

**From:** [REDACTED]  
**To:** [post2040](#)  
**Cc:** [REDACTED]  
**Subject:** Dialogue port discussion2040  
**Date:** 30 June 2021 10:05:22

---

Dear Port of Dublin,

Thx for the opportunity to contribute to the overall discussion on the capitals port.

My brief response centers on the environmental impact of the port, the port location and the absence since June 2021 of a rail freight connection to the port.

These three aspects of environment, location and absence of rail freight are interconnected. Having the busiest port in the country within walking distance of the centre of Dublin is less than ideal as the country looks towards reaching UN Climate Goals in 2030 and beyond. A working port is similar to an industrial site where there is constant movement of equipment, logistics vehicles and trucks and of course the essential movement of shipping. All of these aspects increase pollution in the city and in particular in our waterways so close to the centre. The truck movement linked to the port has already resulted in the building of a port tunnel again bringing heavy traffic almost to the city centre with all the associated noise and air pollution.

Regional connectivity and modern transport corridors now imply that port traffic does not necessarily have to be moved through the capital and instead can be delivered around the country to the many other ports such as Rosslare. Since Brexit, trade with UK has dropped 70% so the southern coastal ports become more important as direct links to Europe. This is an opportunity to redirect more freight and ferry traffic from Dublin port to locations that are less city centre oriented and will have less impact on a big population.

Finally, one of the more effective aspects of Dublin port was the successful IWT freight train operation from Dublin port to Ballina that was suspended in Jun 2021 by Dublin port due to port congestion. The fact that congestion has created a problem is argument enough for reducing pressure on the port and diverting elsewhere. The train link to the port had the effect of removing hundreds of container trucks from the national roads and villages/towns especially in the midlands and west. The EU Green Deal and the TEN-T corridors initiatives emphasize the idea of a modal shift from road freight to rail freight and Ireland has supported these plans at the EU level. The action in 2021 by Dublin port in suspending the rail link at the port for rail container traffic contradicts what EU and Ireland are trying to achieve in the Green Deal and ignored the real benefits of the rail freight system to the port.

Other ports around the country are rail connected though not all with rail freight capacity such as Waterford and Rosslare. Redirecting freight movement from Dublin to these ports is an option for the future.

Dublin port can be part of the regeneration of Dublin as a modern capital, clean and pleasant to live in or it can remain within the status quo and unchanged. To remain unchanged and fail to move with the shifting environmental drive will result in the port losing relevance not just in the capital but for the rest of the country.

Good luck with discussion,

Kieran Dalton

[REDACTED]