

Port Futuri's Expansion Plan

Proposal for port development

1. Port Profile

Port Futuri's legal position is that of a Private Company that owns the land (i.e. the entire port estate) of the port area. Its terminals, cargo handling and stevedoring activities are all operated or provided by other Private Companies on long-term tenancy arrangements, via a legal concession. The Port is landlord to a range of industrial enterprises (described below). The Port is also the Port Authority with jurisdiction over navigation in near waters, the port estate and transportation infrastructure within its boundaries. It also provides services involving pilotage, tugs, maintenance dredging and navigation (i.e. safety markers, vessel traffic furniture).

Key Components of the Port (SEE SEPARATE MAP – Page 7).

The Port is located at the seaward end of an estuary and comprises:

- An Inner Harbour (1)
- An Outer Harbour (2) - both based on a series of reclamations dating back to 1860 so that the whole complex is an engineered coastline
- A waste recycling plant (3)
- A food processing factory (4)

Features (3) and (4) above are located within the site of the old 'Town Docks' that was the heart of the original port development along with an 'Old Industrial Plot', which was the centre for the town's fishing industry, as well as a coal-fired power station. Both these facilities closed during the 1960s. There are currently storage areas in this site.

Port Area

The surrounding land includes a Local Nature Reserve designated and managed by the local authority, and a proposed site of Special Area of Conservation (SAC) under the EU Habitats Directive (pending). Other land uses surrounding the port, but within its geographic boundary include: woodland, recreational sites (e.g. sports fields), residential areas and farmland (e.g. for livestock grazing).

The port's coastal and marine characteristics include:

- Sand dunes;
- Beach (part of which is used informally by port workers)
- Seawalls;
- A local river
- Marine infrastructure (e.g. break waters, quay walls).

There is a proposed port development scheme for the Outer Harbour

The Port is doing well commercially and current business activities comprise approximately 8 million (M) metric tonnes per annum of bulks/dry goods and

general cargo, 6500,000 TEU (twenty-foot equivalent units, i.e., containers) and up to five visits from medium-sizes passenger cruise ships. Cargo handled includes:

- Aggregates (sand and gravel) (5)
- Marina activities (6)
- Small-scale fish and fish products (10)
- Grain (7)
- Scrap metal (8)
- Food processing (4)
- General cargo
- Container traffic includes one weekly visit exported from the USA.

The original warehouses of the former Town Docks and Old Industrial Plot now form the infrastructure of an Industrial Estate (9) and Enterprise Zone for private companies; and house a range of light industrial activities including paint spraying and vehicle repair, DIY Store, steel fabrication and galvanizing, and Oil Fuel Distributors.

The Port Authority is a member of the National Port Trade Association and endorses the recommendations of the Organisation. It holds a biannual meeting with stakeholders from the local community including Non-Governmental Organisations (NGOs), and other interest groups such as the local Wildlife Trust as part of its Communications Strategy, which in turn is part of its commitments under its Corporate Responsibility Programme. The wider surrounding area is semi-rural and attracts an above average demographic of retired people. Perhaps connected to that, 'green' politics appear to have a high profile locally and there is constant debate in communities adjacent to the port area concerning aspects of road traffic and noise with a growing rhetoric in the local media about air quality impacts upon human health and annoyance/disturbances potentially affecting the traditional quiet coastal way of life. 94% of the port's 320 workforce live locally and 47 families have more than one household member working at the port. That number trebles if port companies that are tenants are included.

The Port is keen to establish and demonstrate its environmental credentials, which it deems to already be very effective. However, it intends to ramp-up effective management initiatives in environment, Corporate Responsibility and air quality improvements by recruiting a specialist full-time advisor to assist the Health, Safety, Security & Environment (HSSE) manager, who is overstretched.

2. Proposal for New Port Development: Energy Park and RoPax facility

As part of its Masterplan (final version, 2017), to be presented for public consultation at October's Meeting, the Port has a proposed development plan. It is applying to build an Energy Park with associated infrastructure, key support facilities (e.g. control rooms, and electricity sub-stations) and new utility connections on existing in the Outer Harbour (2) and to the East. It is also bidding to place systems on the peninsula (owned by Municipality) to the South East of the port area.

The outline plans include proposals for:

- i. Offshore tidal turbines (array of 21 with cables coming ashore on the peninsula (11));
- ii. Potential for wave energy technology in a dedicated area on the breakwater; (12)
- iii. Onshore wind turbines at six locations within and adjacent to port area;
- iv. Solar panels oriented ESE on the peninsula.

The Port Authority and its investors state that such a green initiative is exactly what is required if the port is to achieve:

- Sustainable development objectives
- Help align with local authority goals and environmental objectives
- Improve the energy security (i.e. balance of sources of consumption) of the port
- Walk-the-talk in terms of its Corporate Responsibility Programme in playing a proactive role in responding to climate change threats.

It foresees great opportunities for assembly and maintenance activities associated with this energy technology, including job creation for specialists and service support opportunities. Public access to the peninsula will necessarily be prohibited but this is seen as a small price to pay for renewable energy.

In addition, the strategy of the port is the development of **ROPAX** facilities in the Outer Harbour specifically designed to dramatically increase tourist and trade connections giving a sound commercial basis to the aims of sustainable development. (**ROPAX** is an acronym for roll on/roll off passenger vessels. They are built for freight vehicle transport with passenger accommodation for more than 500 passengers, and are often referred to as cruise ferries). The Port Authority sees such an initiative as a genuine catalyst for enhanced performance of the port as a node within an evolving Logistic Chain.



3. Recent Site Inspection Report and Update Information: Port Futuri

Carried out for: Local Authority, Department of Planning and Enforcement

Reference: C/01/DPE/0644

An enforcement officer from the local Department visited Port ----- in response to a series of complaints received from the public and the publishing of adverse publicity and comment in the local media. Issues of noise and dust were repeatedly cited as nuisance.

Two meetings of local residents had been held at the local school to protest at the nuisance and to demonstrate strong feeling that the port management was not responding to requests for information. Although invited, the port authority did not send a representative to the meetings. The port authority is currently carrying out a port expansion project seaward of the existing Outer Harbour and breakwater (see map). It is interesting to note that a small counter-demonstration of port employees gathered outside the second meeting indicating support for the 28 new jobs expected as a result of the development.

The Officer conducted a short reconnaissance of the port area to gather information and form an initial opinion. Entrance through the old Town Docks was characterized by the amount of vehicular traffic associated with the Industrial Estate (9) and the noise of handling scrap metal (8), though the latter is reported as being occasional cargoes only. There was a distinct odour associated with the fish processing plant (10) and in the corner of the car park a short open drain or conduit was obviously transferring liquid waste from one building to an underground storage tank.

Piles of fine-to-medium dredged sand lined the berth at (5) and there was discernible dust being produced from the conveyor loading the hoppers. The Officer did not visit the actual sites of the Processing Plant (4) or the Waste Recycling Plant (3). Both sites are run by private companies that operate as tenants on land owned by the port authority. No particular noise was noted though an obvious sheen of dust was present on flat surfaces downwind of the waste plant.

The Inspecting Officer stopped and took photographs and notes throughout the port area but was not challenged for identification at any point. She attempted to introduce herself to the Port Office reception staff on leaving but no one was available for interview without prior arrangement; and she was unable to obtain a copy of the Port Handbook or any publication on the port authority's environmental policy.

It was noted that fencing and signage was generally in a poor state of repair and litter was a feature of most of the perimeter. There is no environmental information on the port authority's web site though there is a strong marketing section related to the new development area.

A local diving club holds data on marine biology from using the offshore area over the last 15 years but the new Energy Park will put offshore activities closer to their favourite diving sites - the Port used to have an EcoPorts PERS certification but this

has lapsed due to staff resourcing. It does not hold an ISO14001 certification. Having had an exchange with an international city with which it is twinned, local authority officials are considering a pioneering scheme (in the county/region) to ban petrol and diesel engines from driving within 2km of local primary and secondary schools at drop-of and pick-up times. A PhD student studying human health has detected that the local coastal town has an apparently higher incident of mental health problems registered through health authorities/local doctors than the national average. The port is on a shortlist (as an export terminal) belonging to a car manufacturer - based 150km away - that is ramping up its production of small electric cars, following the lead from Volvo (July 2017). With no rail head, these cars will need to be brought into the port via regional and local highways although the port has no readily available parking area for cars awaiting export – this is viewed by business investors as a great commercial opportunity for the port.

4. Public Meeting of Stakeholders:

- A. Port Authority/Operator and Developer
- B. Planning and Environment Agency
- C. Local Community – representative of residents/civic society
- D. NGOs/Conservation Society
- E. Small Local Business Federation – small scale enterprises including tourism, farming and fishing
- F. Major industry and chain operators

5. Objectives:

- a) To exchange views on the impact of proposed port developments
- b) To identify environmental management options to enhance sustainable development and environmental protection.
- c) To reach consensus on the development proposals for the next stage of the planning application – **PUBLIC VOTE**

6. Action required:

Prepare a short presentation to be given at a public meeting of all relevant stakeholders at which you will address your priority issues including:

- a) Comments regarding the current situation and proposed developments
- b) Cautions and opportunities, strengths and weaknesses as perceived by the groups and people that you represent.
- c) Specific issues including recommendations and response options

7. General guidelines

- a) Prepare 7 minutes of focussed, high-impact statements based on priority issues for your particular stakeholder group. Include policies, challenges, scope for compromise (if any) and recommendations, challenges.
- b) Specify your 'starting point' and the extent to which you support or challenge the proposed developments.
- c) Design your presentation to appeal for the public's vote at the end of the Public Meeting.
- d) Specific guidelines will be issued to each role-player in confidence. Limited collaboration before the event may be permitted between some players (certain tensions and dramas can only be played-out 'live' in the Meeting itself).
- e) Draw on points 1-3 of the scenario, above, and interpret the detail as you judge it to be most appropriate to your perspective (Contact CFW for points of clarification).
- f) Remember, it is a piece of 'theatre' – no right or wrong options, but between us all we can exemplify the challenges and options in stakeholder relations and negotiations necessary to deliver acceptable sustainable development.

8. VIEWS OF INTERESTED PARTIES

- “The Board of **Port Futuri** recognizes the commercial and social value that the activities and operations of the port bring to both shareholders and the local community. We appreciate the investment and commitment of our tenants and operators. The industrial and commercial activity related to aggregates, containers, fishing, and grain make a substantive contribution to the viability of the whole enterprise. The development of the Energy Park and RoPax facilities are seen as major initiatives to boost the economy of the whole Municipality. We are aware of our Corporate Social (and environmental) Responsibilities and intend to place environmental protection and sustainable development at the centre of our business plan”
(*Antonis Michail, CEO and Chairman, Port -----, Port Authority*).

- **“NOISY NEIGHBOUR WRECKS OUR SLEEP” – once again the twenty-four-hour working and the amount of lorry traffic is driving local people to the verge of breakdown according to local Councillor Ivor Payne. Handing in a 1200-signature petition to the port’s Public Affairs Officer, Daisy Belle, he was joined by local parents and school children in a demonstration at the Port’s No.1. Gate..... ((Port ----- Daily Chronicle)**

- “The results of the latest assessment confirm that the fauna and flora of the coastal and marine area to the north of *Port Infinity* represent a unique and scarce ecosystem that warrants a high level of protection” (*Friends of the Earth Press Release*).
- “Water quality results from the Town Beach continue to give cause for concern and are still well short of the standards required under the Directive Concerning the Quality of Bathing Water (76/160/EEC)”. (*Environment Agency*).
- Our clients, (*Port ----- Port Authority*) intend to pursue their planning application for development of the port area and are confident that the scheme will benefit both the environment and the local community. (*Law Firm Sue, Grabbit and Runne*).
- “We used to catch lots of fish when we were children. The Outer Harbour was full of plaice and bass. You don’t catch anything now” (*David Whitehead, 90-year old local resident*).
- “The recycling plant and the port activities provide good jobs, I agree, but the smell and dust with a southerly wind is terrible. What about the health of the children?” (*Stavros Hatzakos, Head of local School, radio interview*).
- “The Port Authority? – They think they own the town”. (*Isabelle Rykbost, local Environmental Activist*).



PORT FUTURI

1. Inner Harbour	7. Grain handling and storage
2. Outer Harbour	8. Scrap metal
3. Waste recycling plant	9. Industrial Estate
4. Food processing factory	10. Small-scale fish and fish processing
5. Aggregates (sand and gravel)	11. Peninsula
6. Marina activities	12. Breakwater

9. Representatives

A. Port Authority/Operator and Developer – Malte Siegert, CEO.

The Port Authority and its Senior Management are totally committed to the economic imperative and are clearly focussed on driving the proposals through the complete planning process. Mindful of share-holder pressure, there is a strong determination to make the case for investment and to achieve profit in the scheduled period. The Board Members are particularly business-minded and see the creation of wealth and jobs as justification for whatever changes are necessary to fulfil the Authority's ambitions. Although apparently supportive of the concept of sustainable development, the Authority sees cost reduction and efficiency as the hallmark of its business ethos and is not prepared to lose this opportunity to attract the funds required to expand the port's activities and operations. The Authority is keen to deliver faster processes and services and to embrace innovation. The mantra of "how can you have sustainable development – without development" is frequently quoted by the CEO.

B. Planning Department and Environment Agency - Charles Haine, Director.

The Regional Planning Department has responsibility for developments within the Municipality in terms of application and approval protocols and at this phase of the procedure is working in tandem with the Environment Agency to ensure compliance with legislation and regulation. It is no secret that there is strong national governmental support for the proposed port development because of the attraction of job creation and inward investment. Clear messages of support are voiced by politicians at national and local level. The agencies are mindful of their liabilities and responsibilities, and have avowed recognition of sustainability and environmental protection. Nevertheless, the local press has picked-up on the significance attached to expanding transport links to the hinterland, and the impact that the whole investment could have on regional development. The strong collaboration between the Port Authority and these Agencies is viewed by some observers as a measure of efficiency and progress, and by others as a too close a liaison given the sensitivities attached to the plans. The agencies would like to see the port development plans evolve as a precedent of good practice and serve as a model for collaboration and effective delivery.

C. Representative of Local Community and Civic Society – Rosa Mari Darbra, Previously a Head Teacher and now an independent Councillor.

With the exception of those individuals and families directly employed by the port and those benefitting from the multiplier-effect (see port profile), there is widespread dismay and resistance to the plans by local residents who view the proposed changes as demolishing the established character of the seaside community. The proposed changes to road systems, the increase in the concentration of industrial activity, and the development of apparent no-go zones are viewed as totally unacceptable. There is widespread belief that the environmental impacts of port activities and operations is already unacceptable (See Section 3. Recent Site Inspection Report and Update Information). There is scepticism concerning the motives and final outcome of the proposed development, and a profound lack of trust in statements made 'by the Authorities'. The younger generation of the Municipality have seized on the environmental impacts, and the retired citizens are motivated in their resistance to change particularly with reference to road safety and noise. There are mixed views as to what form opposition should take. There are calls for direct action and protest, whilst others propose legal challenge and demand a wider enquiry. There is a certain degree of conflict within the group between those seeking jobs and the creation of wealth, and those focussed more on the quality of life in a traditional, coastal settlement.

**D. Representative of Local Conservation Society and associated NGOs –
Ton van Breeman, Chairman.**

Support for environmental protection and growth of 'green' parties has been a particularly marked phenomenon locally over the last twenty years. Membership has increased dramatically with a wide range of age groups actively involved in networked activities related to promoting the development and protection of conservation areas, along with the adoption of green practices in all aspects of civic society. Awareness of the challenges to environmental quality is high and loudly proclaimed in the press and other media outlets. With its local origins in marine habitats and coastal ecosystems, the interests of the Society have broadened widely to incorporate issues of health, sustainability and quality of life for local people. Successive statements by committees and meetings have condemned the port development proposals outright, and an 'us-and-them' attitude is entrenched within the community. The group attracts some criticism for being too ecosystem and habitat oriented – "what about us, the people"? is a regular challenge from those who work at the port. The representatives face a difficult challenge both from within their society from those who demand more direct action against the development, and from outside their group by those who seek compromise and collaboration.

E. Small Business Federation –Gun Rudeberg, Managing Director, Estate Agent

The Small Business Federation was formed within the Municipality to strengthen representation of the smaller enterprises, often family-based, in the face of what was seen as growing dominance of the Port Authority and large industries. Enforced changes to traditional ways of working, re-development of land and waterfront facilities, and now the plans for major port development are all perceived as threats to life-style and financial security. Some members, such as tourism interests, see positive options and benefits in the proposals with potentially more visitors and growth in support services. In contrast, local fishermen are seeking compensation and are flagging yet another blow to the traditional way of life that has been a characteristic of the town for decades. The farming fraternity is another example of mixed views, some seeing opportunity by increased marketing opportunities and improved transport, others signalling threats to environmental quality and the challenge for space.

**F. Business Association and Group of Chain Operators – Nicola Jenkins-Graham,
Managing Director**

The Association represents an organisation of multiple businesses with interests in industrial production and logistic operations. The group is well aware of the economic and strategic significance of its activities and operations. It recognizes the commercial opportunities of the proposed developments but is mindful of the necessity to address environmental issues having suffered set-backs at the planning approval stage of other such projects elsewhere. It sees enhanced opportunities for greater involvement in port supply facilities, and the chance to create a centre of excellence for renewable energy technology if sufficient land and sea-space is made available. The principle of delivering a smaller carbon footprint is accepted by its members though a generic approach has not yet been agreed. Improved hinterland connections have been identified as a requirement *sine qua non* for the proposed developments and members are keen to seize the commercial opportunity mindful of the environmental imperative.