



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.
The structure is 18 m in width but the useable width is narrower due to the presence of infrastructure on the jetty surface.
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 proposed reclamation is being undertaken within the context of planned continuing improvements to the existing port facilities 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.



Alexander Van Humbolt Cruise Vessel - Foynes, 11th June 2010.

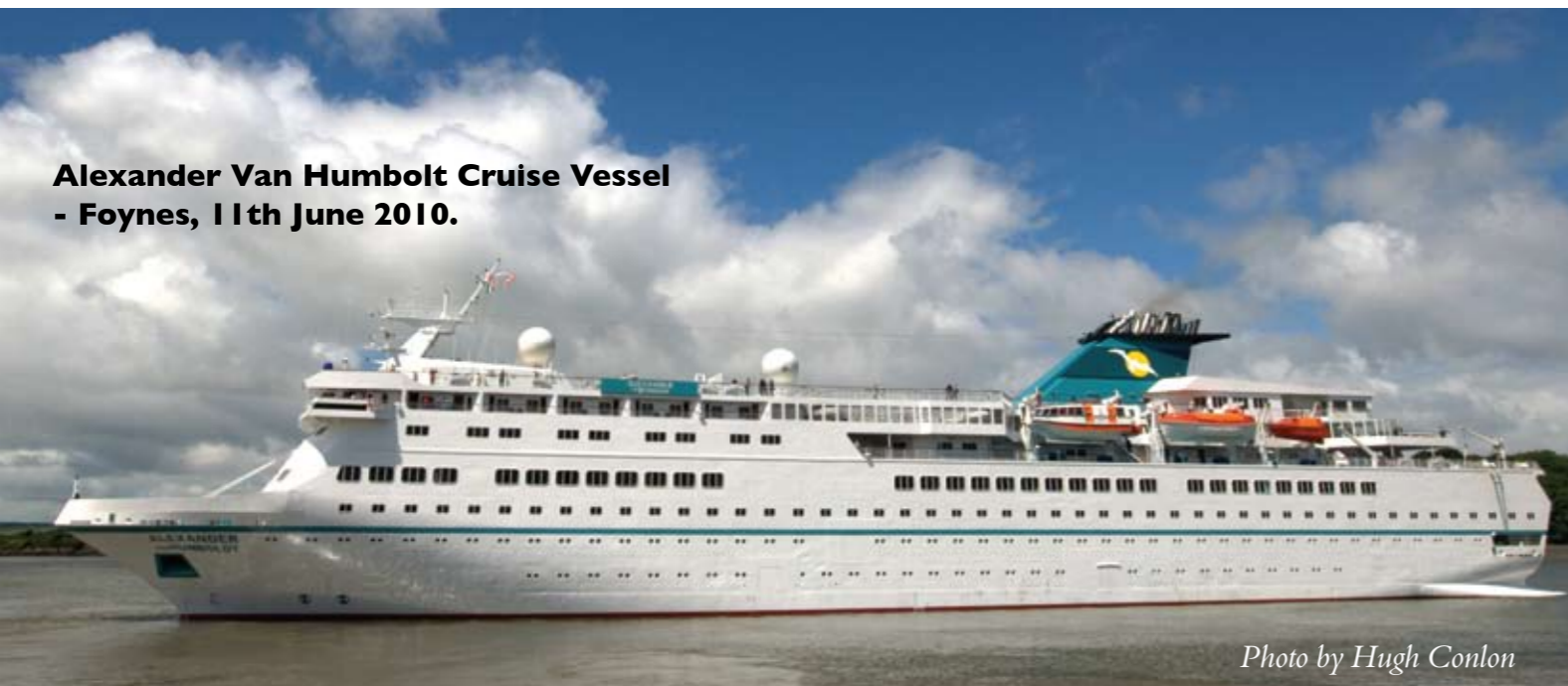


Photo by Hugh Conlon

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.

Tonnage throughput declined by 30% during 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 serviced 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 areas due to the service flexibility and the substantial investments (€17m) in recent years in cranes, hoppers, floating plant and warehousing.

In keeping with our policy of investing in the business we have committed €1.5m to be spent in 2010 to upgrade fire response infrastructure.

Considerable progress was made in the implementation of many of the objectives identified in our Strategic Development Plan 2009-2013 during 2009. This process continues in 2010 with a primary objective to substantially promote the natural attributes of the Shannon Estuary. In this regard, IDA Ireland, Sustainable Energy Authority of Ireland, Shannon Development and ourselves have come together to promote and market the Shannon Estuary as Europe's Ocean Energy Hub, promoting the deepwater port of Foynes, the large serviced industrial site at Askeaton, the Kerry Deep Water Zone (90 hectares of state owned zoned industrial land) and the naturally occurring deep water sites on the estuary as a base for assembly and maintenance. The medium to long term future development of the Estuary is extremely promising in terms of building this energy hub in both the renewable and traditional power sectors.

With regard to 2010, the impressive performance of our terminals experienced in Q4 2009 has continued into 2010 where both Foynes and Limerick have performed relatively well against the backdrop of continued economic difficulties. At this stage we are forecasting an improved

performance for 2010 over 2009 and the recent predictions of economic growth of circa 1% to 2% for 2011 are encouraging. We are all hopeful that we have "turned the corner" and our year to date figures would suggest this to be the case although navigating the course to recovery will require continued improvement in efficiencies and austere management of our resources.

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. Finally, I would like to sincerely thank you all for your hard work and dedication during these difficult times, your contribution is very much appreciated.

Pat Keating
Chief Executive Officer

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 the national bulk business.

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.



Potential Road Connection

The Shannon Estuary and its ports as an Economic Driver for the region	The movement of goods is prioritised with commensurate level of supporting strategic policies and objectives. The ports should be given similar supports as the airports.
Appropriate Transportation & Land use planning for the port	Upgrade the road and rail infrastructure serving the lower Estuary (see Diagram above). Ensure sufficient land zoning
Designate the Estuary as an Ocean Energy Hub	SFPC is widely recognised as a critical service provider to the national energy industry's as evidenced by the presence of ESB, Endesa 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



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

As a Port Company working in many different sensitive surroundings we realise that we have a duty of care to perform our 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 Foynes. 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.



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

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



SEAPT 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 Etenders. 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.

APPOINTMENTS - We are pleased to announce the appointment of Pat Keating as Chief Executive Officer and of Ed Stanley to the position of Financial Controller/Deputy Company Secretary. We wish both every success in their future roles with the Company.

TRIBUTES

Jackie Nugent entered the service of the Limerick Harbour Commissioners in February 1964, having spent several years at sea previously. Jackie was an extremely talented person, who worked as a crane driver and truck driver during the 30 years prior to his retirement in September 1994. Apart from his operational versatility, Jackie was noted for his skills in repairing clocks and watches, as well as frequently opening locks which had baffled locksmiths. He was also a talented rope splicer. Jackie has worked on an occasional basis with SFPC and LCH since, before finally retiring at the end of April. He still visits the Docks from time to time and will always be welcome.

Tommy Holmes, who recently retired from the service of Limerick Cargo Handling Ltd., was the first recruit to the new group of LCH staff who joined the Company in 1999 following the winding up of the Limerick Dock Labourers' Society. However, Tommy was no stranger to Limerick Docks as he had worked for a haulage company for many years prior to this taking goods from the Docks to the Merchant's premises. We wish him well in his retirement.

Christy Tobin, who died recently after a lengthy illness, was a member of the Limerick Dock Labourers' Society until its disbandment in 1999. Christy was one of the longest serving members of the Society and also served as a director of LCH for several years prior to his retirement. Always a popular figure, Christy was a gifted sportsman in his youth, particularly as a member of the highly successful Ballynanty Rovers AFC.



Conference 2010

Friday 24th September 2010
Thomond Park Conference Centre, Limerick.



Booking Forms available from Evelyn or Carmel at:
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