Sir/Madam,

I note the papers posted in relation to the above. It is clear from the papers posted that the Dublin Port Company's preferred option is the provision of the extra capacity forecast by the building out of the existing Port to its maximum capacity rather than relocating to a green field site.

I would make some observations in relation to the matter:

1 There are clearly long term constraints to building out the existing infrastructure in that at some stage it too is likely to be out of capacity and an alternative will require to be found. This will imply undertaking the development of alternatively located facilities in that event. Given the tributes paid by DPC in its piece regarding the foresight and engineering ingenuity of our forebears in the construction of the respective Bull Walls why not future proof the development by undertaking the equally ambitious project of building the requirement in an alternative location.

2 Should greater consideration be given to the development of the Port of Cork/Ringaskiddy as an alternative? I would imagine that access to and from it for other than the UK Irish Sea traffic is faster than that to the Port of Dublin? Road infrastructure to the cities of Limerick and Waterford have been or a due to be ungraded which would accommodate the increased traffic arising.

3 In the absence of the completion of the South Eastern By-Pass element of the M50 the Port Traffic through Dublin City, the Quays, Ringsend, Strand Beach Roads and the Merrion Road will only increase from its currently unacceptable levels. Port Traffic should be excluded from the immediately adjacent residential, commercial (office, retail, leisure) and amenity areas of the City and its suburbs. It is not clear how you propose to deal effectively and efficiently with the incremental road traffic that inevitably arises from the proposal to build out further the Port Shipping/Stevedoring facilities.

Yours faithfully

Simon Coyle

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Simon Coyle ▮▮▮▮▮▮▮▮