- Dublin Port Masterplan 2012-2040
- Dublin Docklands SDZ
- Foreshore Licence Amendment
- River Basin Management Plan (Eastern)
- SAC/SPA Management Plans; Pearl Mussel; Dredging Management Plan, etc
- Regional Planning Guidelines for the GDA 2010-2022



Strategic Policy GIP4: Promote the development of cross boundary Integrated Coastal Zone Management with all coastal local authorities in the GDA area so that future Development Plans can be guided in relation to the management of coastal areas drawing from a mutually supported plan for marine and coastal areas which has engaged with key stakeholders.



Policy Drivers

- Successful implementation of directives requires stakeholders having the means and opportunities to talk to each other, to communicate with governments and scientists and to share data and information.
 - Birds Directive,
 - Flood Risk Assessment studies,
 - Article 6 of the Habitats Directive, etc
 - WFD, MSFD
 - SEA

CSP Outputs

- Strategic Framework for Dublin Bay
 - Streamlining and enhancing cooperation and consultation between stakeholders (Marine Coordination Group....)
 - Resolution of issues driven by Directives
 - Flexible development path
 - Current administrative structures





Ecosystem Based Approach

- Looks at the environment as a whole, including the human relationship with that environment.
- Stakeholders getting involved in management is at the heart of an ecosystem approach.
- Find ways for historically competing marine sectors to work in harmony to ensure a sustainable future for our seas and all those that use it



Urban pressures on the Bay

- Variety of competing pressures
- 87 percent of residents in the Greater Dublin Area live in an urban setting.
- 5,451m tourists visited Dublin in 2012
 - For every euro spent on tourism (domestic and overseas), 24.5 cent is generated in tax.
- 91% of visitors to Ireland say that beautiful scenery and a natural unspoilt environment are an important consideration (Failte Ireland, 2013)



Dublin Bay –Natural Assets

Valuable Natural Resource
Dublin Image
Dublin Brand (Products and Services)
Dublin Culture & Heritage

UNESCO Biosphere within the Bay

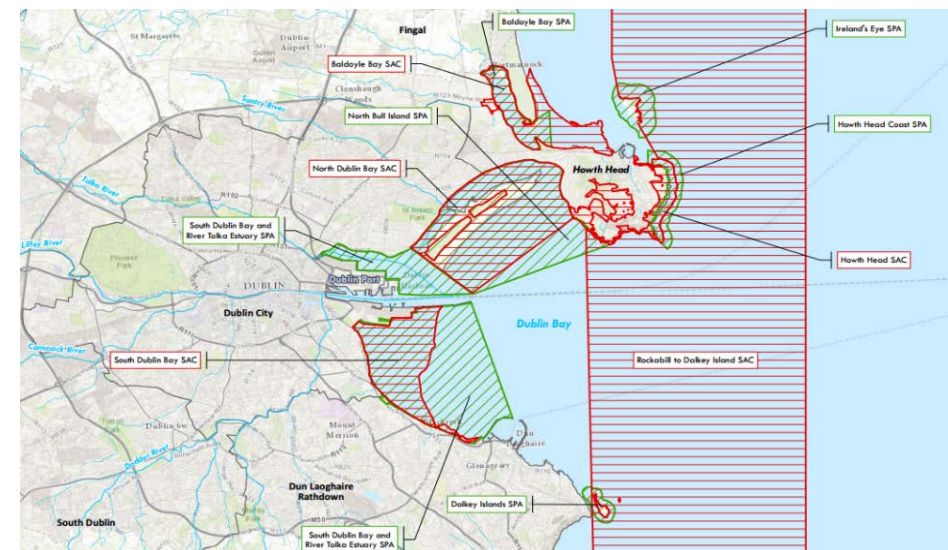


Source: CDM Smith for Dublin City Council (© ESRI, 2014)

Activities in the Bay

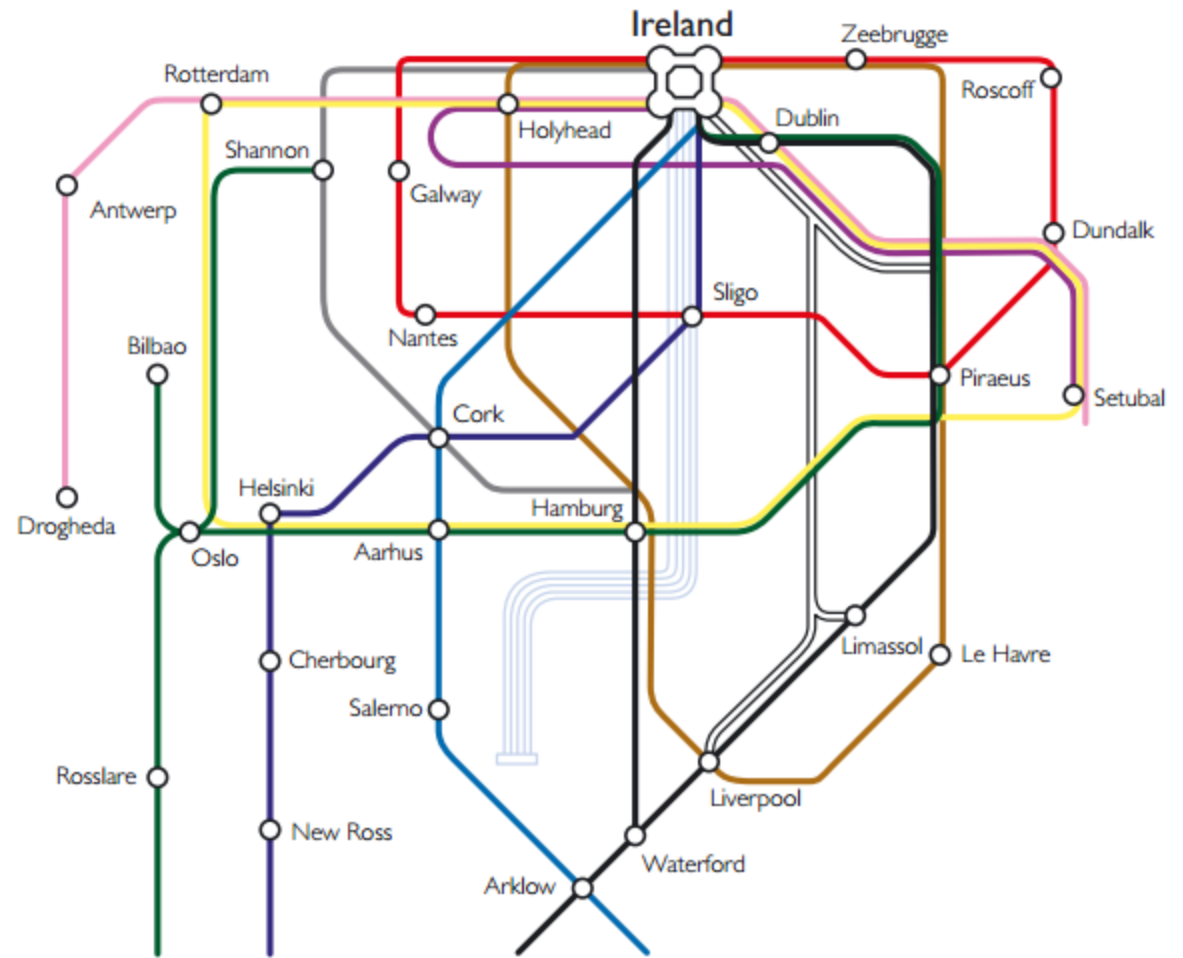


Protected Areas



Dublin Port

- Centre of Dublin Bay economy
- Second largest industrial estate in Ireland
- 28 million tonnes throughput
- Exports ~ 42% of GDP exported
- Port consolidation....



Dublin Port

- Total Bulk Market: Dublin 20% @ 5,554,059 tonnes; Shannon 37%; Cork 25%
- Total Lo/Lo Container Port Traffic:
 - 54% @ 517,086 TEU;
- Ro/Ro:
 - 47% of total @ 719,121 freight units
- Passengers: 4.4 million passengers between RoI and GB –Continental Europe in 2013.
- Passenger vehicles between Dublin and U.K. in 2013 : 428,325; in 2012: 414,022
- Ferry passengers between Ireland and the UK in 2013: 1.608 million
- Cruises (USA accounts for over half of all sources).
 - Dublin Port up 15% - 100 cruise vessel calls and 151k passengers



Future impacts

- Marine policy driven by need to create sustainable jobs
- Infrastructural developments
- Renewable energy potential
- Valuing the natural assets of the Bay
- Dublin as a marine services centre (for Europe)
- Stakeholder identification and involvement – community led planning
- Policy alignment and consensus driven decision-making

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