EAST JETTY INFILL.
Shannon Foynes Port Company proposes to carry out works at the location of the East Jetty in Foynes in order to provide additional working area behind the East Jetty. The East Jetty currently comprises an open piled structure with an overall length of 290m and a width of 18.2m. The structure is reached via a 82m long access viaduct with a width of 10m. This current arrangement imposes some constraints on efficient harbour operations.
1. The limited working width of the jetty structure.
2. There is only one vehicle access serving the full 290m jetty.
3. There is an operational limit on the size of vessels which can currently berth at the eastern end of the jetty.

Proposed Development Works
In order to address current constraints and to provide further general harbour working area SFPC propose to reclaim the foreshore behind the East Jetty Structure. It is intended that the proposed reclamation works will comprise the following main construction elements:
• New retaining wall structure immediately behind the existing jetty structure with associated anchor wall structure
• Limited dredging of the seabed (approx 150,000 m3) behind the existing jetty to facilitate construction of the new retaining wall. Dredged material will be disposed of at a licensed sea disposal site.
• Approx 2.4ha reclamation using imported aggregates with associated rock armoured revetments.
• Surfacing of the reclamation areas and installation of services.

Harbour Operations
There will be no increase in the berthing length of the jetty as a result of the proposed works and berthing operations will be similar to those currently undertaken. Harbour operations on the jetty structure will be the same as existing comprising generally the loading and unloading of vessels using Harbour Mobile Cranes.

The reclaimed area will be used primarily for the handling and storage of general cargo and for providing more flexible access to the berths. Loose bulk materials will not be stored in the open. Handling operations will be primarily undertaken using harbour mobile cranes.

This proposal does not include the construction of any buildings or other structures in the proposed reclaimed area. Should any such infrastructure be considered in the future then it would be subject to a separate planning application.

Shannon Foynes Port Company Master Plan
The proposal is being undertaken within the context of planned continuing improvements to the existing port facilties at Foynes. Further improvements may be undertaken in the future on an as required basis and such schemes may include further reclamation works. Any such proposals will be the subject of a separate planning application.

HR Support
We have ambitious plans to enhance the quay infrastructure at our own facilities with significant feasibility and pre-planning work completed. We held an open day on 22 June last to update all stakeholders of these exciting plans. Further details of this investment are included in this newsletter. It is noted the AFSC terminal at Foynes is due to commence operations in Q4 2010 and we look forward to the opportunities this €30m 80,000m3 privately funded facility offers.

Pat Keating
Chief Executive Officer

If you would like any items included in the next newsletter, please forward to: :-
“PO Box Newsletter”, Shannon Foynes Port Company, Mill House, Foynes, Co. Limerick or info@sfpc.ie

Welcome to this edition of our employee newsletter. I would like to give you a brief update on our 2009 performance and an outline of how we are performing so far in 2010. I am happy to report that we recorded a robust financial performance relative to the recessionary environment(GDP -7.5%) remaining in profit after incurring significant rationalisation costs. Turnover through the year of 30% of 2009, however, this translated to a much lower fall in turnover of 12.7%. The global downturn in industrial output and the consequent sharp fall in demand for supply chain related materials together with the double digit decline in Ireland's industrial demand for electricity had significant impact on the inputs for the energy sector served by the Company. The general cargo terminals performed much better with, for example, Foynes recording a 9% decline in tonnages. While negative and unacceptable in the medium to long term this performance reflects well when compared with some of the other commercial ports where the national average decline was 20% with declines as high as 40% at some ports. Despite the recessionary pressures we maintained or in some cases grew market share in our core business due to the service flexibility and against the substantial investments (€17m) in recent years in cranes, hoppers, floating plant and warehousing.

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National Development Plan (NDP)
It is essential that our central decision makers prioritise the significant role the seaports play in facilitating international trade. Ireland’s seaports handle 99% of all trade imported and exported. This trade is valued at circa €100bn supporting over 70,000 jobs. SFPC is the largest bulk port handling 35% of this trade.

The local and regional authorities are currently formulating their development plans for the period 2010 to 2016. These plans feed into the NDP and it is vital that our requirements, due to the importance of the seaports as stated, are communicated to and accepted at national level.

SFPC has made submissions to all the relevant authorities at local, regional and national level. The principal themes of our submissions are outlined below and we will continue to lobby until these objectives are included in the national development plans.

The Shannon Estuary and its ports are designated as an Economic Driver for the region. Shannon Development is required in terms of designations and non monetary supports.

Appropriate Transportation & Land use planning for the port
 Upgrade the road and rail infrastructure serving the estuary (see diagram above). Ensure sufficient land zoning.

Designate the Estuary as an Ocean Energy Hub
SPFC is widely recognised as a critical service provider to the national energy industry as evidenced by the presence of ESB Enercast and Shannon LNG within its harbour. With Billions of euro of investment now committed to the relatively new renewable sector the Shannon Estuary is regarded as extremely well placed for the development of a renewable energy cluster. However, in order to attract investment in this area national and regional policy development is required in terms of designations and non monetary supports.
The Environment and our responsibilities

As a Port Company working in many different sensitive surroundings we realise that we have a duty of care to perform various functions within those surroundings in a manner that will not damage the environment. This is particularly true where people are close to our working environment as in the urban centre at Limerick and in the village of Foyles. As a Company we are very aware that the entire Port is a Special Area of Conservation (SAC) which means that all our marine operations have to be carried out in a sensitive way.

Realising that more and more regulation, both National and European, will continue to significantly influence how we carry out our business, it was decided to attain some form of environmental accreditation to ensure both ourselves and other stakeholders meet all present and future environmental standards.

Following research into different standards and accreditation bodies it was decided to apply for the European Seaports Organisation (ESPO) standard. This standard is managed by a subsidiary of ESPO called ECOPORTS and the standard is known as the PERS or Port Environmental Review System. PERS was chosen because it is a standard written for Ports by Ports and is seen as an ideal first standard to achieve before going on to the more general ISO environmental standards which do not specifically apply to ports.

OCEAN ENERGY

SFPC has embarked on a marketing campaign to position the company and the regional resources as key player in the emerging ocean energy industry. Working with other agencies such as IDA, SEAI and others, SFPC is determined to make a major contribution towards fulfilling the port-related requirements of this sector; where ambitious targets for deployment of devices have been set by the Irish government. A copy of our brochure, which outlines our proposition in greater detail, is available for download from our website, www.sfpc.ie

All this sounds great – I hear you say – but what has been done to date and how will it affect me?

To date all the environmental issues and problems that arise in the course of a ship visit have been identified. They are being risk assessed using the Company’s new risk management tool. From that risk assessment will emerge a policy which will be communicated to all stakeholders for comment, particularly as some of the policy may well affect how third parties conduct business within areas of the port. The post consultation policy will be implemented, monitored and adjusted as necessary before finalisation. When the final policy is embedded and working we shall invite an audit from the PERS group and hopefully attain our accreditation under that scheme. It is envisaged this will be complete by end 2011.

A. Coghlan, Harbour Master

Limerick Docks, taken during the cold spell earlier this year.

SEAPLT LTD. NEWS

SEAPT Ltd. has signed a contract with Nowcasting International Ltd. to update the GIS and Oil Spill tracking model for the Shannon Estuary.

Nowcasting won the contract over strong opposition after a tender process advertised on Eteniers Partners with Nowcasting on this project are ASA (Applied Science Associates), a global science and technology solutions company who have been building Oil and HNS spill response software systems for the past 20 years. A second partner, AQUAFACT, will develop the oil tracking model for ASA and are expert in this field, having completed many contracts in the Shannon Estuary. The third partner is Jack O’Sullivan, of Environmental Management Services, who will update and revamp the sensitivity data and response measures. Jack is well known to SEAPT Ltd. as the Environmental Advisor in the event of any Oil Pollution incidents.

The contract involves updating the model so that it can be operated from a system accessible to all SEAPT Ltd. members on the internet using usernames and passwords. This will prove critical in managing an Oil Spill incident ensuring all the required information is available online. In the event that web access cannot be achieved then a stand alone version of the model is available on a laptop computer.

The contract was signed in early May and the model will be delivered at the end of October, when it will undergo a 3 month trial period before going live. This contract was awarded at a cost of €92,000 in total and will also have a 7 year maintenance cost of €14,000 in total. This will include updating OS photography, OS data, marine chart data, environmental data and general upgrades.