

Environmental and Social Data Sheet

Overview

Project Name: Dublin Port Development
Project Number: 2014 0463
Country: Ireland
Project Description: Infrastructure works in Dublin port to accommodate traffic growth and prepare for increases in ship sizes, including construction of new quays and jetties, reclamation works and deepening of the access channel.

EIA required: yes
Project included in Carbon Footprint Exercise¹: no

Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

An Environmental impact assessment (EIA) in accordance with EU Directive 2011/92/EC has been undertaken for the project by the Promoter, the Dublin Port Company (DPC). An appropriate assessment in accordance with the Habitats Directive 92/43/ECC and the Birds Directive 79/409/EEC was also undertaken. The proposed project works do not lie within any Natura 2000 designation area, but they are in close proximity to four sites. In addition, the associated capital dredging and disposal of dredged material at the disposal site will require works within and adjacent to the Rockabill to Dalkey Island candidate special areas of conservation.

The appropriate assessment concluded that the proposed project with the implementation of the prescribed mitigation measures would not give rise to significant impacts, either individually or in combination with other plans and projects, in a manner which adversely affects the integrity of any designated site within the Natura 2000 network.

Following submission of the EIA in 2014 there was a period of public consultation and latterly further information was provided to the consenting authority regarding the replacement of a subsea cable under the main access channel and the interface of the project with the City of Dublin. Consent for the project is currently awaited.

The project is the first to be developed as part of DPC's Masterplan published in 2012³. As part of the Masterplan DPC undertook a Strategic Environmental Assessment (SEA) in accordance with SEA Directive 2001/42/EC.

Environmental disbursement conditions

- The first disbursement for the project will be conditional on the satisfactory receipt from the Responsible Authorities of the following
 - Planning permission for the project
 - Form A declaration of non-significant effects on a Natura 2000 site
 - Foreshore licences, a licence to dump at sea, an industrial emissions licence and other licences required by the regulatory consent process

¹ Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100 000 tons CO₂e/year absolute (gross) or 20 000 tons CO₂e/year relative (net) – both increases and savings.

³ Available on the DPC Masterplan website www.dublinport.ie/masterplan which also contains other related documents such as the results of consultations and the SEA report

Environmental undertakings

- The Promoter shall ensure that the environmental mitigation measures will be implemented in accordance with the project EIA and corresponding environmental authorisations, and will notify the Bank of any unexpected impact during environmental monitoring.

Environmental and Social Assessment

Environmental Assessment

The SEA process undertaken for the Masterplan was to ensure that any likely significant environmental impacts of the proposed options and their future development were identified. The report also included a Strategic Natura Impact Statement.

The SEA identified that the short-term effects, relating primarily to construction based impacts, range from being negligible to minor adverse. In the medium to long term, moderate adverse effects were predicted for potential unknown archaeological remains resulting from works such as dredging within the Port. However, overall, in the medium to long term, potential effects of the Dublin Port Company Masterplan were largely negligible with minor beneficial effects expected for some aspects.

The EIA undertaken for ABR identified that there will be negligible residual impacts of the project during operation after appropriate mitigation. The main concern during construction was identified as the effect on out-migrating smolts between March and May. To mitigate this dredging will only take place during the winter months, which will also negate any impact on breeding birds. Piling works in the access channel will also only be undertaken in the winter months to avoid noise impact during the smolt run.

Following receipt of planning consent, the Promoter will require a permit from the Environmental Protection Agency for a Waste License and a Dumping at Sea Permit, and Foreshore consent under the Foreshore and Dumping at Sea (Amendment Act) 2009 from the Department of Environment, Community and Local Government before construction can begin. First disbursement will be dependent on satisfactory receipt of these permits.

Public Consultation and Stakeholder Engagement, where required

In March 2011 the Promoter Dublin Port Company (DPC) commenced a consultation process for the Masterplan. The process was aimed at soliciting views from a wide circle of stakeholders whose views on the operations and future of the port are important. As a consequence of these consultations DPC undertook an SEA and Appropriate Assessment of the proposals put forward in the Masterplan. Further public consultations took place during these assessments.

The responses received during the consultation process were taken into account in the finalisation of the Masterplan and SEA Environmental Report prior to subsequent adoption.

For the ABR project DPC engaged with Government, business and industry stakeholders, customers and local communities in 2013 in preparation of the planning application. Consultation on the detailed project was undertaken in March 2014 and submissions or observations on the application could be made to the planning authority up to May 2014.

Other Environmental and Social Aspects

A Draft High Level Construction Environmental Management Plan (CEMP) for the project has been prepared as part of the planning application. The Final CEMP will be produced after planning permission is granted. The objective of the CEMP is to capture all mitigation measures within the EIA together with any conditions imposed by ABP and to provide additional detail in order to develop a practical programme of measures for the Contractor.

The preparation of the CEMP will require continual engagement with a range of interested parties/stakeholders including Dublin City Council, EPA, National Parks & Wildlife Service, Department of Arts, Heritage & Gaeltacht, National Roads Authority, Inland Fisheries Ireland, Commissioners of Irish Lights, Dublin Port tenants and local community groups.

A Construction Environmental Monitoring Programme (CEMoP) will also be developed. The objective of the CEMoP is to provide additional safeguards to the receiving environment during the construction phase of the works.

The CEMP and CEMoP will form part of the specification of the Contract Documents for the construction stage.